Department of Transport and Regional Development
The Federal Office of Road Safety

Community Attitudes to Road Safety

Community Attitudes Survey
Wave 9

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TAVERNER Research Company

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COMMUNITY ATTITUDES TO ROAD SAFETY:
Community Attitudes Survey Wave 9

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Abstract

The ninth in a series of national surveys on community attitudes to road safety was conducted in May/June 1996 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, reported usage of seat belts 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.

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1. EXECUTIVE SUMMARY

1.1. Survey Methodology and Aim

This document reports the findings from a national survey of 1,286 people aged 15 years and over, conducted in May/early June 1996. The survey is Wave 9 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. The previous survey in the series was Wave 8, conducted 12 months earlier.

1.2. Major Findings

The results for Wave 9 again show that speed and alcohol are recognised by the community as the principal issues in road safety. Each of these two factors is spontaneously mentioned by more than half the population as major contributors to road crashes. Speed, however, is most often cited as the primary causal factor.

Other reasons commonly suggested, each by close to one in four people, are lack of concentration, carelessness and driver fatigue.

Community support for the introduction of a 50 km/hr speed limit in urban residential areas is again reflected in the survey findings, along with widespread acceptance of current speed regulations and low tolerance of excessive speeds. A new question in the survey also finds very strong support, in all jurisdictions, for legislation requiring people to carry their licence at all times when driving a motor vehicle.

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

Speed

The survey again found that one third of Australians say speed is the principal factor leading to road crashes and over half consider it a key contributor. Despite this and a conservative attitude to driving in most of the community, there is still a sizeable minority who admit to violating existing speed laws.

Four in every five drivers reportedly exceed the speed limit by 10 km/hr or more at least occasionally, with 15% claiming to do so on most occasions. Nearly half of all licence holders acknowledge being booked at some time for speeding, with one in six (16%) booked in the last two years and one in twenty in the last six months.

The inclination to exceed the legal speed limit is still greatest among males and younger drivers. Encouragingly, however, the survey findings continue to show that there is a generally held recognition of the dangers associated with speed. Four in every five people agree with the proposition that an

accident at 70 km/hr will be a good deal more severe that one at 60 km/hr. Close to three in five believe that a 10 km/hr rise in driving speed will significantly increase the likelihood of being involved in an accident.

There is a continuing high level of awareness of speed enforcement efforts, with three in five people perceiving an increase in police activity over the past two years. Further, while most drivers say their driving speeds have remained unchanged during this period, an increasing and sizeable minority (nearly three in ten) now claim they are travelling at lower speeds than before. Females tend to drive at slower speeds than males, though males too are expressing a tendency to reduce their driving speeds.

The survey again shows broad approval among the Australian community for current speed regulations. Nearly nine in ten agree that speed limits are generally set at reasonable levels and three in four believe that the 60 km/hr limit in urban zones should be enforced, with a tolerance of 5 km/hr. Similarly, more than 80% of people favour enforcement of 100 km/hr rural speed limits to within 10 km/hr.

Wave 9 results confirm last year's support for a 50 km/hr urban residential speed limit. More than six in ten people say they would approve of the reduced limit, while less than one in five voice strong disapproval.

Alcohol

Alcohol continues to be regarded as the second most critical road safety issue, after speed. Some 15% of people consider drink driving to be the main cause of road crashes (compared to 34% for speed), and over half the population nominate it as a contributing factor. This includes seven in ten people in the vulnerable 15 to 24 year age group.

Random breath testing activities on Australian roads continue to enjoy a high profile. Close to seven in ten of all licensed drivers report seeing RBT operations in the past six months, with one in five saying they have personally been tested in that time. Males again report both a higher awareness of RBT activity and a higher incidence of testing than do females. Awareness tends to be more pronounced in the capital cities than in non-metropolitan areas.

Investigation of people's attitudes towards alcohol confirms a greater willingness to adopt safer drinking and driving practices evident since the Wave 7 survey, conducted in 1993. While one in five licence holders in Wave 9 claim to be non-drinkers, an additional two in five say they abstain from drinking when they are planning to drive. These figures have remained steady since Wave 8 but represent a marked increase over the level of voluntary abstinence (one in three) reported in Wave 7.

Use of self-operated breath testing machines in a pub or club in the last six months continues to be rare among drivers, at only 6%. However, close to half of all licence holders who ever drink and drive say that, given the opportunity, they would be likely to test their breath to decide whether or not to drive.

Knowledge of recommended alcohol consumption guidelines was again investigated in Wave 9. The findings continue to reflect a reasonable level of understanding of the number of standard drinks that can be consumed, with females generally recognising that they should consume less drinks than males.

Most beer drinkers display a good understanding of the term "standard drink" when asked to estimate the number of drinks in a 375 ml stubby or can of full strength beer. Seven in ten either correctly specify one and a half or, more conservatively, estimate it at two or more standard drinks. Wine drinkers, on the other hand, tend to under-estimate the number of standard drinks in a bottle of wine with relatively few (14%) correctly suggesting seven or more.

This document describes the research that was conducted and provides a more detailed analysis of the results for Wave 9. Further information can be obtained through the Federal Office of Road Safety in Canberra.

2. INTRODUCTION

This is the ninth survey in this series commissioned by the Federal Office of Road Safety (FORS), monitoring community attitudes towards various aspects of road safety. The coverage was again national, with the fieldwork conducted by telephone from the TAVERNER Market Research office in Sydney during May and early June 1996.

The nine survey Waves have been conducted almost annually since 1986, as follows:

★	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
★	Wave 8		May/June 1995	Printed as FORS Report CR 159
★	Wave 9		May/June 1996	Printed as FORS Report CR 167

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 were selected on an age/sex/area quota basis using traditional telephone fieldwork methodology.

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

A revised method introduced for Wave 7[1] 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.

For Waves 8 and 9, FORS retained this approach for maximising the response level. In both of these recent Waves, TAVERNER Research Company continued to introduce more refinements to the respondent selection

[1] *The essence of the change was to send an advance letter under Ministerial letterhead and to increase the number of call attempts to 9 or more. There were other refinements which included recalls to refusals and people with limited English speaking ability. The change to the in-home respondent selection introduced non-substitution, between household member, following random identification of one person to be interviewed.*

process within each dwelling contacted, seeking to reduce yet further the traditional over-representation in surveys of females and older persons, at the expense of the young and males under 60 years in the raw sample data.

Even though the issue of over and under representation of particular sample categories can be largely corrected through application of population weighting, as used in all previous waves of this monitor, FORS accepted the researchers' suggestion of varying the chance of selection during fieldwork. The multi-stage method used in the sample selection for Wave 9 is explained in some more detail in the next section. The end result has been a continuing improvement in the raw sample representation both nationally and within each State and Territory.

This Wave 9 survey has maintained the higher response rate and improved sample reliability that was achieved with Waves 7 and 8. The survey design is far more rigorous than the standard adopted in most other studies of this kind and is both practical and effective.

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 probability, non-substitution selection of the person in the dwelling who would answer the questions. Prior to Wave 7, sampling had been based on an age/sex quota selection method which, although generally accepted in commercial research and more economical to conduct, has much less validity.

In the 1993 (Wave 7) survey of this series, changes were introduced so that every household had an equal chance of selection and every member within each household also had an equal chance of being interviewed. This lead to some over-representation of females in most age groups and under-representation of the 15-24 age group, particularly males, which was corrected through population weighting in the analysis. For Wave 8, TAVERNER Research Company introduced a two-step variation to the sampling in an attempt to improve the overall representation of these groups. Wave 9 again adopted this general approach, with further refinement.

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 of the traditionally "hard to find" males and young people being included in the raw sample. The over-riding principle, however, was that interviewer bias should be eliminated in respondent selection. Hence, the control rested with the computer program selecting the respondent.

At contact with the dwelling, the interviewer listed all household members by age and sex and the computer program 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 work stations were 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 35% 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 Waves 7 and 8. Age/sex achievement within region was monitored against the June 30, 1994 Australian Bureau of Statistics population estimates.

The balance of the fieldwork then allowed for controlled quota completion within each State and Territory, with the provision that interviewers still had no influence over whom to select in any dwelling. 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 very close to the desired raw numbers distribution of age/sex within region by using the above method, which ensured that the overall findings still retained the integrity of probability selection.

The data collected in this survey have been presented to FORS in raw numbers and also weighted to the national and State by State household statistics estimated by the Australian Bureau of Statistics as at 30 June, 1994. 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 probability distribution of the kind historically adopted in this series of Community Attitude surveys. This ensured at least 100 interviews in any region reported.

The sample achievement is shown in Attachment B. 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 within dwellings 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 1,286 completed interviews instead of the planned sample size of up to 1,250.

Response rate by region, based on total telephone numbers selected and addresses mailed, varied from 61% in the most densely populated regions (eg. Sydney) up to 76% in the smaller regions (eg. non-metropolitan Tasmania) and averaged over 65% 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 81% 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 11 May to 3 June, 1996. The questionnaire, described below and included as Attachment A, was administered with the selected respondents using the Computer Assisted Telephone Interviewing (CATI) system under the direct control of TAVERNER telephone interviewing supervisors. Average interview length was 13.4 minutes. 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 unweighted and weighted formats.

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 9 were nominated by FORS. In most cases, questions that had been asked in Wave 8 last year were repeated and certain new questions were added.

The following issues affecting road safety were covered in this survey: Questions covered awareness, attitudes and behaviour.

4.1 Questions that were the same as Wave 8

- 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 Blood Alcohol Concentration (BAC) 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
- strategies to stay under the legal blood alcohol limit
- usage of breath testing machines in the last six months and likelihood of use if there was an opportunity
- knowledge of current alcohol consumption guidelines for first hour and each hour after that, for men and women
- 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
- 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 km/hr or more over the speed limit
- tolerated speeds in urban 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
- wearing of seat belts, back and front
- perception of changes over the last two years 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

4.2 New topics introduced for Wave 9

- incidence of being booked for speeding in the last two years
- tolerated speeds in rural 100 km/hr zone without being booked
- attitudes toward the law applicable to some Australian States requiring people to carry their licence at all times while driving a motor vehicle, and knowledge as to whether this law applies to their own State/Territory

The questionnaire and wording used in Wave 9 is enclosed as Attachment A.

5. SAMPLE CHARACTERISTICS

For comparison of weighted and unweighted numbers analysed in this survey, examples of respondent characteristics are presented below:

CHARACTERISTICS %	UNWEIGHTED %	WEIGHTED %
Base:	1,286	14,010 ('000'
Age: (15 years and over)		
15-16 years	5	4
17-19 years	5	5
20-24 years	8	10
25-29 years	10	10
30-39 years	19	20
40-49 years	18	18
50-59 years	13	12
60-69 years	11	9
70 and over	10	11
Sex:		
Male	50	49
Female	50	51
Occupation:		
Student	10	10
Home duties	8	8
Employed	58	58
Retired	21	20
Unemployed	4	4
Highest Education Level:		
Up to secondary/at school	61	61
Trade/TAFE	12	13
Tertiary	26	26
Other	1	1
Driver Characteristics: Licence Held		
Have current licence or permit	83	83
Previous holder	3	4
Never held	14	14
Driver Characteristics: Licence Type		
Car - learner's permit	3	3
Car - provisional	3	2
Class 1	79	79
Heavy Vehicle Licence	13	11
Bus Licence	3	2
Motorcycle - Learner's permit	1	1
Motorcycle - Provisional		1
Motorcycle - Full Licence	10	10
Taxi or Hire Car Licence	1	1
Never held	14	14
Length of Time Licence Held		
Up to 3 years	8	9
3-5 years	4	6
6-10 years	8	9
Over 10 years	65	63
Never held	14	14

CHARACTERISTICS %	UNWEIGHTED %	WEIGHTED %
Base:	1,286	14,010 ('000)
Penalised for Speeding:		
Last 6 months	5	5
Last 2 years	15	14
Ever booked	43	41
Never booked	43	45
Never driven	14	14
Road Accident Details: (last 3 years):		
Someone killed/hospitalised	1	1
Some injured/not hospitalised	2	3
Major vehicle damage	4	4
Minor vehicle damage	9	10
None of the above		
Been in road crash in past 3 yrs	17	17
Not been in road crash in past 3 yrs	83	83

NB: Some sub-totals in columns do not add up to exactly 100% either due to rounding or because multiple responses were allowed.

DETAILED FINDINGS OF WAVE 9

6. ROAD CRASHES

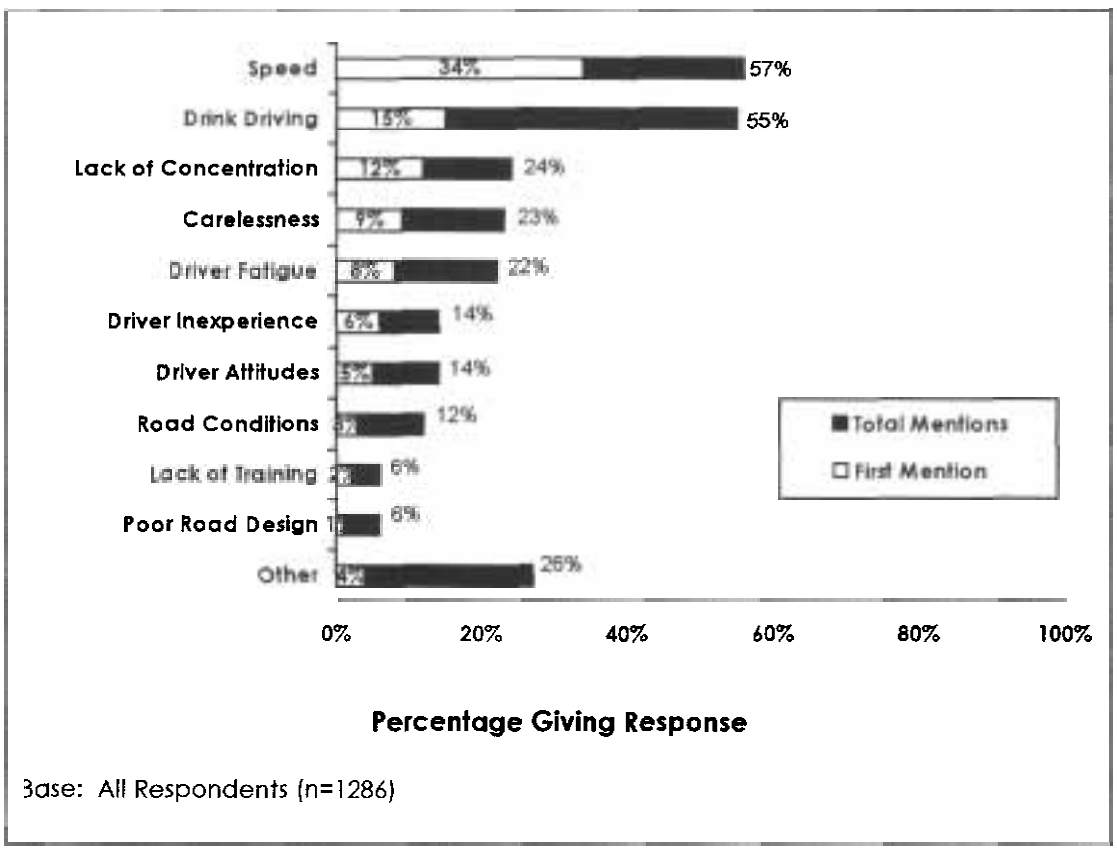
6.1 Factors Contributing to Road Crashes

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 (57%) and drink driving (55%) continue to be perceived as the two main factors contributing to road crashes. Mentions of drink driving were slightly higher than was noted last year. Lack of concentration (24%) again ranked third, with a further 23% referring to carelessness. In line with Wave 8, 22% nominated driver fatigue. Driver inexperience and attitudes were both mentioned as factors contributing to road crashes by 14% and 12% referred to poor road conditions in this context.

Figure 1:
Factors Contributing to Road Crashes



Base: All Respondents (n=1286)

As found in the Wave 8 findings last year, one third of all respondents (34%) first nominated speed as the factor most often leading to road crashes, compared with less than half that number (15%) initially referring to drink driving. Females and older respondents continued to be significantly more likely than other population groups to nominate speed as the main factor, while 15-24 year olds were more likely to mention drink driving.

Speed emerged as the main factor in most States and Territories, particularly in Tasmania where, again, close to half of all people surveyed (45%) gave speed as their first mention. The exception was the Northern Territory, where drink driving proved to be the major top of mind issue.

When including all other factors mentioned by the population, we again found that females were significantly more likely than males to nominate both speed and drink driving as factors leading to road crashes. While the majority of males did refer to these factors, they were more likely than females to raise the additional issues of driver training, road design and road conditions.

Older people still tended to blame speed more often than did younger people, while those in the 15 to 24 year age bracket were significantly more likely to cite drink driving as a factor leading to road crashes than any other age group. Although these overall findings are consistent with Wave 8, it should be noted that mention of drink driving by 69% of the under 25's represented an increase on the Wave 8 figure of 59%. Young females accounted for the bulk of the increase in mentions this year of drink driving causing crashes.

Table 1 illustrates "all mentions" of speed and drink driving, by sex and age of respondent.

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	57%	51%	62%	44%	56%	58%	68%
Drink Driving	55%	51%	59%	69%	49%	53%	53%
Base	1286	641	645	232	378	400	276

Base: All Respondents (n = 1286)

Table 2 below, shows "all mentions" of speed and drink driving by State/Territory. Overall, there appeared to be less regional variation on these issues compared to last years findings.

Tasmanians (62%) continued to mention excessive speed most frequently as a contributing factor in road crashes, although at a lower rate than the Wave 8 figure of 74%. Queenslanders' reference to speed was also relatively high at 60% this year. In contrast, people from the Northern Territory (42%) and the A.C.T. (45%) were far less likely than those from other states to attribute road crashes to excessive speed.

Drink driving was again most likely to be mentioned in the Northern Territory (68%), only slightly below last year's finding when 76% referred to this factor.

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	57%	57%	58%	60%	56%	51%	62%	42%	45%
Drink Driving	55%	52%	58%	52%	58%	59%	51%	68%	60%
Base	1286	243	206	172	155	159	149	104	98

Base: All Respondents (n = 1286)

At 22% nationally, driver fatigue was the fifth most often mentioned factor believed to contribute to road crashes behind speed (57%), drink driving (55%), inattention or lack of concentration (24%) and carelessness or negligence (23%). Mentions of driver fatigue in this context were most pronounced in New South Wales, Victoria and the Northern Territory (all 26%).

People living in areas other than capital cities were more inclined to mention driver fatigue and road conditions as contributing to road crashes. Those in capital cities more readily cited driver carelessness.

Excessive speed and drink driving were mentioned with similar frequency across capital city and non-capital city locations. This compares with the Wave 8 finding that drink driving was perceived as more of a contributing factor among capital city dwellers. The latest results comparing people from capital cities and non-capital city areas are shown below in Table 3.

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

	TOTAL	CAPITAL CITY/NON-CAPITAL CITY	
		Capital City	Non-Capital City
Speed	57%	57%	57%
Drink Driving	55%	56%	53%
Lack of concentration	24%	25%	22%
Carelessness/Negligence	23%	26%	17%
Driver Fatigue	22%	19%	27%
Driver Attitudes/Impatience	14%	15%	11%
Driver inexperience	14%	13%	15%
Road Condition	12%	10%	16%
Base	1286	757	529

Base: All Respondents (n = 1286)

7. ALCOHOL AND DRINK DRIVING

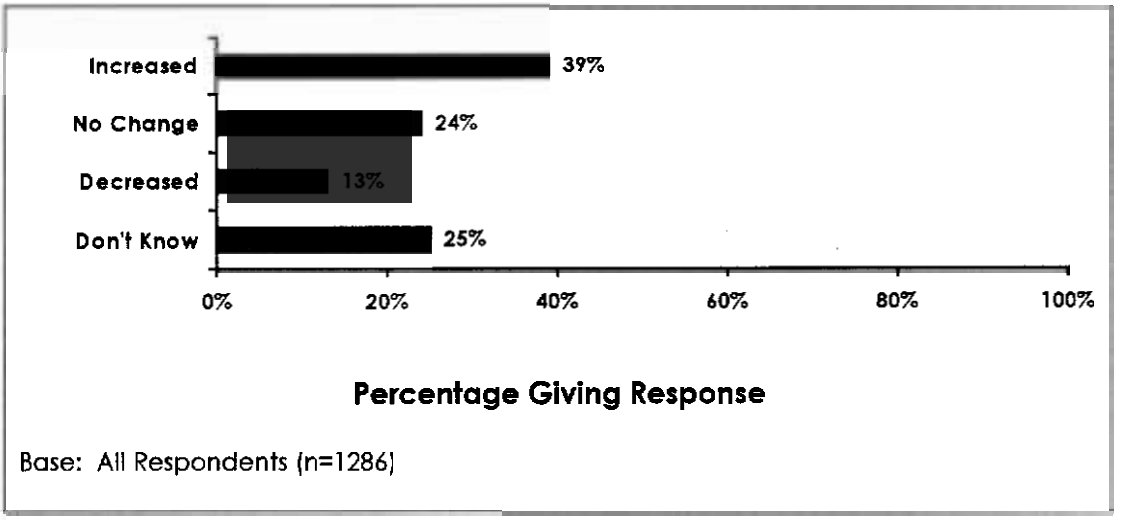
7.1 Perception of RBT Activity in the Last Two Years

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 (39%) rather than decreased (13%), while 24% felt it had remained steady. One in four (25%) were unable to offer an opinion in this regard. These results, which follow a very similar pattern to Wave 8, are presented below in Figure 2.

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



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

Younger people were the most likely to have perceived an increase in RBT activity, with half of those in the 15 to 24 year age bracket of the opinion that the police had been more active in this regard. Females and people over 60 had the least awareness of whether there had been a change in RBT activity (see 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	39	36	41	47	41	38	32
Stayed the Same	24	28	20	20	27	26	18
Decreased	13	14	11	10	14	16	8
Don't know	25	22	28	23	17	22	42
Total	100	100	100	100	100	100	100
Base	1286	641	645	232	378	400	276

Base: All Respondents (n = 1286)
NB: Some columns do not add up to exactly 100% due to rounding.

Regional variations in perception of RBT activity were also apparent. A belief that there had been an increase in the amount of police RBT in the last two years was again most pronounced among respondents in Western Australia and the Northern Territory, with South Australian residents also expressing this opinion in this latest research.

A perception that RBT activity had actually decreased over this time period was most common in the ACT (23%) and Tasmania (20%) (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	39	33	40	33	43	67	29	52	24
Stayed the Same	24	28	25	23	16	14	24	23	29
Decreased	13	17	11	12	11	3	20	9	23
Don't Know	25	23	24	33	30	16	27	17	24
Total	100	100	100	100	100	100	100	100	100
Base	1286	243	206	172	155	159	149	104	98

Base: All Respondents (n = 1286)
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?"*

Close to seven in ten (67%) recalled seeing RBT in operation in the last six months, while 20% reported being tested over the same period. These figures are in line with last year.

Males (71%) continued to be significantly more likely to recall seeing recent RBT activity by the police than were females (63%). Similarly, far more males than females reported having been personally tested in the last six months. Recall of RBT in operation in the last six months again tended to be a function of respondent age. Those aged 60 years and over were significantly less likely than the younger groups to recall a recent sighting of RBT activity. Females in that older age group were least likely to have actually been tested. Table 6 below illustrates these findings.

Table 6:
Recall Seeing RBT Activity in the Last Six Months : by Sex and Age

	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
Seen in operation	67%	71%	63%	73%	70%	70%	51%
Personally tested	20%	25%	16%	20%	22%	24%	13%

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	67%	72%	70%	52%	63%	73%	52%	73%	72%
Personally tested	20%	20%	26%	13%	12%	28%	17%	16%	29%
Base	1286	243	206	172	155	159	149	104	98

Base: All Respondents (n = 1286)

The most recent Western Australia findings for RBT activity showed a substantial increase since Wave 8, up from 48% to 73% for being seen in operation in the past six months and up from 14% to 28% for personally having been tested in that period. Substantial increases were also noted for the Northern Territory, up from 57% to 73% for being seen in operation and doubling from 8% to 16% for personally having been tested for drink driving in that six month period. There was also a slight increase in reported RBT activity in New South Wales (up from 63% to 72%) and a slight reduction in Tasmania (down from 61% to 52%) between Wave 8 and Wave 9.

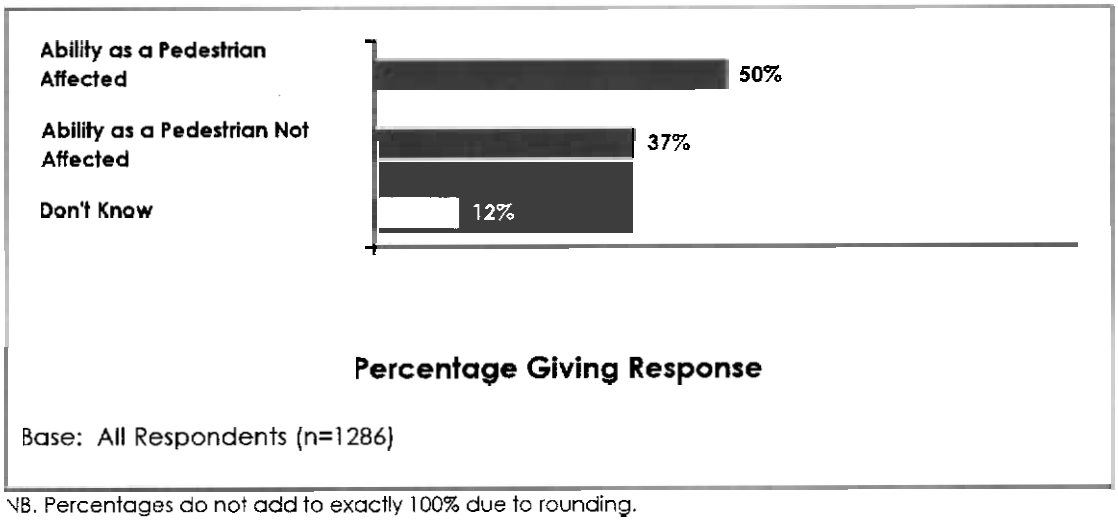
Comparing metropolitan and non-metropolitan residents, awareness of recent RBT activity was marginally more pronounced in the cities at 69% versus 63% for non-metropolitan areas.

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 below, half the people surveyed felt that their ability as a pedestrian would be affected, while 12% were undecided. These results are in line with findings from previous survey waves.



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

In this latest measure, females were significantly more inclined to believe that a Blood Alcohol Concentration (BAC) of .05 would affect pedestrian ability (57% against 44% of males). This belief was particularly pronounced among older females. Table 8 below 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

		MALES BY AGE GROUP				FEMALES BY AGE GROUP			
	TOTAL	15-24	25-39	40-59	60+	15-24	25-39	40-59	60+
Ability would be affected	50%	40%	43%	47%	45%	58%	47%	62%	61%
Base	1286	112	191	196	142	120	187	204	134

Base: All Respondents (n=1286)

Respondents in Victoria (63%) and South Australia (57%) were significantly more likely to express the view that a .05 BAC would affect pedestrians.

Perceptions of the effect of a .05 BAC on pedestrians again varied according to whether or not the person drank alcohol, and the type of alcoholic beverage mainly consumed (Table 9 below).

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

	TOTAL %	ALCOHOL CONSUMED		
		Beer %	Wine %	Do not drink %
Ability would be affected	50	42	47	55
Ability would not be affected	37	52	40	22
Don't know	12	6	12	23
Total	100	100	100	100
Base	1286	478	398	326

Base: All respondents (n=1286)
NB: **a) Some columns do not add up to exactly 100% due to rounding.**
b) The 'Beer', 'Wine' and 'Do not drink' subgroups do not include people who mainly drink alcohol other than beer or wine. Therefore the subtotal of these three groups does not add up to the overall total.

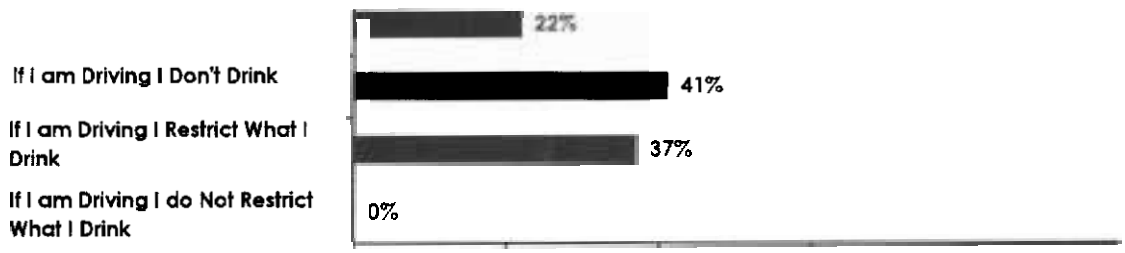
As illustrated in Table 9, over half (55%) of non-drinkers felt that their ability to act safely as a pedestrian would be affected by a BAC of 05. Those who do drink alcohol were less inclined to believe a .05 BAC would impair their ability as a pedestrian, particularly beer drinkers. Nearly one in four non-drinkers, however, could not give an opinion on this matter.

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.



Base: Current or Past Licence Holders (n=1105)

As shown above, most people displayed a responsible attitude towards drinking and driving. In line with Wave 8, the statement with which respondents most frequently agreed was:

"If I am driving, I don't drink" (41%)

Wave 9 confirmed the attitudinal shift observed in Wave 8 compared with previous surveys in favour of not drinking at all when driving as opposed to restricting alcohol intake. In Wave 9, 63% of past or current licence holders maintained they did not drink either at all or when driving. The Wave 8 figure was 64% while the Wave 7 (1993) survey found that only 55% did not drink and drive.

Table 10 below shows that attitudinal differences toward drinking and driving were again apparent between males and females, and according to age, viz:

- females who had ever held a licence were more likely than males to respond, *"I do not drink at any time"* (28% against 17% of males).

- females were more likely to indicate that they do not drink when driving (45% against 37% of males), while males were more likely to indicate that they restrict what they drink (46% against 27% of females).

- 15 to 24 year olds were most likely to nominate the statement, *"If I am driving, I do not drink"* (52%). Overall, 85% of females in this youngest age group could be classified as "non drinkers" when it comes to driving (34% don't drink at any time and 51% don't drink if driving) compared with 67% of males of this age (14% never drink and 53% don't drink if driving).

- past or current licence holders aged 25 to 59 years continued to be more likely than the younger and older age groups to say, *"If I am driving, I restrict what I drink"*, although the majority within all age groups would be classified as *"non drinkers"* in this context (not drinking at any time or not drinking when driving).

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	22	17	28	24	17	21	31
If I am driving I do not drink	41	37	45	52	37	40	39
TOTAL: Non drinkers who have ever held a licence	**63**	**53**	**73**	**76**	**55**	**61**	**70**
If I am driving I restrict what I drink	37	46	27	24	45	39	29
If I am driving I do not restrict what I drink	0	0	0	0	1	0	-
Total	100	100	100	100	100	100	100
Base	1105	575	530	157	348	370	230

Base: Current or Past Licence Holders (n=1105)
NB: Some columns do not add up to exactly 100% due to rounding.

Licence holders in the ACT (53%), South Australia (50%) and the Northern Territory (48%) were more likely than those in other States to indicate that they restrict their alcohol intake when driving, as opposed to not drinking at all. A higher tendency to restrict alcoholic drinks when driving, rather than abstain altogether, was noted in the capital cities (39% restricting what they drink compared with 32% in non metropolitan areas).

7.5 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 6% claimed to have used one in that time period, a figure in line with that recorded in Wave 8.

Very few people over 40 years have used such a machine in the last six months. The highest usage lay in the 15 to 24 age group (14%). Wave 9 showed less difference now between males and females using the machine in hotels and clubs than was the case in Wave 8, indicating an increasing usage by young women (see Table 11).

Table 11:
Use of 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	6%	15%	8%	5%	-	13%	4%	5%	1%
Base	868	62	159	161	96	59	139	136	56

Base: Licence Holders who Ever Drink (n=868)

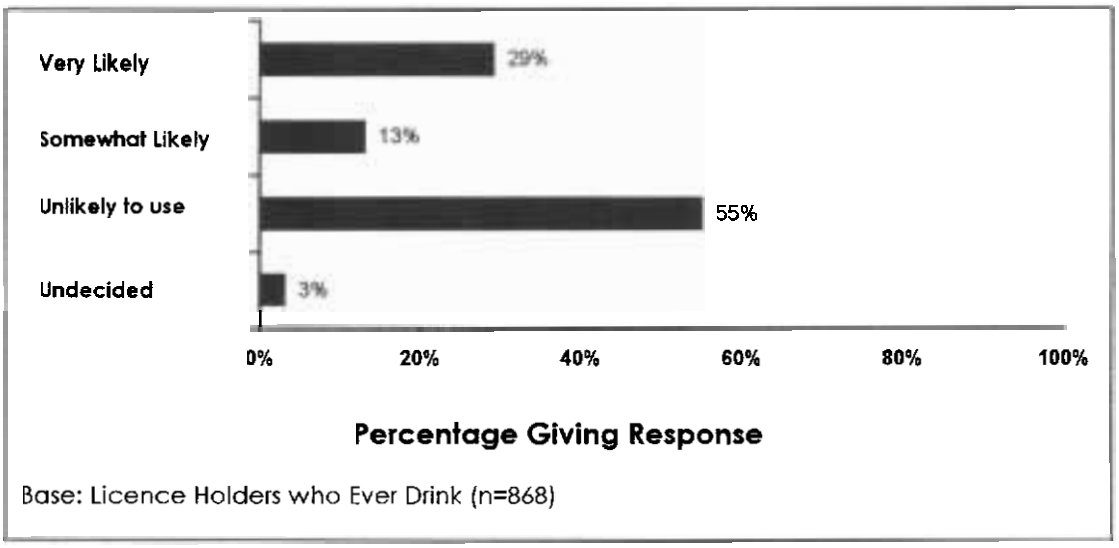
As in last year's survey, residents of the ACT (12%) were more likely to have used a breath testing machine than people in other States.

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, 29% of 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 13% "somewhat likely." The majority (55%), however, reported little interest in the concept (see Figure 5). These findings are in line with Wave 8. The interest in the use of such a device among licence holders who ever drink when driving measured 30% "very likely", with a further 17% "somewhat likely."

Figure 5:
Likelihood of Using a Self-Operated Breath Testing Machine



Base: Licence Holders who Ever Drink (n=868)

Younger licence holders continued to express greatest interest in this regard, although with slightly less enthusiasm than last year. Three in five of the 15 to 24 year old group (58%) in Wave 9 expressed a likelihood of using a breath testing device, compared with 66% in Wave 8. This dropped to 39% among those aged 40 to 59 and to just 27% for licence holders aged 60 years and over (see Table 12).

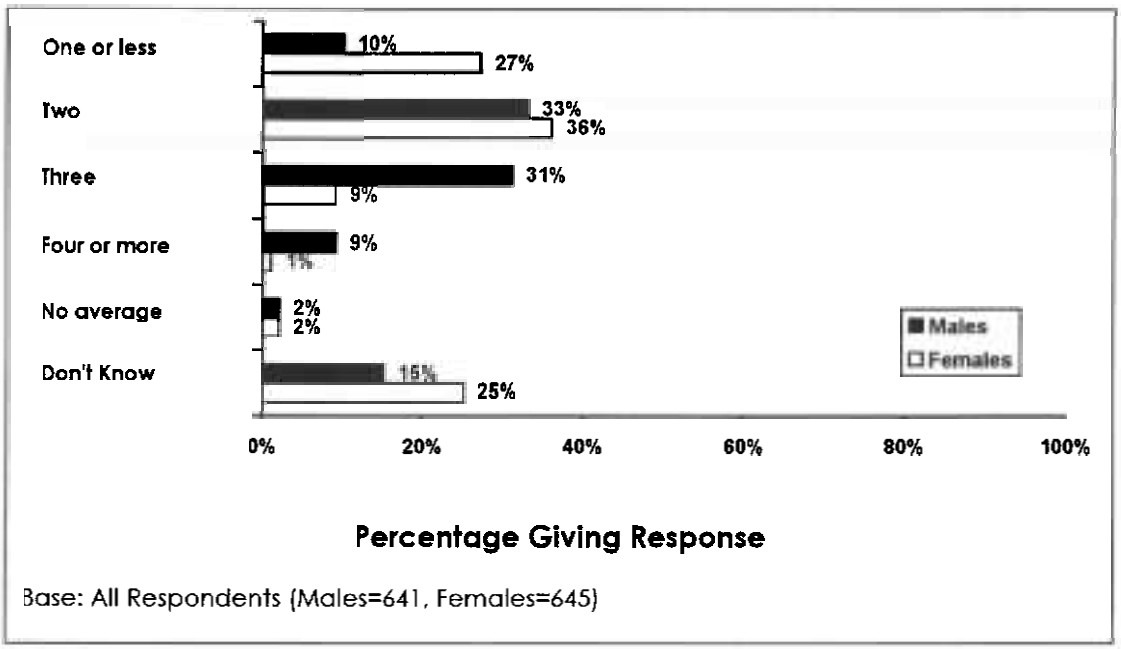
Table 12:
Likelihood of Using a Self Operated Breath Testing Machine : by Age

	TOTAL %	AGE			
		15-24 %	25-39 %	40-59 %	60+ %
Likely to use	42	58	46	39	27
Unlikely to use	55	40	52	59	69
Undecided	3	2	3	3	4
Total	100	100	100	100	100
Base	868	121	298	297	152

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

Figure 6 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 6:
Alcohol Consumption Guidelines - Number of Standard Drinks in the First Hour : by Sex



Base: All Respondents (Males=641, Females=645)

Overall, 33% of males nominated two standard drinks in the first hour, a similar proportion (31%) stating three standard drinks. One in ten males (9%) nominated more than three standard drinks in the first hour to stay under the limit of .05, while some 15% were unable to provide an answer. The pattern of these results is in line with Wave 8.

Close to two in every five females (36%) nominated two standard drinks in the first hour as the current guideline for women, with 27% stating one drink. Some 9% answered three drinks, with one quarter of females answering that they were not familiar with such guidelines. Wave 9 tended to show women nominating fewer drinks in the first hour than was the case in Wave 8, the proportion nominating just one drink increasing from 23% last year to 27% and the proportion nominating the quantity as two decreasing from 44% to 36%.

Males and females under 40 years of age were again more likely than those in older age groups to nominate the correct guideline, or answer with a more conservative estimate. Older respondents across both sexes were also the least likely to be able to provide an answer. These findings are illustrated in Table 13.

Table 13:
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 or less	10	21	10	7	2	27	46	33	21	13
Two	33	40	34	31	25	36	34	39	37	33
Three	31	28	37	30	27	9	2	11	7	14
Four +	9	4	11	13	9	1	-	1	2	1
Don't know	15	6	6	19	34	25	17	14	30	39
No average	2	1	2	1	3	2	1	1	3	1
Total	100	100	100	100	100	100	100	100	100	100
Base	641	112	191	196	142	645	120	187	204	134

Base: All Respondents (n=1286)
NB: Some columns do not add up to exactly 100% due to rounding.

In line with last year, and despite small sample bases, males in Victoria, South Australia, and Tasmania displayed a greater tendency to overstate the number of drinks that can be consumed in the first hour in order to stay within the .05 limit (see Table 14).

Table 14:
Alcohol Consumption Guidelines: Number of Standard Drinks in the First Hour (Males) : by State and Territory

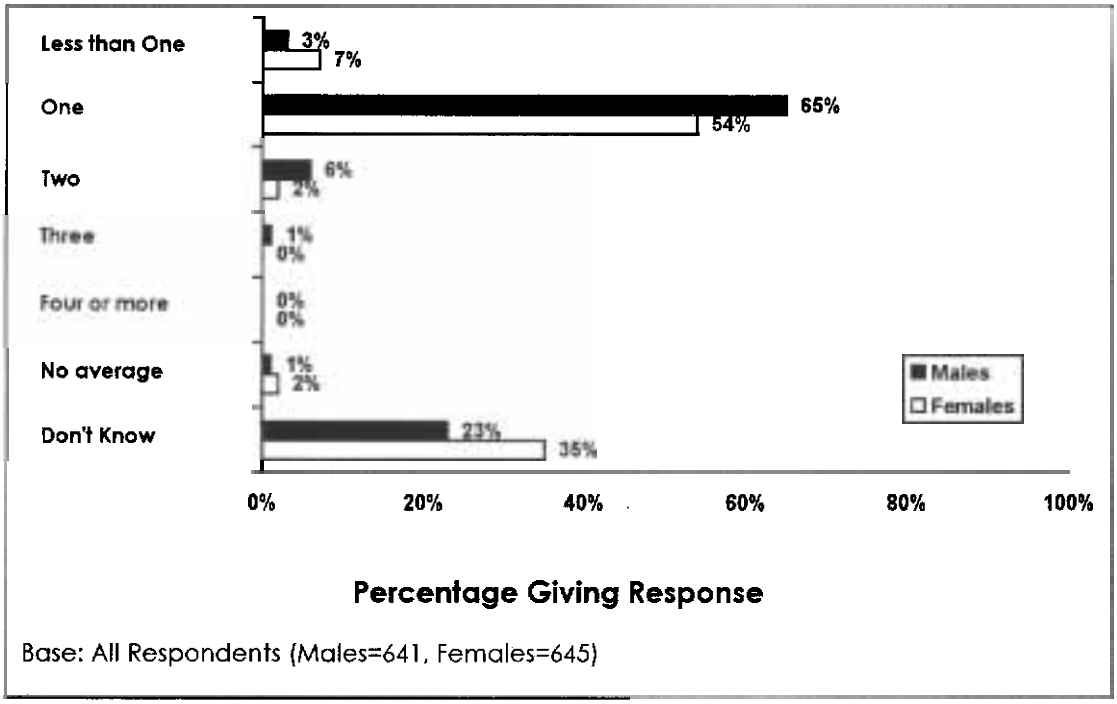
	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
One	10	10	11	6	6	17	9	9	10
Two	33	33	24	46	28	34	20	50	41
Three	31	41	20	31	37	25	27	16	30
Four or more	9	1	26	2	11	10	23	5	9
Don't know	15	15	16	14	17	15	18	7	11
No average	2	1	3	2	1	-	3	12	-
Total	100	100	100	100	100	100	100	100	100
Base	641	123	102	86	76	77	75	52	50

Base: Male Respondents (n=641) - caution should be exercised when making comparisons between states due to small sample bases.
NB: Some columns do not add up to exactly 100% due to rounding.

Once again there was little evidence of regional variation in response among females, from the sample size available.

When asked about the specified consumption rate after the first hour, the majority of both males (65%) and females (54%) correctly said one drink per hour. It should be noted, however, that these figures represent a decline since last year, when 75% of males and 63% of females nominated one drink. Some 23% of males and 35% of females were unable to provide an answer in this latest measure, again slightly higher than last year. Figure 7 shows the pattern of opinion by both sexes regarding consumption rate after one hour to stay within .05 BAC.

Figure 7:
Alcohol Consumption Guidelines - Number of Standard Drinks after the First Hour : by Sex



Base: All Respondents (Males=641, Females=645)

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

Similar to the findings relating to the first hour, correct awareness of the guidelines after that hour 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, although it should be noted that close to 20% of males in South Australia and Tasmania nominated two or more drinks. Knowledge of this guideline was particularly pronounced among females in the ACT (73%).

Encouragingly, the guidelines continue 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, 77% of males and 73% of females were within one drink of the number specified by the guidelines for the first hour, while most (73% of males and 75% of females) correctly stated one drink or less for each hour thereafter (see Table 15). These figures were in line with Wave 8.

Both drinking drivers and those who do not drink and drive but who answered the question showed similar understanding of guidelines. However, non drinkers were less likely to attempt an answer.

Table 15:
Alcohol Consumption Guidelines: First Hour and Each Hour After : by whether they Drink when they Drive, within Sex

	Males		Females	
1st hour	Don't Drink/ Not if driving	Drink if driving	Don't Drink/ Not if Driving	Drink if Driving
One or less	11	7		
Two	32	32	37	40
Three	28	38	8	10
Four	4	5	*	-
Five or more	5	5	1	1
No average	1	2	2	3
(Don't know)	19	10	25	14
TOTAL:	100	100		
Each Hour After 1st	%	%		
Less than one	2	4	6	6
One	64	69	51	69
Two	6	7	3	-
Three or more	*	1	1	1
No average	1	2	2	3
(Don't know)	29	16	37	22
TOTAL:	100	100	100	100
Base	298	276	369	160

Base: Ever Held a Licence (n=1103) - When asked about their attitude toward drinking and driving, two respondents gave the response 'Don't know'. They were not included in this analysis.
NB Percentages in some columns do not add exactly to 100% due to rounding.

7.7 Main Type of Alcoholic Beverage Consumed

All respondents who ever drink and who have ever held a licence were asked:

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

As shown below (Table 16), nearly half (49%) said they mainly drink beer and two in five nominated wine. About a third of respondents said they consume mixed drinks, spirits or liqueurs. It is worth noting that light beer was mentioned as a main beverage by one in five people overall and appears to be particularly favoured in the Northern Territory, Queensland and non-capital city areas.

As might be expected, far more men than women drink beer (both full strength and light), although 30% of women between 15 and 24 years of age reported drinking mainly full strength beer. Women over 25, particularly between 40 and 59 years of age, reported a strong preference for wine and champagne.

Also noteworthy is the large proportion of young licence holders who favour mixed drinks, spirits or liqueurs. While the base is rather small, around three in four of the women between 15 and 24 years said they mainly consume those beverage types.

Table 16:
Types of Alcoholic Beverages Consumed : 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+
Full strength beer	36	59	65	45	45	30	17	5	11
Light beer	20	12	20	42	31	3	11	8	15
Nett: Beer	49	63	76	71	71	32	26	14	27
Wine / Champagne	41	23	25	40	38	12	50	71	55
Mixed drinks / spirits / liqueurs	32	48	32	14	11	72	40	28	31
Alcoholic cider	2	6	2	1		3	2	1	-
Other	*	-				-		*	-
Don't drink	3	3	1	3	5	*	5	3	*
Base	870	62	159	161	97	59	139	136	57

Base: Ever Held a Licence and Ever Drink (n=870).
NB: Multiple responses allowed.

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

Two sub-groups of respondents were formed from the information about the main type of beverage consumed:

- those who drink mainly beer (49%), and
- those who drink mainly wine (41%).

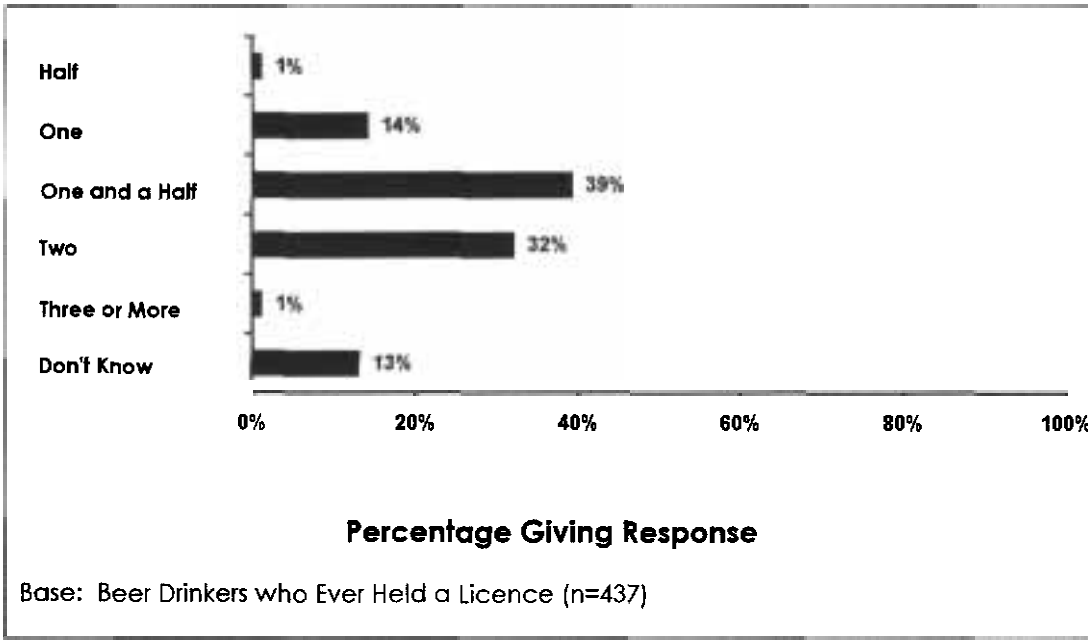
It should be noted that the groups are not mutually exclusive. Respondents could be included in both groups if they reported regularly drinking both wine and beer.

Beer drinkers, both full strength and light, who have ever held a licence, 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 (39%), and the more conservative estimate of "two" was next (32%). Only 15% of these beer drinkers under-estimated the number of standard drinks in 375 ml of full strength beer (see Figure 8). These findings represent no change of significance from Wave 8.

Figure 8:
Perceived Number of Standard Drinks in a Stubby or Can of Full Strength Beer



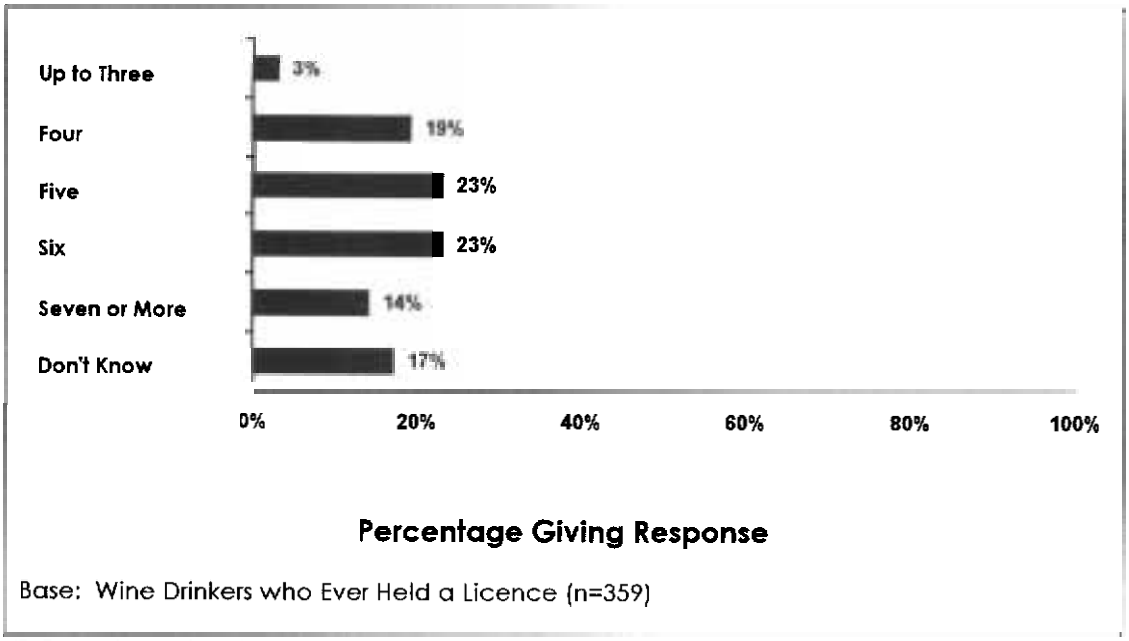
Base: Beer Drinkers who Ever Held a Licence (n=437)

Wine drinkers who ever drink and who have ever held a licence were asked:

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

In line with last year, the tendency was to under-estimate the correct number. While a 750 ml bottle of wine contains approximately seven standard drinks, seven in ten (68%) of these wine drinkers nominated six or less (see Figure 9). In this Wave, nearly double could not give an estimate of how many standard drinks are in a bottle of wine (17% vs 9% in Wave 8).

Figure 9:
Perceived Number of Standard Drinks in a 750 ml Bottle of Wine



Base: Wine Drinkers who Ever Held a Licence (n=359)

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

Small bases precluded further analyses for most of the sub-groups, with no obvious differences suggested.

8. SPEED

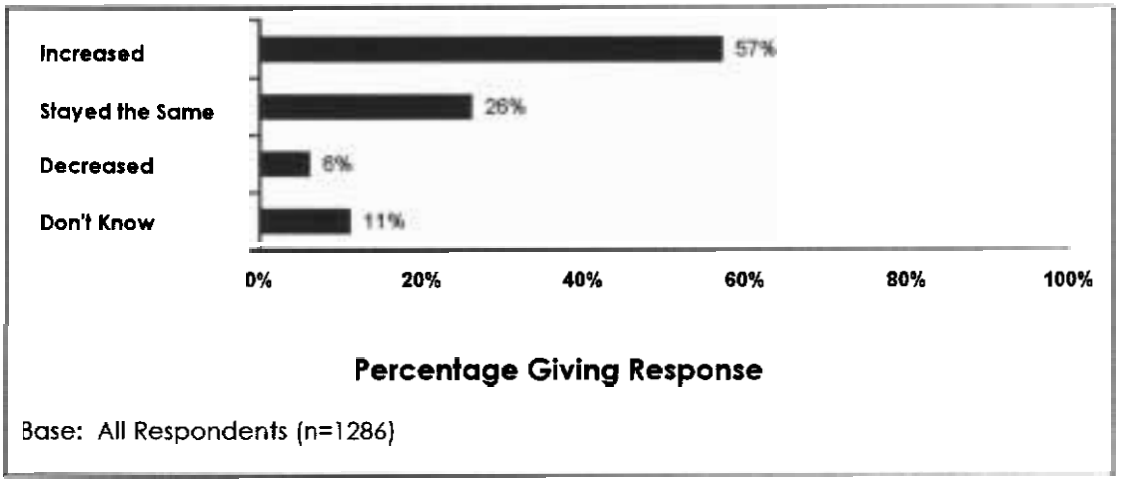
8.1 Perception of Changes in Speed Enforcement in the Last Two Years

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 of speed enforcement increased, stayed the same or decreased?"*

The majority (57%) 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 6% believed enforcement of speed limits had actually decreased over this time period. A further 11% were undecided (see Figure 10). These findings are similar to last year.

Figure 10:
Perception of Changes in Speed Enforcement in the Last Two Years



Base: All Respondents (n=1286)

The 25 to 39 years age group were significantly more inclined than others to have perceived an increase in the enforcement of speed limits over the last two years (see Table 17). Both the youngest (15 to 24 years) and the oldest (60 years and over) age groups showed relatively high inability to offer an opinion in this regard.

Table 17:
Perception of Changes in Speed Enforcement in the Last Two Years : by Age

	TOTAL %	AGE			
		15-24 %	25-39 %	40-59 %	60+ %
Increased	57	54	65	57	50
Stayed the same	26	26	25	26	28
Decreased	6	6	6	8	4
Don't know	11	15	4	9	19
Total	100	100	100	100	100
Base	1286	232	378	400	276

Base: All Respondents (n=1286)
NB: **Some columns do not add** up to exactly 100% due to rounding.

Current or past licence holders who had been booked for speeding in the last two years (and particularly those booked in the past six months) were again more likely than those never booked to express the view that police enforcement of speed limits has increased in the last two years (see Table 18).

Table 18:
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 %	Booked in the past 2 years %	Never Booked %
Increased	57	62	96	78	55
Stayed the same	26	25	4	14	28
Decreased	6	6	-	4	6
Don't know	11	6	-	5	11
Total	100	100	100	100	100
Base	1286	553	65	190	552

Base: All Respondents (n=1286)
NB: Some columns do not add up to exactly 100% due to rounding.

The perception of an increase in speed enforcement by police continues to be particularly pronounced in South Australia (67%) and Tasmania (67%). Opinion was most divided among those residing in Queensland, with fewer residents there than elsewhere believing speed enforcement had increased over the last two years (see Table 19).

Table 19:
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	57	55	63	45	67	64	67	55	54
Stayed the Same	26	25	23	34	21	28	21	34	26
Decreased	6	7	5	8	4	3	6	4	8
Don't Know	11	14	9	13	8	5	7	7	13
Total	100	100	100	100	100	100	100	100	100
Base	1286	243	206	172	155	159	149	104	98

Base: All Respondents (n=1286)
NB Some columns do not add up to exactly 100% due to rounding

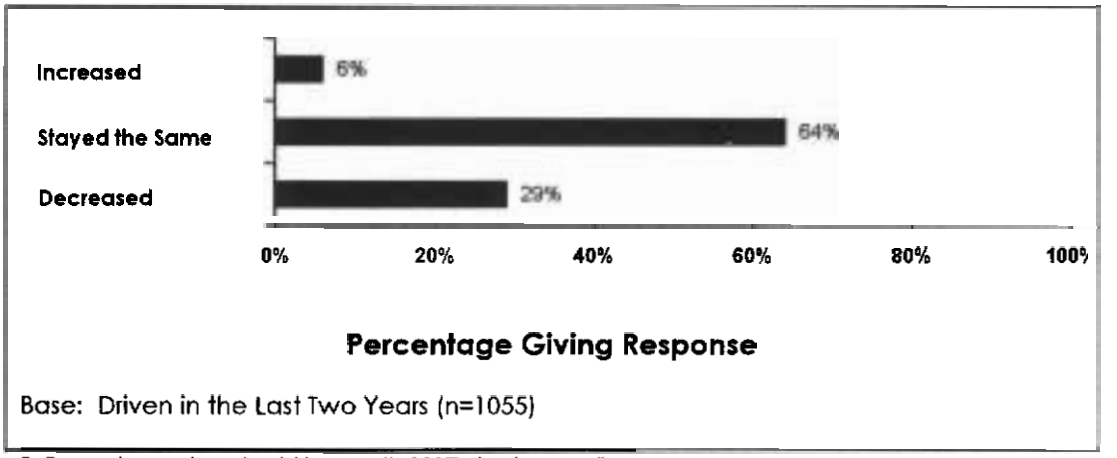
8.2 Reported Changes in Driving Speed in the Last Two Years

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 (64%) reported that their driving speed has remained unchanged over that time period. Considerably more drivers said they had decreased (29%) rather than increased (6%) their speed (see Figure 11). These findings are similar to Wave 8 last year.

Figure 11:
Reported Changes in Driving Speed in the Last Two Years



B. Percentages do not add to exactly 100% due to rounding.

Males were again significantly more likely than females to report that their driving speeds have decreased in the last two years (34% against 24%). Females were more likely than males to report that their driving speed has remained unchanged.

Similar to last year, drivers aged 15 to 24 years were more inclined than other age groups to say they had increased their general speed. These results are illustrated in Table 20.

Table 20:
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	6	5	7	19	4	4	3
Stayed the same	64	61	68	58	65	65	68
Decreased	29	34	24	23	31	31	29
Total	100	100	100	100	100	100	100
Base	1055	559	496	146	344	361	204

Base: Driven in the Last Two Years (n=1055)
NB: Some columns do not add up to exactly 100% due to rounding

Encouragingly, and even more so than in Wave 8, two in five people (41%) who had been booked in the past for speeding claimed that they had decreased the speed at which they have driven over the last two years. This is illustrated in Table 21.

Table 21:
Reported Changes in Driving Speed in the Last Two Years : by Incidence of Being Booked for Speeding

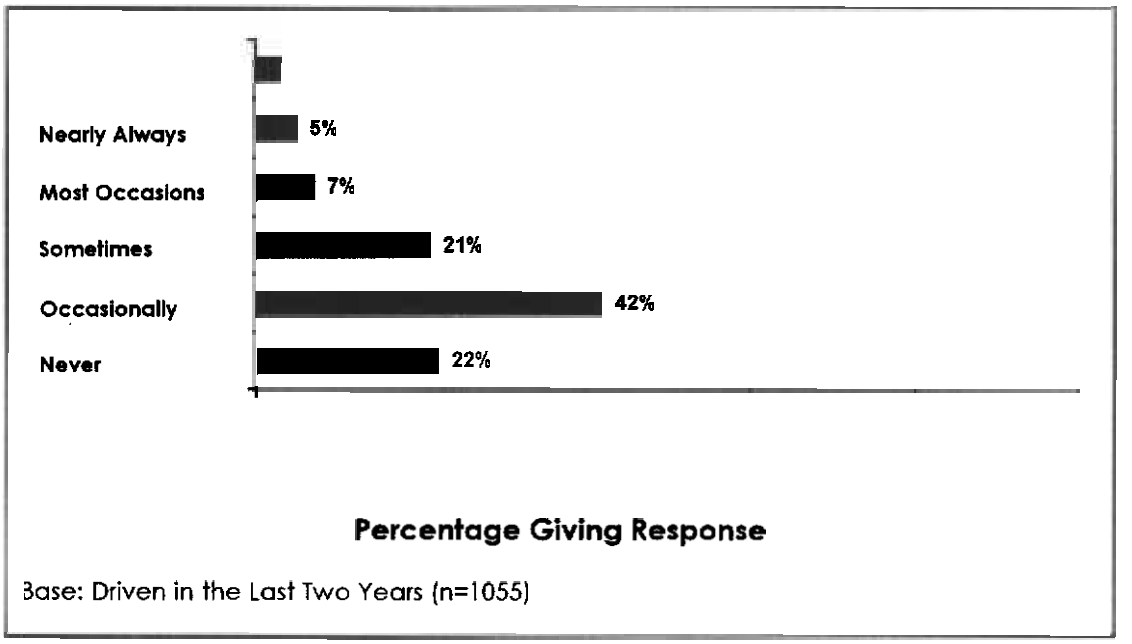
	TOTAL %	Booked in Past %	Booked in the last 6 months %	Booked in the past 2 years %	Never Booked %
Increased	6	3	7	5	9
Stayed the same	64	56	53	53	73
Decreased	29	41	41	43	18
Total	100	100	100	100	100
Base	1055	548	65	190	507

Base: Driven in the Last Two Years (n=1055)
NB: Some columns do not add up to exactly 100% due to rounding.

More people in the Northern Territory (14%) and South Australia (13%) reported increasing their speed than in other states (see Table 22). Compared to Wave 8, there was a marked increase of people in the ACT reporting a decrease in their speed in the last two years (41% vs 26% in Wave 8).

Table 22:
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	6	5%	6%	5%	13%	7%	8%	14%	7%
Stayed the same	64	64%	66%	70%	55%	63%	61%	64%	52%
Decreased	29	31%	29%	24%	32%	30%	31%	22%	41%
Total	100	100	100	100	100	100	100	100	100
Base	1055	199	174	140	116	135	119	93	79



Base: Driven in the Last Two Years (n=1055)

Males again reported a greater tendency than females to exceed the speed limit by 10 km/hr or more, at least sometimes (see Table 23, below). Some

28% of females indicated they would never exceed the speed limit by this amount, compared with only 16% of males.

Age was again a factor influencing driving speed. The figures in Table 20 show that drivers under 40 are most likely to exceed the speed limit by 10 km/hr or more. Two in every five drivers (40%) aged 60 years and over said they never drive 10 km/hr or more above the limit.

Table 23:
Frequency of Driving at 10 km/hr or More Over the Speed Limit : by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Always/Most Occasions	15	19	12	24	21	11	7
Sometimes	21	22	19	25	23	20	14
Just Occasionally	42	43	41	36	41	47	39
Never	22	16	28	16	15	22	40
Total	100	100	100	100	100	100	100
Base	1055	559	496	146	344	361	204

Base: Driven in the Last Two Years (n=1055)
NB: Some columns do not add up to exactly 100% due to rounding.

Despite the earlier comment that drivers who had been booked for a speeding offence claimed they had reduced their driving speeds, they were still more likely than those never booked to state that they often exceed the designated speed limit by 10 km/hr or more. This particularly applied to those who had been booked for speeding in the last 6 months (Table 24).

Table 24:
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 2 years %	Booked in the last 6 months %	Never Booked %
Always/ Most Occasions	15	18	29	37	13
Sometimes	21	22	22	14	20
Just Occasionally	42	45	38	42	39
Never	22	15	10	7	28
Total	100	100	100	100	100
Base	1055	548	190	65	507

Base: Driven in the Last Two Years (n=1055)
NB: Some columns do not add up to exactly 100% due to rounding.

One in four drivers from the ACT (27%) and the Northern Territory (23%) said they exceeded the speed limit by at least 10 km/hr on most occasions or more often. This was higher than for any other State or Territory. Lowest was South Australia (10%). Frequency of driving also emerged in Wave 9 as an indicator of this tendency to exceed the speed limit. Some 48% of those who drove 50 km or more at least three times a week said they exceeded the limit by 10 km/hr or more at least sometimes. The equivalent figure for those who drove such a distance once a week was 42%, still well above the average for all drivers.

8.4 Incidence of Being Booked for Speeding

Nearly half (48%) of the people 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 a speeding infringement notice in the last six months, 16% in the last two years.

Male drivers were significantly more likely than females to have ever been booked for speeding (63% against 32%), and to have been booked both in the last two years and last six months. Drivers in the middle age groups, 25 to 59 years, continued to report a higher incidence of ever being booked than the younger and older groups. Table 25 illustrates these findings.

Table 25:
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%	63%	32%	24%	55%	61%	33%
Booked in Last Two Years	16%	22%	9%	20%	19%	16%	6%
Booked in Last Six Months .	5%	8%	3%	9%	6%	5%	1%
Never Been Booked	52%	37%	68%	76%	45%	39%	67%
Base	1105	575	530	157	348	370	230

Base: Ever Held a Licence (n=1105)

Western Australian drivers (63%) again reported a higher incidence of ever having been booked compared with most other regions. This is also reflected in the proportion of people who were booked in the last six months and two years. Fewer people reported being booked in New South Wales, Queensland and the Northern Territory in the last six months and two years than all the other States, with three in five drivers in New South Wales (63%) saying they had never been booked for speeding (see Table 26).

Table 26:
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%	37%	54%	49%	53%	63%	50%	49%	54%
Booked: Last Two Years	16%	11%	20%	12%	21%	25%	25%	15%	20%
Booked: Last Six Months	5%	3%	6%	2%	8%	14%	5%	3%	10%
Never Been Booked	52%	63%	46%	51%	47%	37%	50%	51%	46%

The reported incidence of ever being booked for speeding tended also to be a function of travel frequency. Those who drove 50 kilometres or more at least three times a week were by far the most likely to claim they had been booked for speeding in the past (64%).

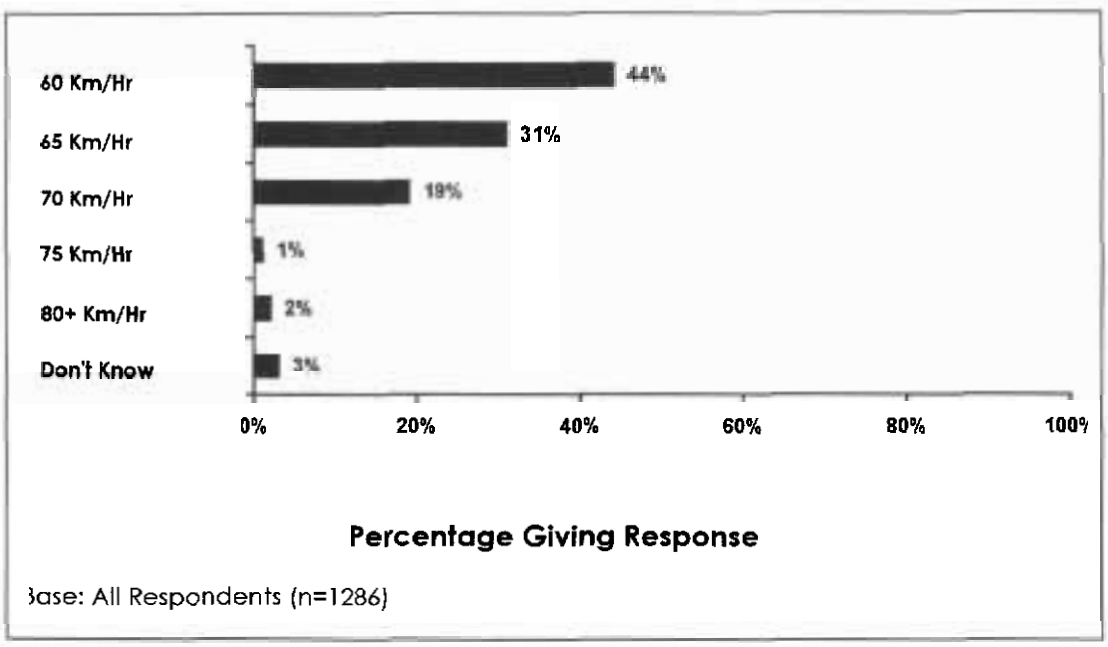
8.5 Tolerated Speeds for 60 km/hr and 100 km/hr Speed Zones

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?"*
>
> and then,
>
> *"Now thinking about 100 km/hr speed zones in rural areas, how fast should people be allowed to drive without being booked for speeding?"*

As illustrated in Figure 13, over two in five (44%) believed that 60 km/hr limits should be enforced, a slight rise on the figure of 37% recorded in Wave 8. A further 31% would tolerate exceeding the limit by 5 km/hr. One in five respondents (19%) expressed the view that 70 km/hr would be acceptable in current 60 km/hr speed zones. Only 3% felt that speeds above 70 km/hr should be permitted.

Figure 13:
Maximum Speed Tolerated in a 60 Km/Hr Urban Speed Zone



Base: All Respondents (n=1286)

Females were significantly more likely than males to express the opinion that 60 km/hr should be enforced (48% against 39%).

While younger people continue to be the most tolerant of higher speeds in current 60 km/hr zones, the incidence of support for increased speeds has declined since Wave 8. The proportion of 15 to 24 year olds who consider speeds of 70 km/hr or more to be acceptable dropped from 39% last year to 30% in the current survey. Expression of the view that a 60 km/hr limit should

be enforced, increased with age, as shown in Table 27. This opinion was particularly pronounced among older females.

Table 27:
Maximum Speed Tolerated in a 60 km/hr Urban Speed Zone : by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
60 km/hr	44	39	48	34	36	46	62
65 km/hr	31	32	30	32	34	31	26
70 km/hr	19	22	16	22	24	20	9
75+ km/hr	3	4	2	8	3	2	1
Don't Know	3	2	4	5	3	2	3
Total	100	100	100	100	100	100	100
Base	1286	641	645	232	378	400	276

Base: All Respondents (n=1286)
NB: Some columns do not add up to exactly 100 % due to rounding.

Support for the strict enforcement of a 60 km/hr zone limit tended to be most pronounced in Queensland (53%) and New South Wales (49%), as shown in Table 28. Overall, people living in areas outside capital cities were again more likely to support strict enforcement of 60 km/hr urban zones (54% against 38% of capital city residents).

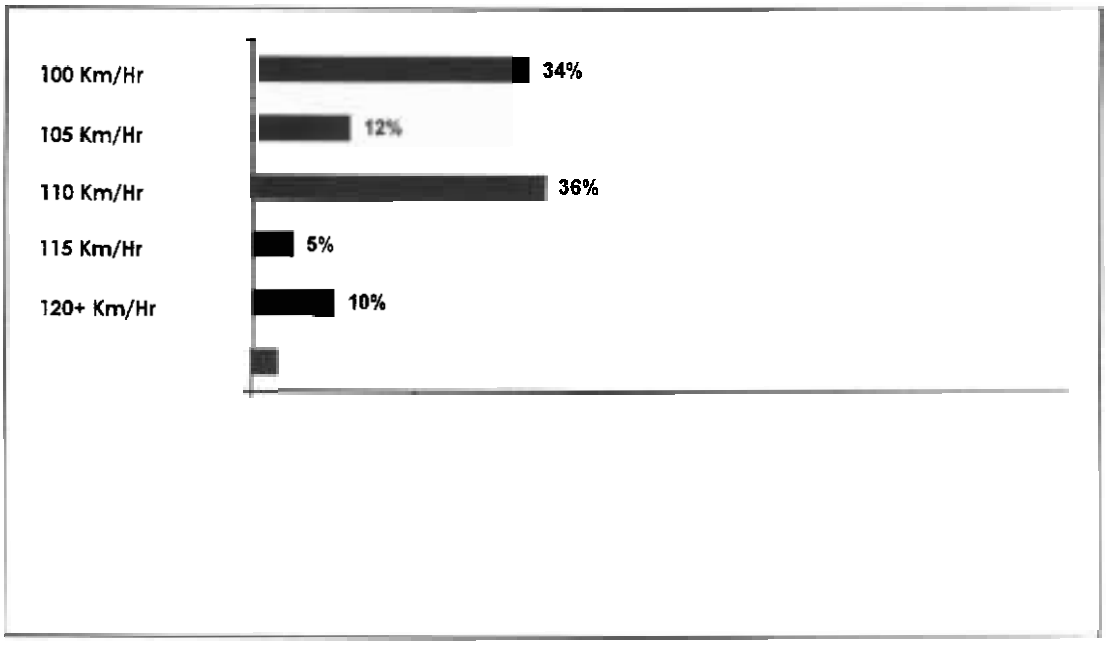
Table 28:
Maximum Speed Tolerated in a 60 km/hr Urban Speed Zone : by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
60 km/hr	44	49	37	53	30	39	42	46	42
65 km/hr	31	21	43	31	36	30	33	28	34
70 km/hr	19	22	15	11	31	22	19	21	16
75+ km/hr	3	3	2	3	1	7	4	3	3
Don't Know	3	4	3	2	2	2	2	2	5
Total	100	100	100	100	100	100	100	100	100
Base	1286	243	206	172	155	159	149	104	98

Base: All Respondents (n=1286)
NB: Some columns do not add up to exactly 100% due to rounding.

A new question asked in Wave 9 centred on an acceptable maximum speed for a 100 km/hr designated rural zone. As illustrated in Figure 14, a third (34%) would support strict enforcement of 100 kms, with a further half (48%) prepared to tolerate a speed up to 110 km/hr.

Figure 14:
Maximum Speed Tolerated in a 100 Km/Hr Rural Speed Zone



	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
100 km/hr	34	27	40	31	20	36	54
105 km/hr	12	11	13	11	14	10	13
110 km/hr	36	40	33	40	41	38	23
115 km/hr	5	7	3	8	7	4	2
120+ km/hr	10	12	8	9	15	11	3
Don't Know	3	3	2	2	3	2	5
Total	100	100	100	100	100	100	100
Base	1286	641	645	232	378	400	276

Base: All Respondents (n=1286)

Table 30:
Maximum Speed Tolerated in a 100 km/hr Rural Speed Zone : by State and Territory

	TOTAL %	STATE OR TERRITORY							
		NSW %	Vic. %	Qld. %	S.A. %	W.A. %	Tas. %	N.T. %	ACT %
100 km/hr	34	35	31	35	35	32	33	39	27
105 km/hr	12	11	15	11	11	10	13	7	18
110 km/hr	36	30	39	40	41	41	38	24	40
115 km/hr	5	5	6	6	5	5	6	3	2
120+ km/hr	10	14	7	7	8	12	7	23	12
Don't Know	3	5	3	1	1	-	2	3	1
Total	100	100	100	100	100	100	100	100	100
Base	1286	243	206	172	155	159	149	104	98

Base: All Respondents (n=1286)
NB: **Some columns do not add** up to exactly 100% due to rounding.

Unlike the findings for 60 km/hr urban zones, no variations emerged across capital city and country locations in terms of strict enforcement of 100 km/hr.

8.6 Attitudes to Speed Related Issues

All respondents were given five statements on speed issues and were asked to express agreement or disagreement with each one. The statements were:

- *"Fines for speeding are mainly intended to raise revenue."*
- *"I think it is okay to exceed the speed limit if you are driving safely."*
- *"Speed limits are generally set at reasonable levels."*
- *"If you increase your driving speed by 10 km/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 15 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 (87%) agreed that speed limits are generally set at reasonable levels. More than two in every five (44%) indicated strong agreement in this regard.

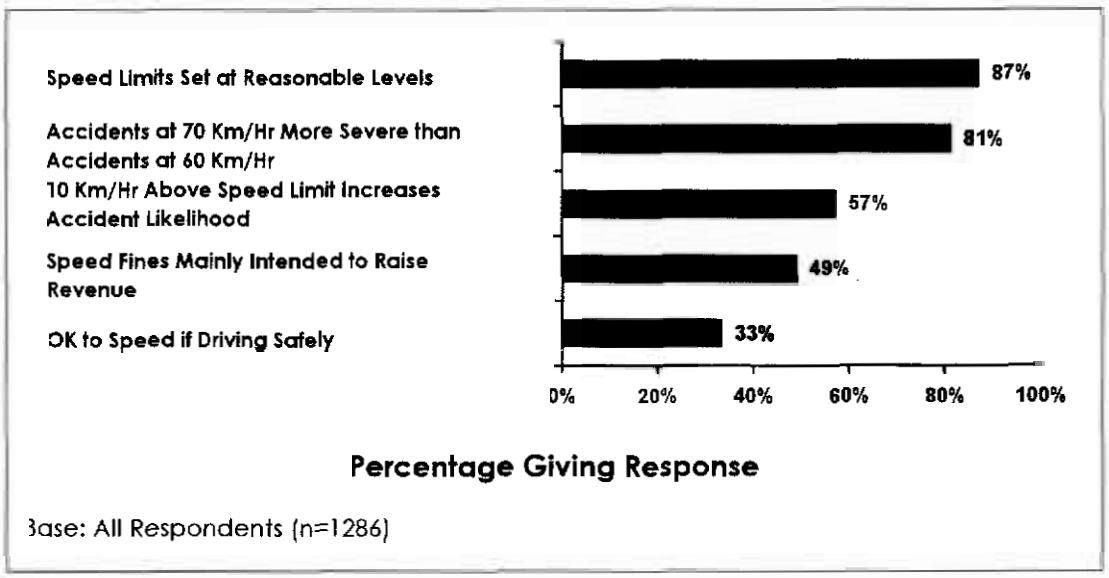
Four in every five (81%) also supported the proposition that an accident at 70 km/hr would be a lot more severe than an accident at 60 km/hr. Close to half of all respondents (45%) strongly agreed.

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 57% (the "strongly agree" figure was 23%).

A similar pattern occurred in response to the statement, "Fines for speeding are mainly intended to raise revenue". Half the population (49%) agreed, 24% strongly.
The statement *"I think it is okay to exceed the speed limit if you are driving safely"* was supported by a third (33%) overall. It should be noted, however, that only one in ten (9%) strongly agreed with this statement and over one third of respondents (36%) in fact expressed strong disagreement.

The findings for each of these statements are in line with those found in Wave 8 and are summarised in Figure 15.

Figure 15:
Agreement with Statements on Speed Related Issues



Base: All Respondents (n=1286)

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

- *"Fines for speeding are mainly intended to raise revenue"* (31% expressed strong agreement against 17% of females).

- *"I think it is okay to exceed the speed limit if you are driving safely"* (14% gave strong agreement compared with 5% of females).

Females in Wave 9 this year appeared more inclined than males to agree with the statements:

- *"Speed limits are generally set at reasonable levels"* (49% strongly agreeing compared with 39% of males).

- *"If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident"* (27% indicating strong agreement against 20% of males).

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

	TOTAL	SEX	
		Male	Female
Speed limits set at reasonable levels	87%	84%	89%
Accidents at 70k m/hr more severe than at 60 km/hr	81%	78%	83%
10 km/hr above speed limit increases accident likelihood	57%	50%	63%
Speed fines mainly intended to raise revenue	49%	59%	39%
Okay to speed if driving safely	33%	42%	23%
Base	1286	641	645

than one at 60 km/hr (48% strong agreement) compared with country locations (40%).

8.7 Lowering the Current Speed Limit in Residential Areas

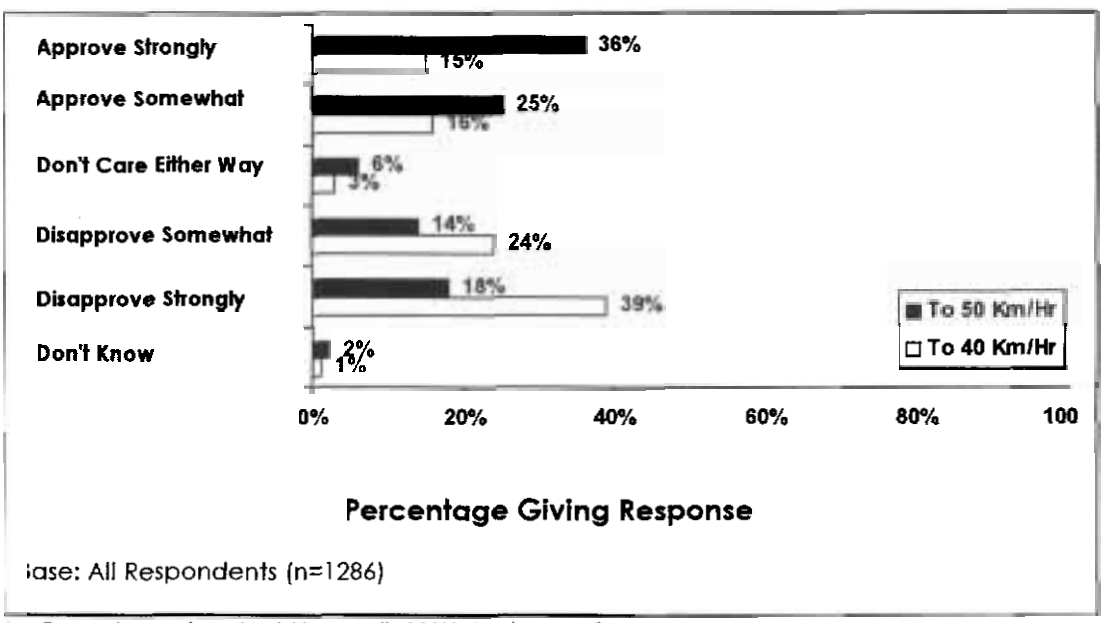
All respondents were read the following statement:

> *"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 in residential areas 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 (61%) approved of lowering the residential speed limit to 50 km/hr, with a further 6% not caring either way. In contrast, the proposition of a 40 km/hr speed limit elicited only 31% support (see Figure 16).

Figure 16:
Feelings about Lowering Speed Limit in Residential Areas



1. Percentages do not add to exactly 100% due to rounding.

Although these findings are similar overall to the results in Wave 8, the level of female support for a 50 km/hr speed limit is now greater than the level of support among males (64% compared to 57%). Approval continues to be more pronounced as age increases, particularly among those aged 60 years and over. 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	32	39	27	32	38	47
Approve somewhat	25	24	26	24	25	25	26
Not care either way	6	6	6	8	7	6	4
Disapprove somewhat	14	15	13	15	17	13	11
Disapprove strongly	18	20	15	22	20	17	9
Don't know	2	2	2	4	-	1	3
Total	100	100	100	100	100	100	100
Base	1286	641	645	232	378	400	276

Base: All Respondents (n=1286)
NB: Some columns do not add up to exactly 100% due to rounding.

The majority of people, nationally, indicated support for lowering the speed limit in residential areas to 50 km/hr, this approval again particularly pronounced in the Northern Territory (69%). The greatest resistance appeared again to be in Western Australia, with 26% strongly disapproving (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	36	37	36	36	27	32	45	38
Approve somewhat	25	26	21	28	28	28	23	24	20
Not care either way	6	7	7	5	2	6	7	2	3
Disapprove somewhat	14	15	16	10	14	12	19	11	19
Disapprove strongly	18	14	19	16	18	26	18	17	20
Don't know	2	2	1	5	1	1	2	-	-
Total	100	100	100	100	100	100	100	100	100
Base	1286	243	206	172	155	159	149	104	98

Base: All Respondents (n=1286)
NB: Some columns do not add up to exactly 100% due to rounding

Residents in the capital cities were more likely to indicate stronger support (38%) than those in non metropolitan areas (31%).

Although the majority of respondents across all population sub groups were against the idea of 40 km/hr in residential areas, females were somewhat more in favour than males. Older respondents, particularly the 60s and over age group, tended to be more in favour than the younger groups.

8.8 Laws Requiring Drivers to Carry Licence

Two new questions were added to the survey, centering on attitudes and awareness of legislation requiring drivers to carry their licence. All respondents were informed that in some Australian states it is compulsory to carry a driver's licence at all times when driving. They were then asked:

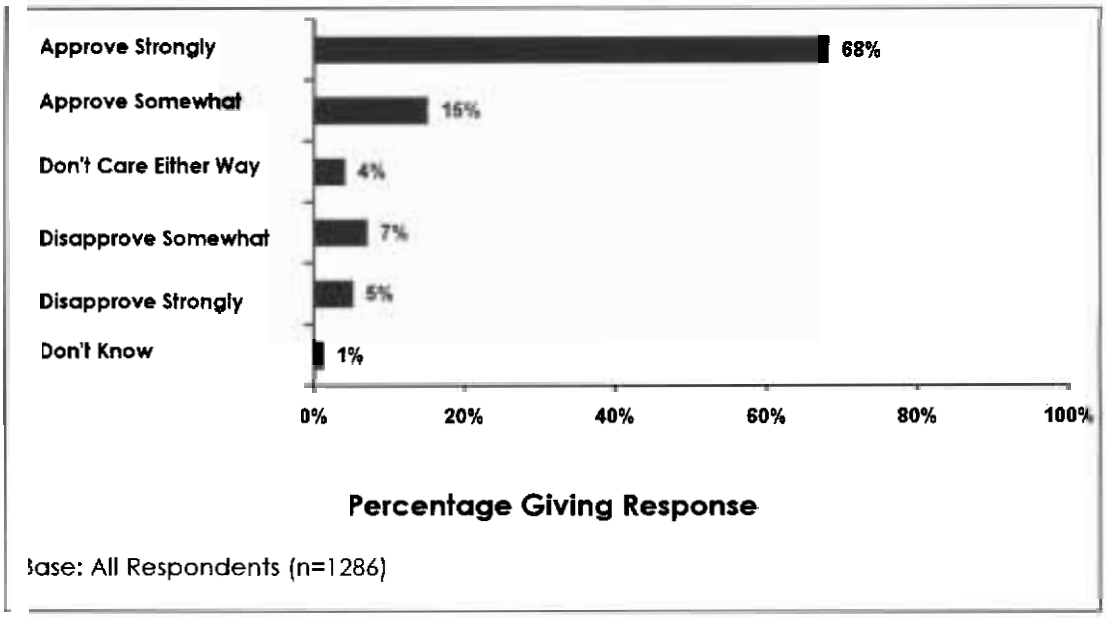
"How do you feel about this law which requires people to carry their licence at all times when driving any motor vehicle?"

and

"To the best of your knowledge, does (state/territory) have a law requiring people to carry their licence at all times, when driving a motor vehicle?"

As illustrated in Figure 17, seven in ten (68%) would strongly support this requirement being law, with total approval measuring 83% and a further 4% not caring either way.

Figure 17 :
Feelings about a Law Requiring Drivers to Carry Licence at All Times



Base: All Respondents (n=1286)

Support was particularly pronounced among females (90% compared with 77% of males) and the 60s and over age group (93%). Across all States and Territories, highest approval was expressed in New South Wales (90%), where such legislation is in fact current, and in the ACT (89%). Residents of capital cities were slightly more inclined overall to indicate support (85% compared with 80% of those in country locations).

Under present State and Territory road laws, New South Wales is the only jurisdiction which has a strict licence carriage requirement. Yet three in every four people interviewed believe that such a law already exists in their particular region. This includes 87% of people in both New South Wales and Victoria and 76% of ACT residents. Opinion tended to be much more divided as to whether a law exists in the other locations, with some significant "don't know" mentions arising, particularly in the Northern Territory. These findings are illustrated in Table 34.

Table 34:
Opinion of Whether their State/Territory Has a Law Requiring Drivers to Carry Licence at All Times : by State and Territory

	TOTAL	STATE OR TERRITORY							
		NSW	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	ACT
YES	73%	87%	87%	54%	58%	41%	46%	51%	76%
NO	15%	6%	5%	28%	29%	36%	30%	17%	7%
Don't know about law	12%	8%	8%	19%	13%	22%	24%	32%	17%
Yes - approve	63%	79%	74%	44%	46%	37%	41%	44%	68%
Yes - disapprove	6%	5%	9%	7%	10%	3%	4%	7%	8%
No law - approve	10%	5%	3%	17%	23%	23%	20%	9%	6%
No law - disapprove	4%	-	2%	8%	4%	11%	9%	8%	1%
Don't know - approve	10%	6%	7%	17%	12%	14%	18%	26%	16%
Don't know - disapprove	2%	1%	2%	2%	-	5%	4%	3%	2%
Base	1286	243	206	172	155	159	149	104	98

Base: All Respondents (n=1286)
NB: Some columns do not add up to exactly 100% due to rounding

Approval of the law was high regardless of respondents' belief of whether such legislation exists in their state.

9. OCCUPANT RESTRAINTS

9.1 Incidence of Wearing Seat Belts

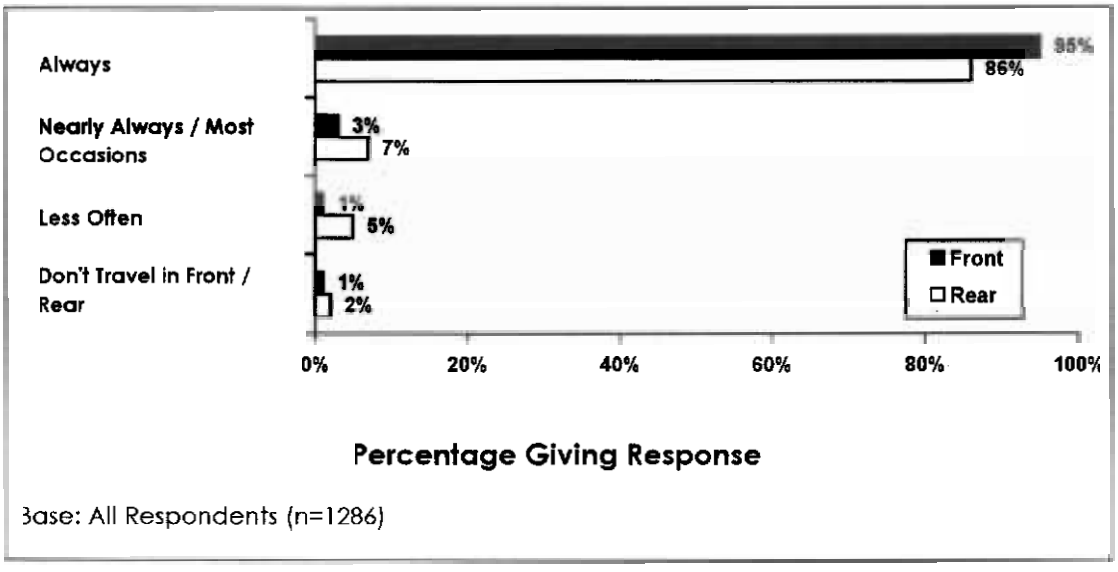
All respondents were asked:

> *"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, 95% of people claimed always to wear a seat belt in the front seat, with a further 3% claiming they nearly always do so. Fewer people (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 18 illustrates the reported use of seat belts in the front and rear of a car. These figures are consistent with Wave 8 findings.

Figure 18:
Incidence of Wearing Seat Belts: Front and Rear Seats

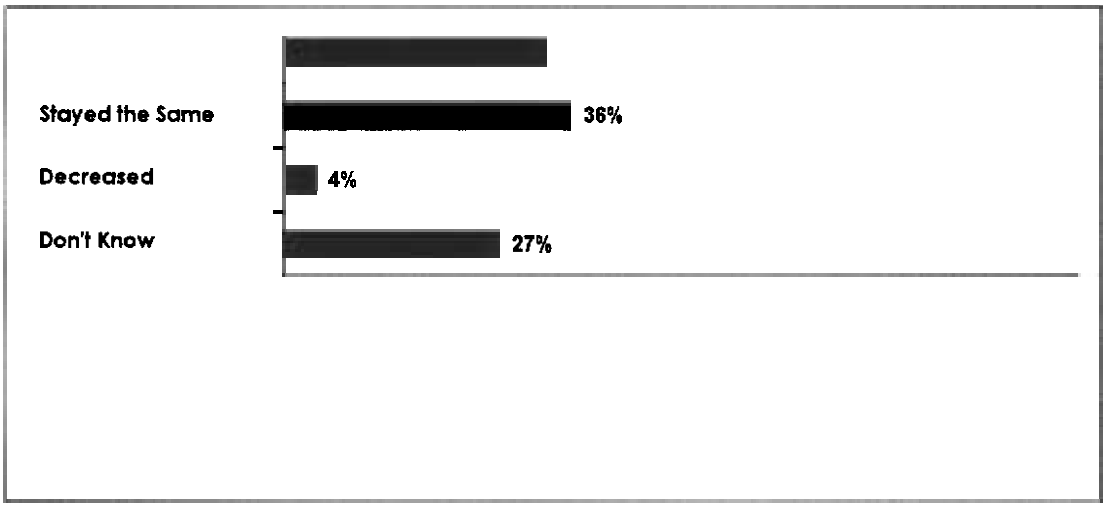


Base: All Respondents (n=1286)

Consistent with previous waves, females were significantly more likely to answer that they always wear a seat belt in the rear seat (89% against 82% of males). In this latest survey, females were also more likely to wear them in the front seat (98% against 93%).

People in New South Wales (98%) were again the most likely to say that they always wear a seat belt in the front seat. In terms of travelling in the rear, Victorians (92%) were the most inclined to say they always wear a seat belt.

9.2 Occupant Restraint Enforcement



Females were the most likely to have perceived an increase in seat belt enforcement (36% against 29% of males). As shown in Table 35, respondents within the youngest and oldest age groups continued to be more likely than those in the intermediate age groups to perceive an increase over the last two years.

Table 35:
Occupant Restraint Enforcement in the Last Two Years : by Sex and Age

	TOTAL %	SEX		AGE			
		Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %
Increased	33	29	36	38	28	31	36
Stayed the Same	36	37	36	34	47	35	25
Decreased	4	5	3	5	5	4	2
Don't Know	27	28	25	23	20	29	37
Total	100	100	100	100	100	100	100
Base	1286	641	645	232	378	400	276

Base: All Respondents (n=1286)
NB: Some columns do not add up to exactly 100% due to rounding

Residents of the Northern Territory (51%) were again 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 (Table 36).

Table 36:
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	33	36	31	30	31	30	36	51	26
Stayed the Same	36	36	37	34	38	42	37	36	30
Decreased	4	5	3	5	3	6	4	3	12
Don't Know	27	24	30	31	27	22	23	10	31
Total	100	100	100	100	100	100	100	100	100
Base	1286	243	206	172	155	159	149	104	98

People living outside the capital cities were also more likely than others to have perceived an increase in enforcement (38% against 30%).

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?"*

Just under one in five people (17%) indicated they had been involved in a road accident in the past 3 years, with the likelihood declining with respondent age. Some 30% of those in the 15 to 24 year age group reported direct involvement compared with 9% among the 60s and over group (see Table 37).

Table 37:
Involvement in a Road Accident in the Past Three Years : by Sex and Age

	TOTAL	SEX		AGE			
		Male	Female	15-24	25-39	40-59	60+
Yes	17%	18%	17%	30%	19%	14%	9%
Base	1286	641	645	232	378	400	276

Base: All respondents (n=1286)

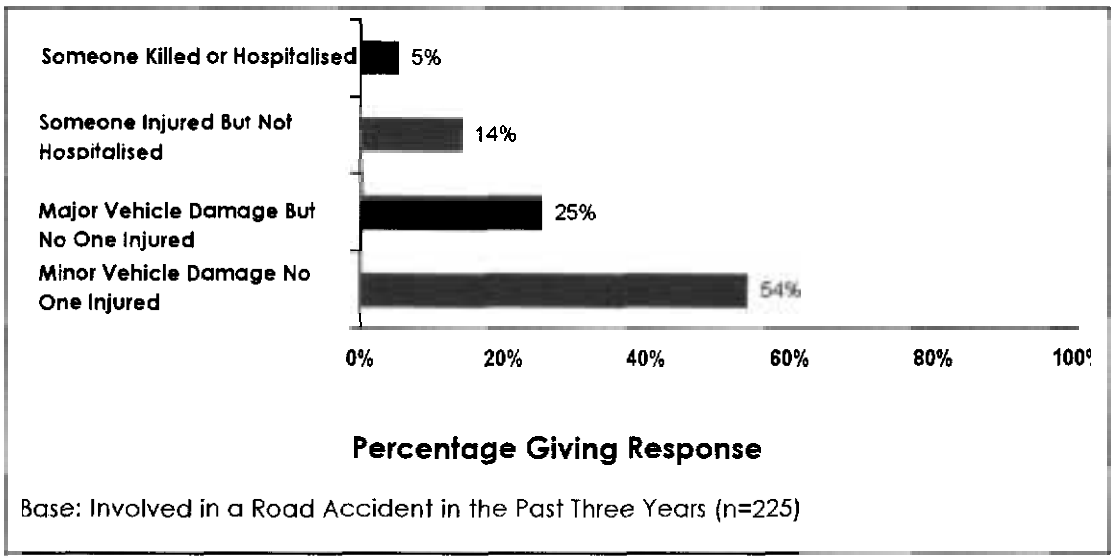
The highest reported incidence of road accidents occurred in the ACT (27%), with residents from capital cities more likely to answer they had been involved in an accident in the past three years (19%) than those in areas outside of the capital cities (14%).

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 (79%) involved vehicle damage but no injury to people. A further 14% resulted in an injury which did not require hospitalisation. The remaining 5% involved hospitalisation or a fatality (see Figure 20).

Overall, these findings indicate that approximately one in a hundred of the adult population was involved in a serious road accident in the last three years.

Figure 20:
Severity of Accident in the Past Three Years



Base: Involved in a Road Accident in the Past Three Years (n=225)

3. Percentages do not add to exactly 100% due to rounding.

Attachment A:

The Questionnaire

TAVERNER RESEARCH COMPANY,
Level 6, 88-90 Foveaux Street,
SURRY HILLS N.S.W. 2010.

COMMUNITY ATTITUDES TO ROAD SAFETY
(CAS Wave 9)

Ref: TRC-240-MT
May, 1996

Time call answered: _____ _____

Good (....). My name is (....) from the TAVERNER 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 need to speak to is (..person..). Is (he/she) home now? (IF AGED 15, OBTAIN PARENTAL AGREEMENT)

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
Driver inexperience/Young drivers	5	5
Older drivers	6	6
Inattention/Lack of concentration	7	7
Carelessness/Negligent driving	8	8
Lack of driver training/Insufficient training	9	9
Driver fatigue	10	10
Disregard of road rules	11	11
Ignorance of 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
Driving too close to other cars	20	20
Other **(specify)**	21	21
_____		
_____		
(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
	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 **AS A PEDESTRIAN** in any way?	Yes, would affect	1
IF "Do not drink/only drink at home", SAY: "Do you <u>expect</u> it would affect your ability to act safely <u>as a pedestrian</u>, or not?"	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 kilometres 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 **EVER** 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.

Q.9. What licence (or licences) do you hold or have you held? Any other licences? **AID IF NECESSARY**	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	7
		Motorcycle licence	8
	Taxi or Hire Car Licence		9

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

Q.11. Which of the following **statements best describes** your attitude to drinking and driving? **READ OUT** Would that be ..... **READ OUT**	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**

Q.12b) What else? **RECORD MULTIPLES AND RECORD IN GRID BELOW**

	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
Have something to eat	7	7
Other **(specify)**	8	8
(Don't know/none)	9	9

Q.13. Some hotels and clubs have installed self-operated breath testing machines to allow patrons to test their blood alcohol level before driving their vehicles.	Yes	1
	No	2
	(Don't know/not sure)	3
a) Have you used one of these machines in the **LAST 6 MONTHS**?		

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
Would that be ..... **READ OUT**	(Don't know)	4

ASK EVERYONE:

		(a) First hour	(b) After
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**	One	1	1
	Two	2	2
	Three	3	3
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**	Four	4	4
	Five	5	5
ENCOURAGE BEST ESTIMATE - STRESS 'MALE' or 'FEMALE' ACCORDING TO SEX OF RESPONDENT	(less than one)	6	6
b) And how many drinks each hour after that will keep you under .05?	(no average/ affects people differently)	7	7
	Other **(specify)**	8	8
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?	Full strength beer	1	
	Light beer	2	
RECORD MULTIPLE RESPONSES IF GIVEN	Wine/champagne	3	
	Mixed drinks/spirits/liqueurs .	4	
	Alcoholic cider	5	
	Don't drink	6	**GO TO Q.16 IF DON'T DRINK**
	Other (specify).	7	

ASK ALL BEER DRINKERS, FULL OR LIGHT
(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 mls) of full-strength beer?

Half	1
One	2
One and a half	3
Two	4
Three	5
Four or more	6
Other (specify)..	7
(Don't know)	8

ASK ALL WINE DRINKERS (Code 3 in Q.15(a))

Q.15c) How many **standard drinks** do you think are contained in a bottle (750 mls) of wine?

Up to three	1
Four	2
Five	3
Six	4
Seven	5
Eight	6
Nine or more	7
(Don't know)	9

SPEEDING SECTION

EVERYONE: ***Now I have a few questions about speed 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

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

Q.18a Have you personally been booked for speeding in the **LAST 2 YEARS?**	Yes	1	**CONTINUE**
	No	2	**GO TO Q.19**
	Not driven in last 2years	3	**GO TO Q.21**

Q.18b And have you personally 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.21a. 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.21b. Now thinking about 100 km/hr speed zones in **RURAL** areas, how fast should people be allowed to drive without being booked for speeding?	100 km/hr	1
	105 km/hr	2
	110 km/hr	3
	115 km/hr	4
	120+ 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
Approve somewhat . .	2
Not care either way . .	3
Disapprove somewhat	4
Disapprove strongly . .	5
(Don't know)	6

b) How would you feel about a decision to lower the speed limit **IN RESIDENTIAL AREAS** to **40 km/hr?**
Would you ... **READ OUT**

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

Q.24. In some Australian States it is compulsory to carry a driver's licence at all times while driving any motor vehicle. One of the aims of this law is to discourage unlicensed driving. Another is to ensure that offenders are properly identified and required to pay their fines.

a) How do you feel about this law?
IF NECESSARY SAY: The law that makes it compulsory to carry a driver's licence while driving any motor vehicle.

Do you ... **READ OUT**

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

b) To the best of your knowledge, does **(..STATE/TERRITORY..)** have a law requiring people to carry their licence at all times while driving any motor vehicle?

Yes	1
No	2
(Don't know)	3

RESTRAINT SECTION

		(a) Front Seat	(b) Rear Seat
Q.25a) 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? Would that be .... **READ OUT**	Always	1	1
	Nearly always (90% +)	2	2
	Most occasions	3	3
	Sometimes	4	4
Q.25b) And in the <u>rear seat</u> would you wear a seat belt .... **READ OUT**	Just occasionally (20% or less)	5	5
	Never	6	6
	(Don't travel in front/rear)	7	7

Q.26. 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.27. 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 3 YEARS?**	Yes	1	**CONTINUE**
	No	2	**GO TO DEMOGRAPHICS**

Q.28. 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.	Are you currently....? **READ OUT**	Still at school	1	**GO TO D.4**
		Tertiary or other student	2	**GO TO D.4**
		Full time home duties	3	**GO TO D.4**
		Retired/Pensioner	4	**GO TO D.4**
		Unemployed	5	**GO TO D.4**
		Working	6	**CONTINUE**
		(Don't know)	7	**GO TO D.4**

IF W

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

D.3. What is your occupation?

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

EVERYONE

D.4	And what is the highest level of education you have so far reached?	Still attending school	1
		Year 11 or less (did not complete HSC or equivalent)	2
		Completed High School Certificate (Year 12 or equivalent)	3
		Trade Certificate	4
		Other Certificate	5
		Associate or Undergraduate Diploma	6
		Bachelor's Degree of Higher	7
		Other **Specify)**	8
		(Don't know)	9

D.5. And may I have your home postcode please? **RECORD SUBURB IF DON'T KNOW**		

D.6. SEX OF RESPONDENT	Male	1
	Female	2

D.7. And may I confirm your age group again?	CODE **(Write in)**	

Respondent Name: _____

Telephone number: _____

Date: _____/_____/_____

LOCATION:

NSW Metropolitan (Sydney Stat Div)	1	Western Australia Metro (Perth Stat Div)	9
NSW Other	2	Western Australia Other	10
Victoria Metropolitan (Melb Stat Div)	3	Northern Territory Metro (Darwin Stat Div)	11
Victoria Other	4	Northern Territory Other	12
Queensland Metropolitan (Brisbane Stat Div)	5	Tasmania Metropolitan (Hobart Stat Div)	13
Queensland Other	6	Tasmania Other	14
South Australia Metropolitan (Adel Stat Div)	7	ACT	15
South Australia Other	8		

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.

	Interviews Achieved						
		Sex		Age			
Region	Total	Males	Females	15-24	25-39	40-59	60+
Sydney	137	71	66	28	34	47	28
Other	106	52	54	23	28	27	28
NSW	243	123	120	51	62	74	56
Melbourne	121	61	60	21	44	37	19
Other	85	41	44	16	22	28	19
VIC	206	102	104	37	66	65	38
Brisbane	81	41	40	17	23	24	17
Other	91	45	46	20	19	31	21
QLD	172	86	86	37	42	55	38
Adelaide	101	49	52	17	27	36	21
Other	54	27	27	8	14	16	16
SA	155	76	79	25	41	52	37
Perth	105	51	54	17	30	35	23
Other	54	26	28	6	17	17	14
WA	159	77	82	23	47	52	37
Darwin	53	28	25	11	18	15	9
Other	51	24	27	8	22	17	4
NT	104	52	52	19	40	32	13
Hobart	61	31	30	10	20	16	15
Other	88	44	44	15	28	22	23
TAS	149	75	74	25	48	38	38
ACT	98	50	48	15	32	32	19
TOTAL	**1286**	**641**	**645**	**232**	**378**	**400**	**276**

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. These are for general use only. For more intense examination, the reader should refer to source data.

- 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.

- the sample and survey design provided the most optimal coverage of regions throughout Australia and the most efficient basis for comparative analysis.

- 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 multi-stage stratified probability sample was drawn, with minimum sample sizes set for each State and Territory. The total result was weighted by sex and age in accordance with 30 June 1994 population estimates from the Australian Bureau of Statistics to 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:

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

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 typical sample sizes:

	SURVEY RESULTS (p)				
SAMPLE SIZE	10%/90%	20%/80%	30%/70%	40%/60%	50%/50%
1286 (total sample)	1.6	2.2	2.5	2.7	2.8
1000	1.8	2.5	2.8	3.0	3.1
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 1.6% of survey estimates, assuming a 10% or 90% result, and 2.8% assuming a 50% result (i.e. percentage agreeing with a statement).