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Community Attitudes to Road Safety – 2025 Survey Report

CAS Wave 25: 2025





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Lotjpa Iyawa “Yarning as One”

Artwork by Luke and Siena Tieri

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Executive Summary

Since 1986, the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (department) has commissioned 25 iterations of 'The Survey of Community Attitudes to Road Safety', with the previous study taking place in 2017. This edition, developed in 2025, helps to provide a national snapshot of Australian attitudes, experiences and behaviours relating to road safety.

The survey was conducted nationally, with a total of 1,712 surveys completed online and via telephone between September and November 2025.

Key results

The following are key results from the 2025 survey, with comparisons to previous years presented where they are available.

Drink driving

From 2017 to 2025, there was a shift away from reports of drinking alcohol while driving, with the proportion of drivers who abstain entirely from drinking alcohol increasing from 21% to 26%. 3% of respondents reported they had driven when they were 'likely' to have been over their legal blood alcohol concentration (BAC) limit in the past 12 months. This prevalence has remained consistent since 2013, following a downward trend from 6% in 2006 to 3% in 2013.

Reported observation of random breath testing operations in the past 6 months has decreased from 2017 to 2025. In 2025, 72% of respondents reported seeing random breath testing in operation, a decrease of 9 percentage points from 2017 (81%). The proportion of respondents saying that they had been breath tested decreased by 6 percentage points from 37% in 2017 to 31% in 2025.

Drug driving

Overall, 4% of drivers (aged 18 or older) reported driving after taking recreational drugs in the past 2 years, an increase from 3% in 2017. This corresponds to an increase in the proportion of respondents who reported taking recreational drugs in the past 2 years, from 10% in 2017 to 13% in 2025.

Reported observation of roadside drug testing was lower than for random breath testing, with 46% of drivers aged 18 or older observing roadside drug testing in operation in the past 2 years and 13% reporting that they had been tested. Testing appears to successfully target high-risk cohorts, based on the self-reported roadside drug testing exposure rates of drivers who admit to driving after taking recreational drugs (68% compared with 46% overall).

Distracted driving

Although most respondents (85%) agree that mobile phone use increases crash risk, a substantial minority of drivers use mobile phones illegally while driving. Just under half (44%) of drivers reported that they use a mobile phone illegally while driving, with reactive use (answering a call: 34%) more common than proactive use (making a call: 25%). Just under a quarter (23%) reported 'other device distractions' while driving.



Speeding

Self-reported low-level speeding is prevalent, with 73% of drivers reporting that they travel 5 km/h or more above the posted speed limit. This occurs most frequently on roads with higher speed limits. However, the prevalence of high-level speeding, defined as driving 10 km/h or more above the speed limit, has reduced with 35% of drivers reporting this behaviour in 2025 compared to 70% in 2017¹.

There are some mixed observations when considering attitudes related to speeding. While 86% agree that travelling 10 km/h over the speed limit in a 60 km/h speed limit zone increases crash severity, and 76% agree that speed limits are generally set at reasonable levels, 30% of drivers hold the belief that it is acceptable to speed if driving safely.

Speed limit corrections

Reported behaviours and attitudes relating to speeding are accompanied by varying levels of support for speed limit reductions. About two-thirds (68%) of drivers support 40 km/h speed limits in local streets, and 41% support 30 km/h speed limits. Support for 40 km/h speed limits declined from 88% in 2017².

Fatigued driving

In 2025, 29% of drivers reported that they drive or ride when they are 'very tired' (so tired you were struggling to keep your eyes open). The language in the survey was changed from 'feeling drowsy' in previous survey waves, and this change in wording may have resulted in a lower reported prevalence.

Drivers were also asked whether they had fallen asleep at the wheel, with 6% reporting that they had done so in the past year. Drivers who reported driving while 'very tired' were more likely to have fallen asleep at the wheel (15%), but it is also noteworthy that these incidents were most common among those who had driven while over their legal BAC (26%) or after taking recreational drugs (21%).

While 34% of falling asleep at the wheel events occurred on trips of more than 2 hours, it is worth noting that 45% of these events occurred on short trips of no more than one hour, highlighting that fatigue can affect drivers in a range of circumstances.

Clustering of risk-taking behaviours

Throughout the survey results, there is evidence of a clustering of risk-taking behaviours, as noted above for fatigue driving. For example, among respondents who report driving after taking recreational drugs, 37% also report exceeding the BAC limit, and 30% report inconsistent seatbelt use. The heightened risk is evident with respondents who have driven after taking drugs self-reporting a crash involvement rate of 20%, compared to 11% for other drivers.

There is also evidence of permissive attitudes towards speeding among respondents who engage in a range of risk-taking driving behaviours. Respondents who drive over the speed limit, drive while distracted by a mobile phone, or drive after taking recreational drugs are more likely to agree that it is 'okay to exceed the speed limit if you are driving safely' than respondents who do not report doing these behaviours.

Enforcement

Public support for traffic enforcement varies by method of enforcement. Almost half (45%) of respondents support increased police patrols. Automated traffic enforcement cameras receive mixed support, ranging from 24% for speed cameras to 44% for mobile phone cameras.

¹ In 2025, drivers were asked about driving at 5 km/h or more and 10 km/h or more above the speed limit, whereas in previous years respondents were only asked whether they had driven 10 km/h or more above the speed limit.

² This shift occurred in the context of a reframing of the question to also ask about 30 km/h speed limits and shift the framing from high activity areas to local streets.



Negative community perceptions of speeding enforcement are further indicated by the fact that more than half (54%) of respondents agree that speeding fines are primarily intended to raise revenue. This attitude has remained consistent since 2013.

Vehicle safety technology

The survey reported a prevalence of drivers disabling vehicle safety features. This includes disabling lane keeping assist (15%), lane departure alerts (12%), and speed limit alerts (11%). Overall, there was a tendency to be more likely to disable lane keeping assistance features than other vehicle safety features.

Crashes and near misses

One in 8 (12%) drivers aged 18 or older reported that they had been involved in a crash in the past 3 years as a driver, 3% as a passenger and 1% as a motorcyclist. In 6% of these crashes someone was injured, but did not need to go to hospital, 11% resulted in hospitalisation and less than 1% resulted in a fatality.

Nearly a quarter of respondents (23%), attributed driver behaviour as a main reason for the crash, while 77% did not attribute any of the presented driver behaviours as the main reason.

When respondents who had been involved in a crash as a driver were asked what they believed the cause of the crash was, the most frequently cited cause of a crash was being distracted (13%). Other causes of crashes stated by respondents included falling asleep/being fatigued (5%), driving too fast for the conditions (4%) and failing to notice a stop sign or traffic light (3%).

It is worth noting that respondents reported general distractions at a much higher rate than mobile phone distractions as the cause of the crash they were involved in.

Implications and future directions

Consider further monitoring of the relationship between alcohol consumption and driving over the legal limit. While there is a historical correlation, generational changes in alcohol consumption and driving were also observed.

The relationship between observation of random breath testing and driving while over the legal BAC may be worthwhile to monitor. While there is a historical correlation between observation of random breath testing operations and drink driving, generational changes in drivers' use of alcohol and driving behaviour may change where random breath testing sits in the intervention mix. Further observation is required to draw conclusions.

The rising prevalence of driving after using recreational drugs reflects the shifting nature of impairment on Australian roads.

The increased prevalence of drug driving is a concerning trend that should be monitored. The results of this survey suggest that roadside drug testing is promising, with drivers who drive after using recreational drugs more likely to be tested. It is also worth noting that the profile of respondents who use recreational drugs is much narrower than the profile of respondents who drink alcohol. This may present some targeted public education opportunities.

Consider the role of medically prescribed cannabis in future surveys.

An area for further consideration is the use of medically prescribed cannabis when driving. This was not explored in this wave of the survey but has been flagged as a topic of interest when considering the rates of impaired driving.



Consider a broader range of driver distractions in future research.

While mobile phone distraction continues to have a reasonably high prevalence among drivers, it is worth noting the self-reported cause of crashes experienced by drivers as being more likely to be due to other distractions. Much of the focus in community attitudes to road safety research has focused on mobile phone distraction. While there is good reason for this, with regulation in place to restrict drivers' use of mobile phones, other sources of distraction may present a good opportunity for an intervention via public education.

Monitor public support for mobile phone and seatbelt detection cameras as these technologies become more widespread.

Support for mobile phone and seatbelt detection cameras is substantially higher than for speed cameras. These technologies are relatively new, and it should be monitored whether this support remains high with further roll out and more penalties issued. Support may reflect greater perceived risk for these behaviours and belief that these cameras are 'justified and protective' when compared to automated speed cameras, or the support may relate to lower experience of being detected and penalised.

Consider whether distinct and tailored interventions are required for low-level and high-level speeding behaviour.

While the trend for high-level speeding is very promising, enabling attitudes towards speeding remain stubbornly prevalent. Specifically, a sizable minority of drivers agree that it is 'okay to speed if I am driving safely' and more than half of respondents holding the view that speeding fines are mainly revenue raising demonstrate that driving over the speed limit continues to be a commonplace behaviour. It may be worthwhile exploring 2 distinct groups, those who engage in low-level speeding only, and those who engage in high-level speeding. Further exploration of the behaviour, attitudes and motivations for each of these groups may assist in developing more tailored and effective interventions in the future.

Fatigued driving is a complex behaviour which may warrant further research and more nuanced interventions.

The survey results highlight a substantial issue, with more than 1 in 20 drivers reporting that they have fallen asleep at the wheel in the past year. The results also show that these events occur in a range of locations and on journeys of various lengths. While drivers have often received messages about taking breaks and rest stops are made available for long journeys, further research to understand barriers and enablers to avoiding driving while fatigued may be useful to support more effective interventions.



Community Attitudes to Road Safety

People are aware of dangers on the roads.



86%

agree that a crash at 70 km/h will be a lot more severe than one at 60 km/h

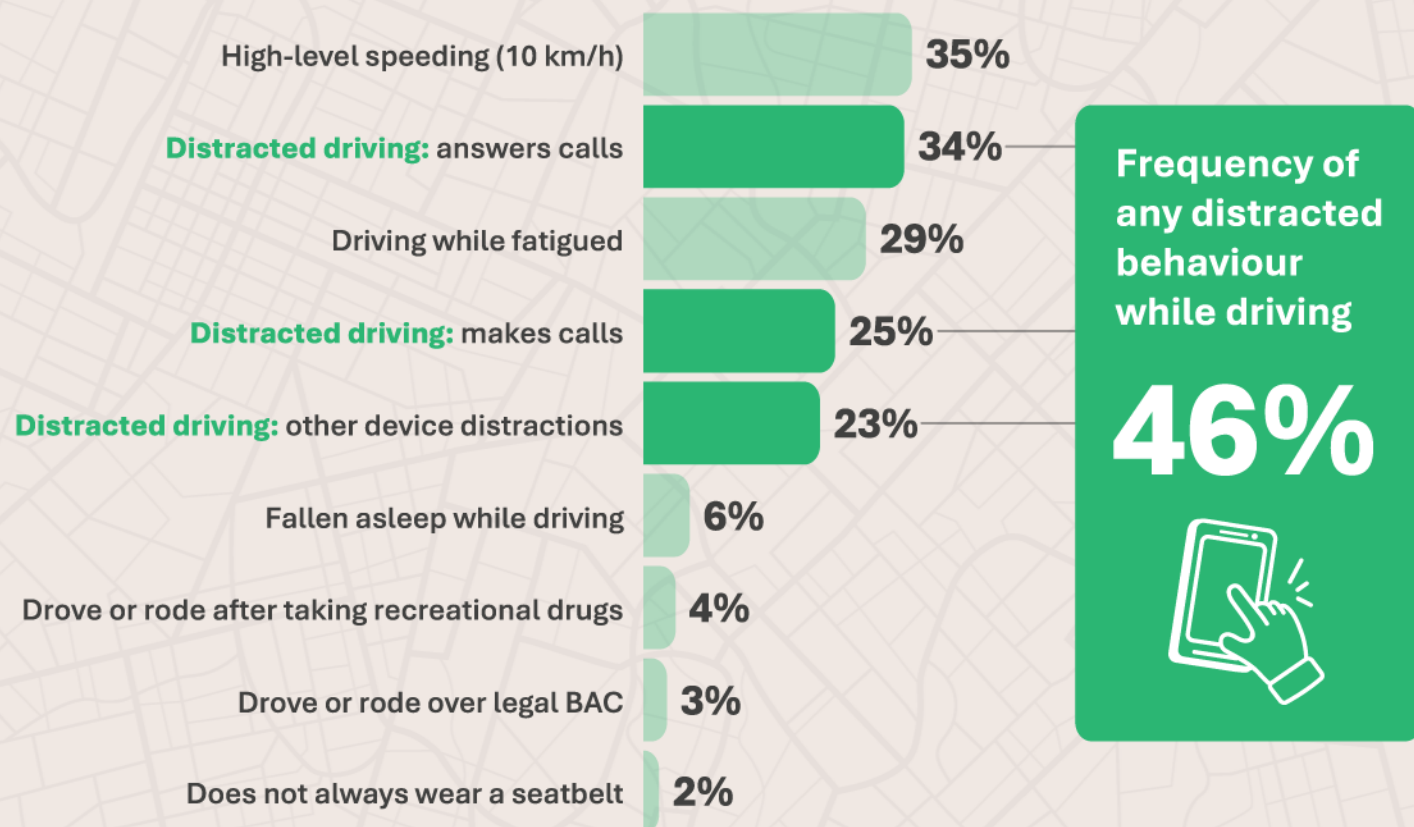


85%

believe that talking on a mobile phone increases their chance of a crash

Most drivers admit some risky behaviour. Almost half admit to sometimes using distracting devices while driving.

Summary of frequency of risky behaviour while driving (last 12 months)



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Community Attitudes to Road Safety

More drivers are choosing not to drink at all, with drug driving on the rise.



26%
never drink
at any time
↑ from 16% in 2002



40%
don't drink at
all if driving
↑ from 37% in 2002



4%
used rec.
drugs within
6hrs of driving
↑ from 3% in 2017

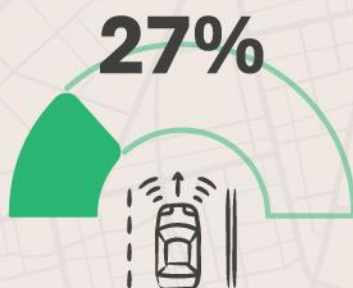
Reports of high-level speeding has declined over time.

Drives 10 km/h or more over the speed limit almost all the time (90-100%)

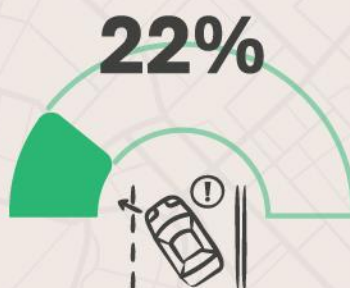


Some drivers are turning off safety tech.

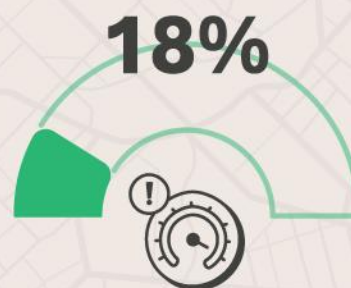
Turning off safety features/technologies (% Ever)



Lane keeping assist
(active steering correction)



Lane departure alert



Speed limit alert



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1 Introduction

1.1 Overview

This report covers the results of a survey commissioned by the Office of Road Safety, which sits in the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts.

The department (via the Office of Road Safety) commissions a time series of national surveys on Australian road safety issues, known as the *Survey of Community Attitudes to Road Safety*. These surveys commenced in 1986. The most recent survey prior to the current 2025 version was conducted in 2017.

The surveys provide a national snapshot of Australian attitudes, experience and behaviours relating to road safety topics. The data collected helps to evaluate specific road safety countermeasures and suggest new areas for intervention. The survey also helps identify significant differences between states and territories and other demographics such as age, driver status, gender and licences currently held.

These surveys provide a unique time series of community attitudes to road safety and are an especially valuable research and policy tool for the Australian Government as well as for road safety organisations across Australia. The survey results are also of interest to the wider community.

1.2 Current context

The most recent iteration to the survey prior to the current survey was conducted in 2017. There have been substantial changes in the road safety landscape since then:

- The COVID-19 pandemic, which had significant impacts on transport use.
- Year-on-year increases in road trauma nationally since COVID-19, although there is some variance at the state/territory level.
- Changing economic conditions, with consumer concerns regarding ‘cost-of-living’.
- Significant improvements in vehicle safety technology available across a broad range of models.
- Increased uptake of electric powered vehicles, including cars as well as bicycles, scooters and skateboards.
- Increased sales of large utility vehicles.
- The introduction of automated mobile phone and seatbelt detection in most Australian jurisdictions.



2 Background

2.1 Objectives

The specific objectives of the survey program are:

- to identify community attitudes to major road safety issues
- to determine community perceptions and reported behaviour in key areas of road use
- to identify any significant changes in such attitudes, perceptions and behaviour, compared with previous years
- to identify any significant differences in such attitudes, perceptions and behaviour between Australian states and territories.

Furthermore, the survey results contribute to national road safety policy and research objectives by providing community feedback to assist in:

- identifying public perceptions of specific road safety countermeasures
- identifying and monitoring attitudinal trends
- identifying areas of community concern
- identifying opportunities for future intervention.

2.2 Glossary of terms

The following glossary provides contextual definitions of many of the terms used in this report.³

(Automated) traffic cameras

Fixed or mobile camera systems used to detect and enforce road rule violations such as speeding, red-light running, mobile phone use or seatbelt offences. Automated cameras operate without direct police intervention.

Blood alcohol concentration (BAC)

The amount of alcohol present in a person's bloodstream, expressed as grams of alcohol per 100 millilitres of blood. In Australia, legal BAC limits vary by licence type, with a standard limit of 0.05 for fully licenced drivers and lower or zero limits for learner, probationary and professional drivers.

Random breath testing (RBT)

Police enforcement strategy in which drivers are stopped at random and required to provide a breath sample to test for alcohol. RBT is used as a deterrence measure to reduce drink driving and improve road safety.

³ Definitions are generalised for the purposes of the survey and report and therefore may differ to definitions used by road vehicle standards legislation.

Roadside drug testing

Police testing conducted at the roadside to detect the presence of certain illicit drugs in drivers' oral fluid (saliva). In Australia, testing commonly targets substances such as THC (cannabis), methamphetamine and MDMA.

Recreational drugs

Psychoactive substances used for non-medical purposes that may impair cognitive and motor functioning, reaction time and judgement, thereby increasing crash risk when a person drives under their influence.

e-bike

A bicycle equipped with an electric motor that assists pedalling. In Australia, e-bikes are legally subject to power and speed limits constraints.

e-scooter

A small electric personal mobility device powered by a motor and designed for standing riders. Regulations vary by state and territory but typically include speed limits, permitted riding locations and helmet requirements.

Motorcycle

A 2 or occasionally 3 wheeled motor vehicle powered by an engine, including sit-on scooters and mopeds. Lack the physical safety protection offered by enclosed motor vehicles.

Heavy vehicle

A large motor vehicle used primarily for transporting goods or passengers, typically defined in Australia as vehicles with a Gross Vehicle Mass (GVM) greater than 4.5 tonnes (e.g. trucks and large buses).

Electronic stability control (ESC)

A vehicle safety technology that automatically detects and reduces loss of traction (skidding) by selectively applying brakes and/or reducing engine power to help drivers maintain control during emergency manoeuvres or slippery conditions.

Automatic emergency braking (AEB)

A vehicle safety system that detects an imminent collision with another vehicle, pedestrian or object and automatically applies the brakes if the driver does not respond in time, helping to reduce crash severity or avoid a crash altogether.

Lane departure alert

A driver assistance feature that monitors lane markings and provides a visual, audible or haptic warning when a vehicle unintentionally drifts out of its lane without signalling.

Lane keeping assist (active steering correction)

An advanced driver assistance system that actively applies steering inputs to help keep a vehicle centred within its lane or to prevent unintentional lane departure, typically working in conjunction with lane departure warning systems.

Speed limit alert

A driver assistance feature that identifies the current posted speed limit using traffic sign recognition and/or digital map data and alerts the driver when they exceed or are at risk of exceeding the limit.



3 Methodology

This section outlines the purpose and scope of the survey and describes how the data were collected and prepared for analysis. It explains the target population, sampling approach, fieldwork procedures, weighting methods and approach to statistical analysis. It also clarifies how to interpret percentages, base sizes and statistical comparisons presented in this report.

3.1 Survey instrument (questionnaire)

The development and refinement of the survey instrument (questionnaire) was a collaboration between Wallis and the department. The 2017 questionnaire was used as a starting point for the development of the 2025 instrument. Consideration was given to adding content to cover road safety issues that had come into existence or were otherwise more relevant, since 2017. As there was a need to keep the questionnaire length equivalent to 2017, some questionnaire items from 2017 deemed less relevant or useful in 2025 were excised.

The 2025 questionnaire included the following sections:

- Basic demographics
- Licensing and driving/riding frequency
- Random breath testing
- Blood alcohol concentration (BAC) limits
- Enforcement
- Speeding
- Seatbelts
- Crashes
- Fatigue
- Drug use
- Distraction devices
- Vehicle safety
- Heavy vehicles (sharing the road with these vehicles)
- Further demographics
- Vehicle access and type driven



3.2 Sample

The sample included a main sample plus a boost sample for the small states and territories. These included the Australian Capital Territory (ACT), Northern Territory (NT), and Tasmania (TAS).

3.2.1 Main sample

A telephone sample frame using RDD (random digit dial) mobile phone numbers was purchased from one of Wallis' suppliers. This frame initially comprised 60,000 records and was later boosted by a further 20,000 records to a total of 80,000 RDD records.

The RDD sample frame was designed with 3 different strata based on the sequence of the phone numbers. The sequence strata corresponded directly to the newness of the phone numbers. The newness of a phone number has a strong (but not perfect) relationship to the age bracket of the owner of the phone number. Thus, through this sample design, Wallis was able to achieve the desired balance of age brackets in the participating sample.

3.2.2 Boost sample

A boost sample of 8,910 records for the smaller states and territories (ACT, NT, and TAS) was also purchased from the same supplier. This sample was also comprised completely of mobile phone numbers. However, this sample was not RDD but rather, each phone number was connected to a known individual deemed to be residing in a certain state or territory. The boost sample facilitated the achievement of the minimum target of 100 completed interviews per state or territory.

3.3 Fieldwork

The fieldwork for the survey commenced on 22 September 2025, with a primary approach short message service (SMS) being sent. An interviewer briefing was held on the same day to launch computer-assisted telephone interviewing (CATI) telephone fieldwork. The fieldwork closed on 28 November 2025.

3.4 Data processing

Thorough testing of online and CATI survey instruments was carried out prior to live deployment. This consisted of separate phased checks by the programming team, the consultancy team, and the field supervisory team.

During data collection, after the first few days from survey launch, initial top-line counts were run and checked to ensure the survey programming was running as intended.

3.4.1 Weighting

The data were weighted for age, gender and location using Australian Bureau of Statistics data from the 2021 Census. The weighting used a rim weighting approach with a location by age matrix and a separate weight set for gender. The effective sample size is 81% (n=1,381).

- Location was weighted by Greater Capital City Statistical Area (GCCSA), with the cells for South Australia, Tasmania, the Australian Capital Territory and the Northern Territory combined due to small cells in the location/age matrix.
- Age was weighted in 10-year increments with the exception of the 15-17, 18-24 and 75+ age groups.
- The Northern Territory 15-17 cell was merged with the Northern Territory 18-24 cell due to there being no cases aged 15-17 in the Northern Territory.

Due to missing data for gender, data was imputed for cases with missing data for weighting purposes only. Where data was collected in the survey, the distribution for gender was male: 53%, female 47% suggesting that the skew in the data corrected by the weights was likely small.



The following table shows the sample size, unweighted percentage, weighted percentage and margin of error for key reporting groups in this report. The margins of error are reported for survey estimates of 10% and 50% at the 95% confidence interval.

Table 1 Population, weights and margins of error

Category	<i>n</i>	Unweighted	Weighted	MoE / 95%CI / 10%	MoE / 95%CI / 50%
Total	1712	100%	100%	± 1.42%	± 2.37%
Gender					
Male	768	53%	49%	± 2.12%	± 3.54%
Female	690	47%	51%	± 2.24%	± 3.73%
Age group					
15-17	41	2%	4%	± 9.30%	± 15.50%
18-24	207	12%	10%	± 4.10%	± 6.83%
25-34	248	14%	17%	± 3.74%	± 6.24%
35-54	482	28%	32%	± 2.68%	± 4.47%
55+	734	43%	36%	± 2.17%	± 3.62%
Region					
Capital city (inc. ACT)	1006	59%	66%	± 1.86%	± 3.09%
Regional location (inc. NT)	706	41%	34%	± 2.21%	± 3.69%

3.4.2 Statistical analysis

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

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

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

4 Detailed findings

4.1 Road user profiles

This section describes the composition of the survey sample and profiles the people who use the road network. It summarises the socio-demographic characteristics of respondents and outlines their licensing status, driving and riding history, and access to different types of vehicles. The section also examines patterns of travel, including how frequently respondents drive or ride, the distances they travel and the range of transport modes they use, such as cars, motorcycles, bicycles, e-scooters and public transport. This provides a foundation for understanding the diversity of road users and the different contexts in which they interact with the road system.

4.1.1 Socio-demographic profile of road users

The table below summarises the socio-demographic profile of road users and their access to alternative modes of transport. Male respondents were more likely to use a bicycle or e-scooter than public transport (64% vs 50%), while female respondents showed the opposite pattern, being more likely to use public transport than bicycles or e-scooters (50% vs 36%). Use of public transport was highest among respondents living in capital cities (76%) and lowest among those in regional areas (24%). By state and territory, respondents from New South Wales (33%) and Victoria (28%) reported the highest levels of public transport use.

Table 2 Socio-demographic profile of road users

Column %	Use public transport, incl. taxis & rideshare (e.g. Uber) Sig.	NET: Uses bicycle or e-scooter Sig.	Ride a non-electric bicycle on the road* Sig.	Ride an e-bike on the road* Sig.	Ride an e-scooter on the road Sig.	Row n
Total	100%	100%	100%	100%	100%	1639
Gender						
Male	50%	64% ↑	63% ↑	65% ↑	58%	737
Female	50%	36% ↓	37% ↓	35% ↓	42%	655
Age group						
15-17	5%	11% ↑	11%	9%	15% ↑	38
18-24	12% ↑	10%	11%	16%	12%	195
25-34	19%	14%	15%	9%	12%	237
35-54	32%	33%	35%	29%	47%	459
55+	32% ↓	31%	29% ↓	38%	14%	710
Region						
Capital city (inc. ACT)	76% ↑	67%	66%	69%	83% ↑	960
Regional location (inc. NT)	24% ↓	33%	34%	31%	17% ↓	679
State						
NSW	33%	29%	28%	40%	25%	413
VIC	28% ↑	29%	28%	24%	33%	353
QLD	18% ↓	19%	18%	16%	20%	285
SA	6%	5%	5%	4%	4%	110
WA	11%	13%	15% ↑	11%	11%	178
TAS	2% ↓	2%	3%	1%	1%	101
ACT	2%	1%	1% ↓	2%	2%	97
NT	1% ↓	2% ↑	2% ↑	1%	3%	102
Column n	945	299	244	88	55	



Q7. In a normal week, how often do you... (c) ride a non-electric bicycle on the road (excluding on private property); (f) ride an e-bike on the road (excluding on private property); (e) ride an e-scooter on the road (excluding on private property); (d) use public transport, including taxis and rideshare (e.g. Uber); NET: Ride bicycle (e-bike or non-electric) or e-scooter.

Base: All (n=1712). *Excluding on private property.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

4.1.2 Licensing and driving/riding history

The table below summarises the licensing and driving/riding history of the survey sample. Over 9 in 10 respondents (93%) held a licence to drive a car, with the majority of these holding a full licence (88%). Smaller proportions held a probationary licence (7%) or learner permit (5%). Nearly all respondents that ever held a licence to drive a car had a current licence (96%), and 3 in 4 had held their licence for more than 10 years (75%).

Over 1 in 7 respondents held a motorcycle licence (15%). Of these, most held a full licence (83%), while 5% held a probationary licence and 13% held a learner permit. More than 8 in 10 motorcycle licence holders had a current licence, while 13% reported an expired licence. Most had held their motorcycle licence for over 10 years (72%), and around half reported riding a motorcycle in the past year (52%).

Table 3 Car licensing and driving history

Holds a car licence	93%
Type of licence	
Full	88%
Probationary (P plate)	7%
Learner permit (L plate)	5%
Status of licence	
Current	96%
Suspended	1%
Surrendered	1%
Expired	1%
Disqualified	0%
Length held	
Up to 3 years	13%
3-5 years	6%
6-10 years	7%
Over 10 years	75%

Q6 What licences or permits have you ever held? This includes full or probationary licences as well as learner permits. Base: All (n= 1712).

Q6c Do you currently have a full, probationary or learner car driver's licence? Base: Has car licence (n=1602).

Q6d What is the status of your car driver's licence? Base: Has car licence (n=1602).

Q10 How long have you had your car driver's licence or permit? Base: Has current car licence (n=1516).



Table 4 Motorcycle licensing and riding history

Holds a motorcycle licence	15%
Type of licence	
Full	83%
Probationary (P plate)	5%
Learner permit (L plate)	13%
Status of licence	
Current	81%
Suspended	1%
Surrendered	4%
Expired	13%
Disqualified	0%
Length held	
Up to 3 years	8%
3-5 years	8%
6-10 years	10%
Over 10 years	72%
Ridden in last year	
As rider	52%
As passenger	7%

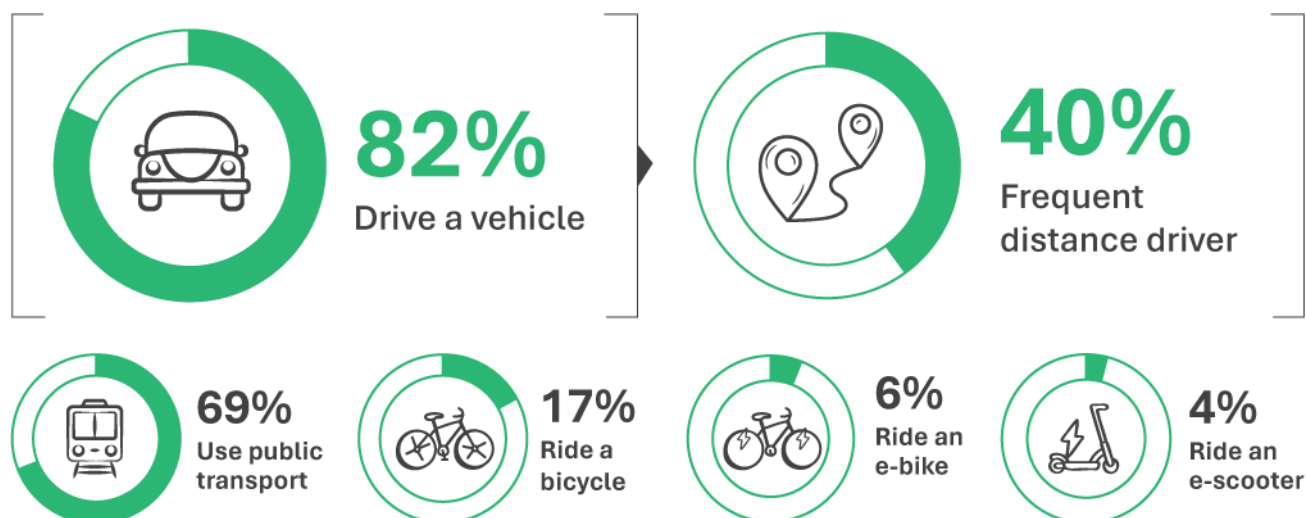
Q6 What licences or permits have you ever held? This includes full or probationary licences as well as learner permits. Base: All (n= 1712).
Q6n Do you have a full, probationary or learner motorcycle licence? Base: Has motorcycle licence (n=296).
Q6m What is the status of your motorcycle licence? Base: Has motorcycle licence (n=296).
Q10a How long have you had your motorcycle's licence or permit? Base: Has current motorcycle licence/permit (n=239).
Q10c Have you been a passenger on a motorcycle on the road in the last year? Base: All (n= 1712).



4.1.3 Modes of transport and travel exposure

The figure below shows the frequency of transport use and long-distance driving. Over 8 in 10 (82%) drive a vehicle, with 4 in 10 (40%) driving 50 kilometres or more at least once a week or more frequently. Nearly 7 in 10 use public transport (69%), about 1 in 6 (17%) ride a non-electric bicycle, while a smaller proportion ride an e-bike (6%) or an e-scooter (4%).

Figure 1 Modes of transport and travel exposure



Q7a. How often do you drive a motor vehicle or ride a motorcycle on the road, assuming an average week? Base: All (excluding 'don't know' responses) (n=1707).

Q7. In a normal week, how often do you... (c) ride a non-electric bicycle on the road (excluding on private property); (f) ride an e-bike on the road (excluding on private property); (e) ride an e-scooter on the road (excluding on private property); (d) use public transport, including taxis and rideshare (e.g. Uber); NET: Ride bicycle (e-bike or non-electric) or e-scooter. Base: All (n=1712). *Excluding on private property.

4.1.3.1 Vehicle ownership

As many as 19 in 20 (95%) respondents who drive sometimes either owned a car or had access to a car owned by someone else in their household.

Figure 2 Ownership of or access to a car

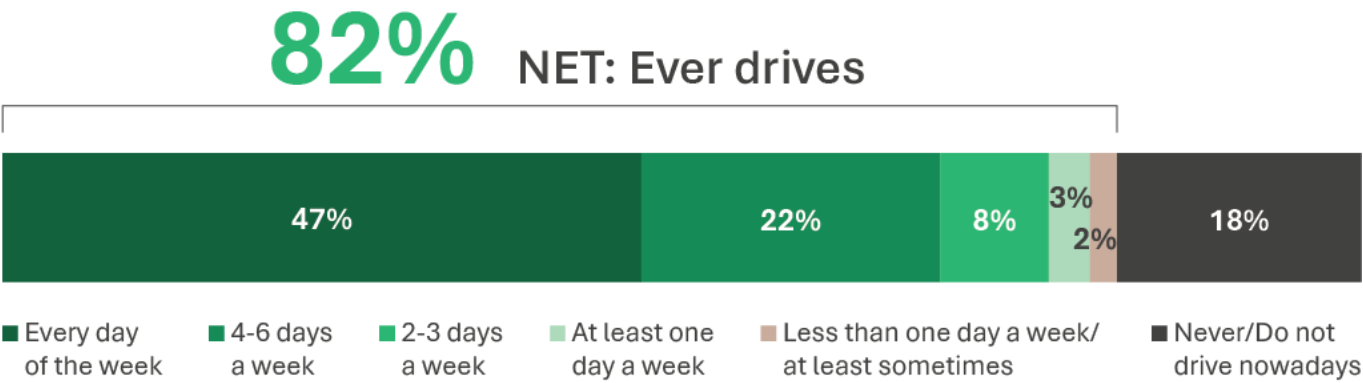


W7. Do you own a car or have access to a car owned by someone else in your household? Base: Drives at least sometimes (n= 1426).

4.1.3.2 Frequency of driving a car or riding a motorcycle

Just over 8 in 10 (82%) of respondents ever drive a car or ride a motorcycle on the road in a typical week. Nearly half (47%) of respondents typically drive a car (or ride motorcycle) every day of the week, while a total of 8 in 10 (80%) drive at least one day a week. Just under 1 in 5 (18%) never or no longer drive.

Figure 3 Frequency of driving a motor vehicle or riding a motorcycle



Q7a. How often do you drive a motor vehicle or ride a motorcycle on the road, assuming an average week?
Base: All (excluding 'don't know' responses) (n=1707).

The propensity to drive or ride varies by demographic factors such as age, location and gender. The likelihood of driving increases for each age bracket. Only 66% of those aged 18-24 ever drive or ride while 91% of those aged 55+ ever drive or ride. Compared to those living in capital cities, respondents living in regional locations are more likely to ever drive (87% vs 80%) and more likely to drive every day of the week (53% vs 43%). Males are more likely than females to drive every day of the week (52% vs 43%).

Table 5 Frequency of driving a motor vehicle or riding a motorcycle by demographics – by gender

Column %	Total	Male Sig.	Female Sig.
NET: Ever drives	82%	86%	81%
Every day of the week	47%	52% ↑	43% ↓
4-6 days a week	22%	21%	24%
2-3 days a week	8%	7%	9%
At least one day a week	3%	4%	2%
Less than one day a week/at least sometimes	2%	2%	2%
Never/Do not drive nowadays/ unlicensed (not asked)	18%	14%	19%
Column n	1707	764	689

Q7a. How often do you drive a motor vehicle or ride a motorcycle on the road, assuming an average week?
Base: All (excluding 'don't know' responses).
Note: ↑↓ in the Sig. column indicates a statistically significant difference.



Table 6 Frequency of driving a motor vehicle or riding a motorcycle by demographics – by age group

Column %	Total	15-17 Sig.	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
NET: Ever drives	82%	49% ↓	66% ↓	79%	84%	91% ↑
Every day of the week	47%	17% ↓	36% ↓	44%	58% ↑	44%
4-6 days a week	22%	15%	17%	21%	18% ↓	29% ↑
2-3 days a week	8%	3%	5%	7%	6%	12% ↑
At least one day a week	3%	3%	5%	3%	1%	3%
Less than one day a week/at least sometimes	2%	11% ↑	3%	4%	2%	1%
Never/Do not drive nowadays/ unlicensed (not asked)	18%	51% ↑	34% ↑	21%	16%	9% ↓
Column n	1707	41	206	246	481	733

Q7a. How often do you drive a motor vehicle or ride a motorcycle on the road, assuming an average week?

Base: All (excluding 'don't know' responses).

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 7 Frequency of driving a motor vehicle or riding a motorcycle by demographics – by region

Column %	Total	Capital city (inc. ACT) Sig.	Regional location (inc. NT) Sig.
NET: Ever drives	82%	80% ↓	87% ↑
Every day of the week	47%	43% ↓	53% ↑
4-6 days a week	22%	22%	22%
2-3 days a week	8%	8%	8%
At least one day a week	3%	3%	1%
Less than one day a week/at least sometimes	2%	2%	2%
Never/Do not drive nowadays/ unlicensed (not asked)	18%	20% ↑	13% ↓
Column n	1707	1002	705

Q7a. How often do you drive a motor vehicle or ride a motorcycle on the road, assuming an average week?

Base: All (excluding 'don't know' responses).

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

4.1.3.3 Alternative transport (bicycles and e-scooters)

Overall, 1 in 5 (21%) use alternative transport such as a bicycle or e-scooter. The most common mode is a manual pedal bicycle (17%) followed by an e-bike (6%) or an e-scooter (4%). Usage is highest among those aged 15 and 17, who have less access to independent driving, with usage of these alternative transport modes being reasonably consistent among those aged 18 and older.

Those aged between 15 and 17 are substantially more likely than older respondents to report that they ride a bicycle or e-scooter (57%). However, this trend is less pronounced for e-bikes with 12% of respondents aged 15-17 riding e-bikes compared to 9% of respondents aged 18-24. It is interesting to note that the highest prevalence of riding an e-scooter was also among 15-17 year olds (13%). In most states and territories, age restrictions apply to e-scooters⁴, the prevalence of underage riding is an area which may warrant further investigation. Riding e-scooters was more prevalent in capital cities than regional locations (5% vs 2%).

⁴ All states and territories have restrictions for age, with most requiring riders to be aged 16 or older. The exceptions are Queensland which allows riders aged 12 to 15 to ride with adult supervision and the Northern Territory which has a minimum age of 18 years for e-scooter hire schemes.

Table 8 Use of bicycles and e-scooters – by gender

Column %	Total	Male Sig.	Female Sig.
NET: Rides a bicycle or e-scooter	21%	27% ↑	15% ↓
Ride a non-electric bicycle on the road (excluding on private property)	17%	22% ↑	12% ↓
Ride an e-bike on the road (excluding on private property)	6%	8% ↑	4% ↓
Ride an e-scooter on the road (excluding on private property)	4%	4%	3%
Column n	1639	737	655

Q7. In a normal week, how often do you... (c) ride a non-electric bicycle on the road (excluding on private property); (f) ride an e-bike on the road (excluding on private property); (e) ride an e-scooter on the road (excluding on private property).

NET: Ride bicycle (e-bike or non-electric) or e-scooter. Base: All (excluding 'don't know' responses).

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 9 Use of bicycles and e-scooters – by age group

Column %	Total	15-17 Sig.	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
NET: Rides a bicycle or e-scooter	21%	57% ↑	21%	17%	22%	18%
Ride a non-electric bicycle on the road (excluding on private property)	17%	46% ↑	17%	14%	18%	13% ↓
Ride an e-bike on the road (excluding on private property)	6%	12%	9%	3%	6%	6%
Ride an e-scooter on the road (excluding on private property)	4%	13% ↑	4%	3%	6% ↑	1% ↓
Column n	1639	38	195	237	459	710

Q7. In a normal week, how often do you... (c) ride a non-electric bicycle on the road (excluding on private property); (f) ride an e-bike on the road (excluding on private property); (e) ride an e-scooter on the road (excluding on private property).

NET: Ride bicycle (e-bike or non-electric) or e-scooter. Base: All (excluding 'don't know' responses).

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 10 Use of bicycles and e-scooters – by region

Column %	Total	Capital city (inc. ACT) Sig.	Regional location (inc. NT) Sig.
NET: Rides a bicycle or e-scooter	21%	21%	21%
Ride a non-electric bicycle on the road (excluding on private property)	17%	16%	17%
Ride an e-bike on the road (excluding on private property)	6%	6%	6%
Ride an e-scooter on the road (excluding on private property)	4%	5% ↑	2% ↓
Column n	1639	960	679

Q7. In a normal week, how often do you... (c) ride a non-electric bicycle on the road (excluding on private property); (f) ride an e-bike on the road (excluding on private property); (e) ride an e-scooter on the road (excluding on private property).

NET: Ride bicycle (e-bike or non-electric) or e-scooter. Base: All (excluding 'don't know' responses).

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

4.1.3.4 Alternative transport (public transport)

Overall, about 7 in 10 (69%) of respondents use public transport, with usage most concentrated in capital cities. Those living in capital cities are far more likely to use public transport compared to those living in regional areas (80% vs 49%). This result likely reflects the availability of public transport options for journeys in these locations. Public transport use peaks among those aged 18-24 (82%) and then declines as age increases, with only 62% of those aged 55+ making use of it.



Table 11 Frequency of using public transport by demographics (gender)

Column %	Total	Male	Female
NET: Ever uses public transport	69%	70%	68%
Every day of the week	5%	6%	3%
4-6 days a week	7%	5%	7%
2-3 days a week	8%	8%	7%
At least one day a week	8%	8%	7%
Less than one day a week/at least sometimes	42%	43%	43%
Never/Do not use this transport mode	31%	30%	32%
Column n	1681	752	677

Q7_d. In a normal week, how often do you use public transport, including taxis and rideshare (e.g. Uber).
Base: All (excluding 'don't know' responses).

Table 12 Frequency of using public transport by demographics (age group)

Column %	Total	15-17 Sig.	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
NET: Ever uses public transport	69%	74%	82% ↑	75%	45% ↑	62% ↓
Every day of the week	5%	6%	10% ↑	6%	24% ↑	2% ↓
4-6 days a week	7%	17% ↑	17% ↑	9%	22%	3% ↓
2-3 days a week	8%	11%	14% ↑	10%	27%	5% ↓
At least one day a week	8%	10%	10%	9%	14%	8%
Less than one day a week/at least sometimes	42%	30%	31% ↓	42%	7%	44%
Never/Do not use this transport mode	31%	26%	18% ↓	25%	5%	38% ↑
Column n	1681	40	204	245	2%	722

Q7_d. In a normal week, how often do you use public transport, including taxis and rideshare (e.g. Uber).
Base: All (excluding 'don't know' responses).
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 13 Frequency of using public transport by demographics (region)

Column %	Total	Capital city (inc. ACT) Sig.	Regional location (inc. NT) Sig.
NET: Ever uses public transport	69%	80% ↑	49% ↓
Every day of the week	5%	6% ↑	1% ↓
4-6 days a week	7%	10% ↑	2% ↓
2-3 days a week	8%	9% ↑	5% ↓
At least one day a week	8%	11% ↑	4% ↓
Less than one day a week/at least sometimes	42%	44%	38%
Never/Do not use this transport mode	31%	20% ↓	51% ↑
Column n	1681	984	697

Q7_d. In a normal week, how often do you use public transport, including taxis and rideshare (e.g. Uber).
Base: All (excluding 'don't know' responses).
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

4.1.3.5 Frequency of driving on trips more than 50 kilometres

Four in 10 (40%) respondents report that they drive more than 50 kilometres to a destination once a week or more often. Making these frequent long journeys was most prevalent among males, respondents living in regional locations and respondents aged 35 to 54.

Males (47%) are more likely to drive on long trips (50+ km) weekly compared to females (33%). Similarly, people living in regional areas (46%) are more likely to make long commutes at least weekly than those living in capital cities (36%).



Table 14 Frequency of driving on trips 50+ km by demographics (gender)

Column %	Total	Male Sig.	Female Sig.
NET: Weekly	40%	47% ↑	33% ↓
3 or more times a week	18%	22% ↑	13% ↓
At least once a week	22%	24%	20%
At least once a month	29%	29%	30%
At least once every 3 months	14%	12%	16%
At least once a year	9%	7%	11%
Less than once a year	6%	3% ↓	8% ↑
Don't know	3%	2%	3%
Column n	1431	663	577

Q7b. On average, how often would you drive or ride to a destination that is 50 kilometres or more from home?

Base: Drives at least sometimes.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 15 Frequency of driving on trips 50+ km by demographics (age group)

Column %	Total	15-17 Sig.	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
NET: Weekly	40%	25%	39%	36%	45% ↑	38%
3 or more times a week	18%	20%	15%	19%	24% ↑	13% ↓
At least once a week	22%	5%	24%	17%	22%	24%
At least once a month	29%	20%	31%	33%	27%	29%
At least once every 3 months	14%	26%	14%	9%	14%	15%
At least once a year	9%	10%	6%	9%	7%	11%
Less than once a year	6%	8%	6%	7%	5%	7%
Don't know	3%	11%	4%	5% ↑	2%	1% ↓
Column n	1431	21	138	194	409	669

Q7b. On average, how often would you drive or ride to a destination that is 50 kilometres or more from home?

Base: Drives at least sometimes.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 16 Frequency of driving on trips 50+ km by demographics (region)

Column %	Total	Capital city (inc. ACT) Sig.	Regional location (inc. NT) Sig.
NET: Weekly	40%	36%	46% ↑
3 or more times a week	18%	15%	23% ↑
At least once a week	22%	21%	24%
At least once a month	29%	28%	31%
At least once every 3 months	14%	16% ↑	10% ↓
At least once a year	9%	11% ↑	5% ↓
Less than once a year	6%	6%	5%
Don't know	3%	3%	2%
Column n	1431	810	621

Q7b. On average, how often would you drive or ride to a destination that is 50 kilometres or more from home?

Base: Drives at least sometimes.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Those who engage in risky behaviours such as driving fatigued (26%) and driving distracted (21%) are the most likely to drive on long trips (50+ km) at least 3 times a week. Overall, drivers who drive fatigued are 11 percentage points more likely to make long-distance journeys at least weekly than the general population (51% vs 40%). These results highlight an increased risk exposure through the combination of longer journeys and impaired driving.

Table 17 Frequency of driving more than 50 kilometres by behaviour

Column %	Total	Speeding	Sig.	Distraction	Sig.	Fatigue	Sig.	Drug driving	Sig.	Over BAC	Sig.	Seatbelt	Sig.
NET: Weekly	40%	40%		45% ↑		51% ↑		39%		46%		36%	
3 or more times a week	18%	19%		21% ↑		26% ↑		17%		19%		19%	
At least once a week	22%	22%		23%		25%		22%		27%		18%	
At least once a month	29%	30%		30%		28%		46%		31%		44%	
At least once every 3 months	14%	14%		11%		9% ↓		8%		13%		6%	
At least once a year	9%	9%		8%		6%		5%		7%		8%	
Less than once a year	6%	4% ↓		5%		3% ↓		0% ↓		3%		0%	
Don't know	3%	2%		2%		3%		3%		0%		6%	
Column n	1431	1053		623		400		54		38		27	

Q7b. On average, how often would you drive or ride to a destination that is 50 kilometres or more from home?
Base: Drives at least sometimes.
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

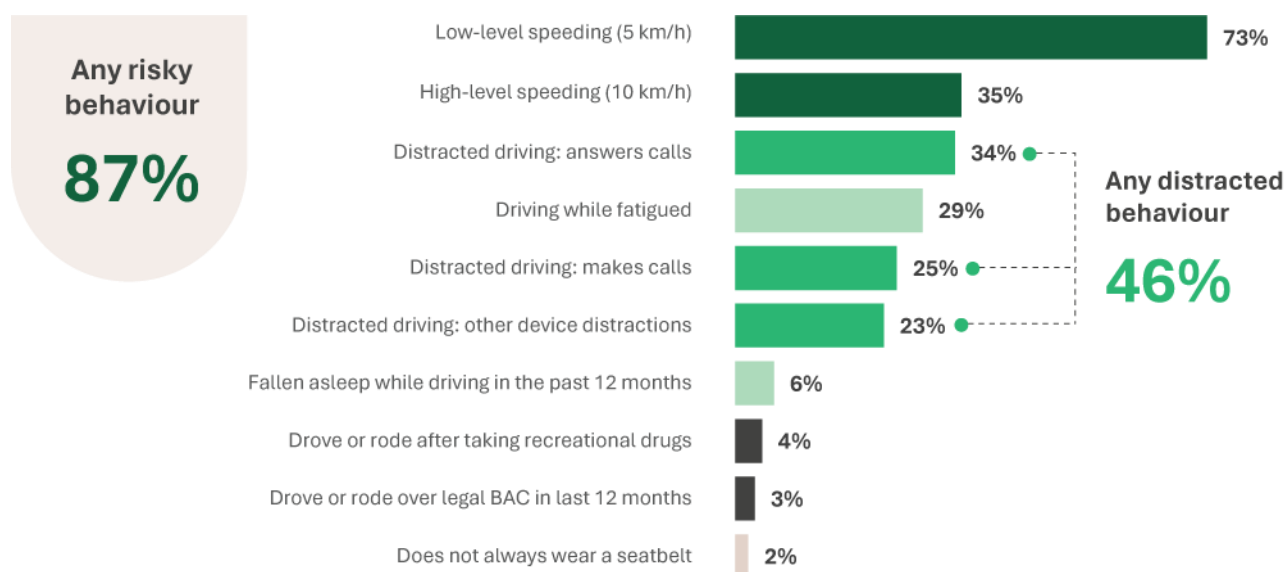
4.2 Behaviours

Over 17 in 20 (87%) of those that ever held a licence engaged in at least one form of risky driving behaviour. The most common of these behaviours is low-level speeding which nearly three-quarters (73%) of licence holders report that they have done. Other high-prevalence behaviours include driving while distracted by a mobile phone (44%), high-level speeding (35%), driving while fatigued (29%).

Lower incidence behaviours include driving a vehicle or riding a motorcycle after using recreational drugs (4%), drinking alcohol while over the legal BAC limit (3%) and seatbelt non-compliance (2%). It is worth noting that while these behaviours are relatively low prevalence in the driving population, these behaviours over-represent in trauma statistics. Research on the presence of alcohol and drugs in injured and deceased drivers in road crashes has shown that in Victoria over a 5-year period, 16.8% of car and motorcycle drivers had one of more drugs in their system and 14% of crashes overall involved a driver or rider with a BAC of 0.05% or higher⁵. This research also pointed to a declining trend in the presence of alcohol in fatal crashes, which aligns with the long-term trend reported in this survey series, with drug driving now indicated at a marginally higher prevalence.

⁵ Schumann J, Di Rago M, Woodford N, et al. Trends in alcohol, MDMA, methylamphetamine and THC in injured and deceased motor vehicle drivers and motorcyclists over a decade (2010–2019) in Victoria, Australia. Injury Prevention Published Online First: 21 January 2025. doi: 10.1136/ip-2024-045342

Figure 4 Summary of frequency of risky behaviour



Bases vary for question topics. Speeding (Q20/Q20a) – Any licence (n=1576); Distraction (Q42/Q43/ Q43d) – Drives at least sometimes (n=1431); Fatigue (Q28c/Q29) – Current or lapsed licence holder (n=1556); Taken Drugs (Q39b)– Aged 18+ (n=1650); Drug driving (Q39c) - Drives at least sometimes AND Aged 18+ (n=1410); Drink driving (Q11a) - Current licence holders that drive at least sometimes (n=1428); Seatbelt (Q25a) – All (n=1706).

4.2.1 Alcohol and driving

This section examines behaviours and attitudes relating to alcohol and drug use in the context of driving and riding. It outlines respondents' self-reported practices when consuming alcohol and their likelihood of having driven while over the legal blood alcohol concentration limit. The section also describes patterns of recreational drug use in relation to driving or riding, and experiences of riding as a passenger with a driver who has used alcohol or drugs. In addition, it summarises levels of awareness, support and perceived effectiveness of random breath testing and roadside drug testing.

4.2.1.1 Approach to drinking and driving

Drink driving has long been acknowledged by the community as being a major cause of road crashes. In this study respondents are asked how they approach drinking and driving, with options including (ordered from most restrictive approach to least restrictive approach):

- 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

Overall, the majority of drivers report that they do not drink alcohol and drive (65%), with the remainder (35%) driving after drinking alcohol to some extent.

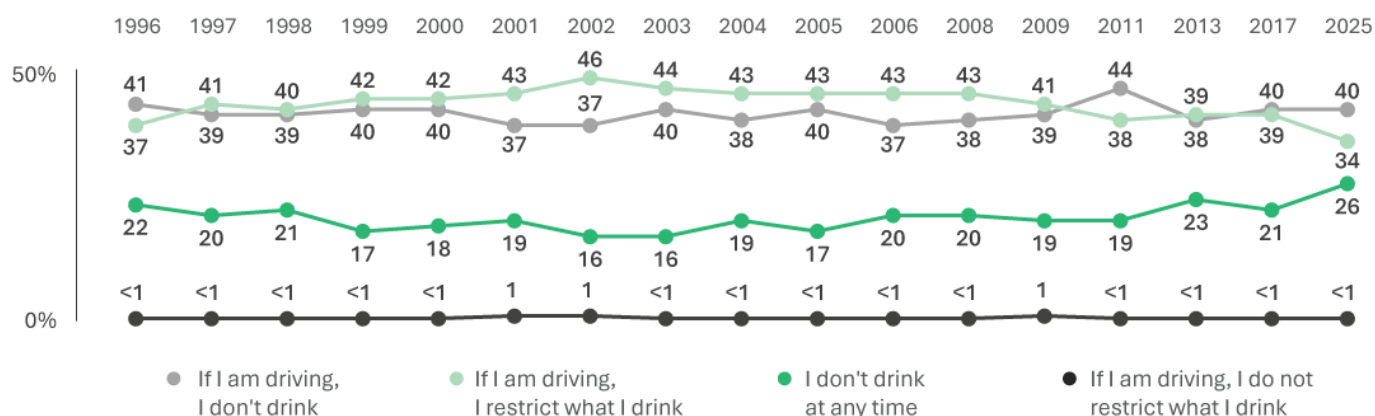
The proportion of drivers who in 2025 (26%) said that they 'do not drink at any time' has increased since 2017 (21%). This is the highest level of abstinence recorded in the survey. Considering the historical trend, the proportion declined from 1996 (22%) to 2002 (16%) but has generally trended upward or remained steady since the low levels recorded in 2002-2003 (16%).

The proportion of drivers in 2025 who said that they 'do not drink at all if they are driving' (40%) has remained steady since 2013 (39%). Apart from a noticeable peak in 2011 (44%), this proportion has been steady over the last 30 years, typically hovering between 37% and 40%.

The proportion of drivers in 2025 who said that they restrict what they drink at all if they are driving has taken a dip since 2017 (39%), dropping 5 percentage points to 34% and is now lower than the previous lowest mark achieved in 1996 (37%). This proportion has generally been trending downward since its peak in 2002 (46%).

As has mostly been the case across the time series, in 2025 less than 1% said that they do not restrict their drinking at all when driving.

Figure 5 Approach to drinking and driving – time series



Q11. Which of the following statements best describes your approach to drinking alcohol and driving [or riding]? Base: Current licence holders that drive at least sometimes, (2025 n=1429).

A majority of respondents report that they do not drink and drive, with a total of 65% indicating they either do not drink alcohol at all (26%) or do drink alcohol but not when they drive (40%). Conversely, 35% acknowledge that they sometimes drink alcohol to at least some extent and then drive. This split shows that while most respondents avoid alcohol before driving, a sizable minority still engage in drinking while driving. Almost all of those that do drink alcohol to some extent and then drive say they restrict what they drink. Less than 1% of respondents admit to not restricting their drinking when they drive.

Driving after drinking alcohol increases with age. Those aged 15 -17 almost uniformly avoid drinking before driving, with 99% stating that they do not drink and drive. The percentage falls steadily with age: 85% of respondents aged 18 -24, 74% of those aged 25-34, 62% of those aged 35 - 54, and 58% of those aged 55+.

It is worth noting that zero BAC licence conditions may play a role in respondents' approach to drinking and driving. The trend across the age groups appears to be much stronger in 2025 than it was in 2017. In 2017, while those aged 15-24 were less likely to drink and drive (87%), the trend was flat across all age brackets from 25 years and older (56%-57%). This indicates that there is likely a significant element of generational change with less drinking of alcohol and less drinking when driving among younger cohorts. This is consistent with the work of Livingston et al (2023) documenting this shift.⁶

Gender is also a factor associated with drinking and driving behaviour. While 58% of male respondents say they do not drink and drive, 72% of female respondents report the same behaviour, a difference that highlights a higher level of compliance among women. When driving, 41% of males report restricting what they drink, compared with 34% overall, suggesting that male drivers are more likely to limit alcohol intake rather than abstain. These findings underscore the importance of tailoring road safety interventions to specific demographic segments.

⁶ Generational shifts in attitudes and beliefs about alcohol: An age-period-cohort approach
<https://www.sciencedirect.com/science/article/abs/pii/S0376871622004926>

Table 18 Approach to drinking and driving by demographics (gender)

Column %	Total	Male Sig.	Female Sig.
NET: Does not drink and drive	65%	58% ↓	72% ↑
NET: Drinks alcohol and drives	35%	42% ↑	28% ↓
I don't drink at any time	26%	23%	28%
If I am driving, I don't drink	40%	36% ↓	44% ↑
If I am driving, I restrict what I drink	34%	41% ↑	28% ↓
If I am driving, I do not restrict what I drink	0%	1%	0%
Column n	1429	662	576

Q11. Which of the following statements best describes your approach to drinking alcohol and driving [or riding]?

Base: Current licence holders that drive at least sometimes.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 19 Approach to drinking and driving by demographics (age group)

Column %	Total	15-17 Sig.	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
NET: Does not drink and drive	65%	99% ↑	85% ↑	74% ↑	62%	58% ↓
NET: Drinks alcohol and drives	35%	1% ↓	15% ↓	26% ↓	38%	42% ↑
I don't drink at any time	26%	46%	22%	29%	27%	23%
If I am driving, I don't drink	40%	53%	63% ↑	46%	35%	35% ↓
If I am driving, I restrict what I drink	34%	1% ↓	14% ↓	26% ↓	37%	42% ↑
If I am driving, I do not restrict what I drink	0%	0%	1%	0%	0%	0%
Column n	1429	21	137	194	409	668

Q11. Which of the following statements best describes your approach to drinking alcohol and driving [or riding]?

Base: Current licence holders that drive at least sometimes.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 20 Approach to drinking and driving by demographics (region)

Column %	Total	Capital city (inc. ACT) Sig.	Regional location (inc. NT) Sig.
NET: Does not drink and drive	65%	64%	67%
NET: Drinks alcohol and drives	35%	36%	33%
I don't drink at any time	26%	28%	22%
If I am driving, I don't drink	40%	37% ↓	45% ↑
If I am driving, I restrict what I drink	34%	35%	32%
If I am driving, I do not restrict what I drink	0%	0%	0%
Column n	1429	809	620

Q11. Which of the following statements best describes your approach to drinking alcohol and driving [or riding]?

Base: Current licence holders that drive at least sometimes.

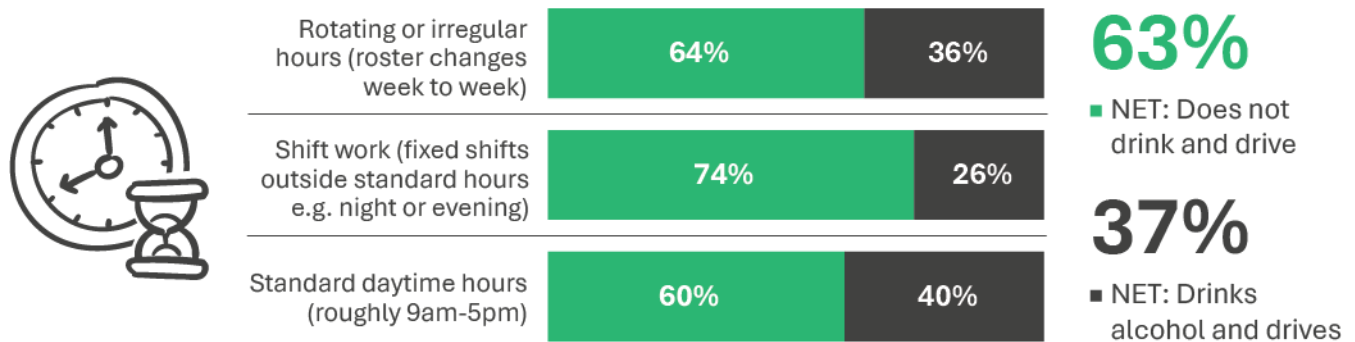
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Overall, respondents who work standard daytime hours (roughly 9 am to 5 pm) are less likely to abstain from alcohol entirely and more likely to drink before driving compared to shift workers. Shift workers report a higher rate of not drinking before driving, with 74% saying they do not drink alcohol and drive compared with only 60% of daytime workers.

When driving, shift workers are more likely to refrain from drinking, with half (50%) indicating they do not drink when they are behind the wheel versus 38% of daytime workers. In contrast, 40% of daytime workers say they restrict (manage) what they drink when driving, whereas only 26% of shift workers do so. In comparison to shift workers, daytime workers are more likely to manage and restrict consumption rather than abstain entirely.

These findings suggest that occupational schedules are associated with attitudes and behaviours around alcohol and driving. Shift workers, who may face different lifestyle demands, appear to adopt stricter practices in terms of avoiding alcohol before driving. It is also worth noting that shift workers tend to be younger, and this cohort is less inclined to drink and drive. Furthermore, shift workers might be more likely to be working in industries or roles (e.g. operating heavy machinery) where they need to submit to a breath test before commencing their shift, so this could also be a factor.

Figure 6 Approach to drinking and driving by working hours



Q11. Which of the following statements best describes your approach to drinking alcohol and driving [or riding]? Base: Current licence holders that drive at least sometimes (n=1429).

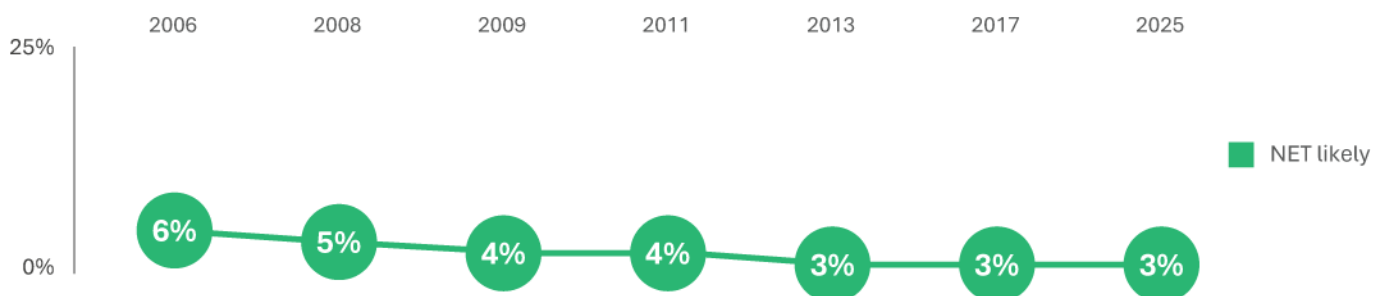
D2. Do you typically work standard hours, shift work, or irregular hours? Base: those categorised as working (n=929).

Likelihood of having driven when over the legal BAC limit

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

Over time the proportion of respondents reporting that they have 'likely' driven while over their legal BAC has declined. Considering the period from 2006 to 2025, the prevalence of 'likely' driving over the legal BAC in the past 12-months halved from 6% in 2006 to 3% in 2013. The prevalence of illegal drink driving has remained consistent at 3% from 2013 to 2025.

Figure 7 Likelihood of having driven when over BAC limit in past 12 months – time series



Q11a. In the past 12 months how likely is it that you may have driven [or ridden] when over the blood alcohol limit. Base: Current licence holders that drive at least sometimes (2025 n=1428).

Around 8 in 10 (79%) licenced drivers reported that they definitely did not drive or ride while over the BAC limit in the past 12 months, while a further 14% said it was very unlikely. Only 3% in total said it was likely that they drove over their BAC limit. In comparison to other drivers, those drivers who engaged in drug driving (16%) as well as not always wearing their seatbelt (17%) more often stated that it was likely they had driven while over their BAC limit in the past 12 months. For drivers who had engaged in other risky driving behaviours such as speeding or distraction etc, they were less likely than other drivers to be certain that they had definitely not driven over their BAC limit. The co-occurrence of drink driving, drug driving and seatbelt non-compliance highlights the compounding of risk factors for some drivers.

Table 21 Likelihood of having driven when over BAC limit in past 12 months by behaviour

Column %	Total	Speeding Sig.	Distraction Sig.	Fatigue Sig.	Drug driving Sig.	Seatbelt Sig.
NET: Likely	3%	3%	3%	4%	16% ↑	17% ↑
Very likely	1%	1%	1%	1%	10% ↑	5%
Fairly likely	2%	2%	2%	3%	5%	12% ↑
Fairly unlikely	4%	5% ↑	7% ↑	7% ↑	13% ↑	6%
Very unlikely, or	14%	16% ↑	18% ↑	17%	23%	10%
Definitely not	79%	75% ↓	71% ↓	71% ↓	49% ↓	66%
Don't know	0%	0%	0%	1%	0%	0%
Column n	1428	1052	622	400	54	26

Q11a. In the past 12 months how likely is it that you may have driven [or ridden] when over the blood alcohol limit.
Base: Current licence holders that drive at least sometimes.
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

4.2.1.2 Attitudes and experience – random breath testing (RBT)

Overall, in the past 6 months prior to completing the survey, 7 in 10 (72%) respondents reported seeing RBT in operation and 3 in 10 (31%) reported being tested by RBT operations.

Figure 8 Seen RBT activity in past 6 months



Q3a Have you seen police conducting random breath testing in the last 6 months?
Base: All respondents (2025 n=1712).

The efficacy of RBT is linked to its ability to provide specific and general deterrence⁷. That is, general deterrence discourages drivers due to the presence of RBT while specific deterrence relates to drivers who have been detected driving over their legal BAC. Given this, a decline in levels of exposure to RBT may affect the rates of drink driving over time.

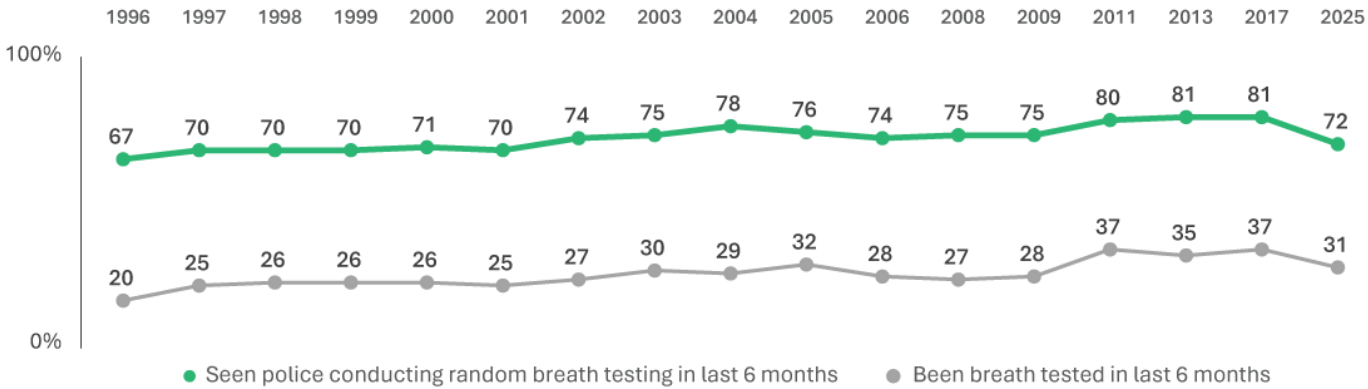
Exposure to RBT over time

The study has measured exposure to RBT for the last 30 years by asking respondents whether they have seen police conducting RBT, and if so, whether they have been breath tested. The 2025 survey results represent a decline in the visibility and experience of RBT from peak levels recorded from 2011 to 2017.

⁷ Howard, E., Harris, A., & McIntyre, A. (2020). Effectiveness of drink driving countermeasures: National policy framework (Publication No. AP-R613-20). Austroads.

Both measures of RBT incidence have declined since 2017. In 2025, the proportion of respondents that had seen RBT being conducted by police in the previous 6 months was 72%, a 9 point drop from 2017 (81%). Likewise, the proportion in 2025 that reported being breath tested in the past 6 months fell to 31%, having been 37% in 2017. Both of these measures of RBT incidence had been trending upwards since 1996 until 2017 where they were at their peaks. The current levels of these measures are now closer to what the proportions were prior to sharp increases that occurred in 2011.

Figure 9 Exposure to RBT activity in the last 6 months – time series



Q3a Have you seen police conducting random breath testing in the last 6 months?
Q3b Have you personally been breath tested in the last 6 months?
Base: All respondents (2025 n=1712).

Considering demographic differences in observation and experience of RBT, there were differences by gender, age and location. Males were more likely than females to recall having been breath tested (38% vs 26%) as well as to recall seeing RBT activity (76% vs 70%). Around 1 in 4 respondents aged 35-54 reported being tested, markedly higher than the 23% rate for the 18-24 group. Respondents living in regional locations were more likely than those living in capital cities to report being breath tested (37% vs 28%) as well as seeing RBT activity (76% vs 70%).

These patterns suggest that older males and those living in regional areas experience greater levels of breath testing, while younger respondents report lower levels. Considering higher rates of drinking alcohol and driving among males and older drivers, and despite the decline observed from 2017, the overall high visibility and experience of RBT across these groups underscores its role as a prominent enforcement mechanism.

Table 22 Exposure to RBT activity in the last 6 months by demographics (gender)

Column %	Total	Male Sig.	Female Sig.
Seen police conducting random breath testing in the last 6m	72%	76% ↑	70% ↓
Personally been breath tested in the last 6m	31%	38% ↑	26% ↓
Column n	1712	768	690

Q3a Have you seen police conducting random breath testing in the last 6 months?
Q3b Have you personally been breath tested in the last 6 months?
Base: All respondents, 2025.
Note: ↑↓ in the Sig. column indicates a statistically significant difference.



Table 23 Exposure to RBT activity in the last 6 months by demographics (age group)

Column %	Total	15-17 Sig.	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
Seen police conducting random breath testing in the last 6m	72%	67%	68%	75%	75%	70%
Personally been breath tested in the last 6m	31%	12% ↓	23% ↓	29%	39% ↑	30%
Column n	1712	41	207	248	482	734

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

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

Base: All respondents, 2025.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 24 Exposure to RBT activity in the last 6 months by demographics (region)

Column %	Total	Capital city (inc. ACT) Sig.	Regional location (inc. NT) Sig.
Seen police conducting random breath testing in the last 6m	72%	70% ↓	76% ↑
Personally been breath tested in the last 6m	31%	28% ↓	37% ↑
Column n	1712	1006	706

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

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

Base: All respondents, 2025.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

4.2.1.3 Behaviour and exposure

Drivers who have engaged in risky driving behaviours tend to be more likely to report having seen RBT activity in the last 6 months. This is the case for those who have admitted driving with distraction (79%) and fatigue (80%). It appears also to be the case for those who admitted drug driving (84%) and driving over their BAC limit (88%), albeit with smaller sample sizes. Those who have admitted driving with distraction (44%) and fatigue (41%) were also more likely to say that they have personally been breath tested in the past 6 months. This appears to also be the case for those admitting it is likely that they have driven over their BAC limit (50%), although the sample size for this group is small.

Table 25 Exposure to RBT activity in the last 6 months by behaviour

Column %	Total	Speeding Sig.	Distraction Sig.	Fatigue Sig.	Drug driving Sig.	Over BAC Sig.	Seatbelt Sig.
Seen police conducting random breath testing in the last 6m	72%	75%	79% ↑	80% ↑	84%	88%	61%
Personally been breath tested in the last 6m	31%	35%	44% ↑	41% ↑	38%	50%	17%
Column n	1712	1146	623	428	65	38	41

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

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

Base: All respondents.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Support and opposition relating to RBT

RBT for BAC was introduced progressively across Australian states and territories from 1976 through the 1980s. Breath testing has since become a well-entrenched feature of driving on Australian roads.



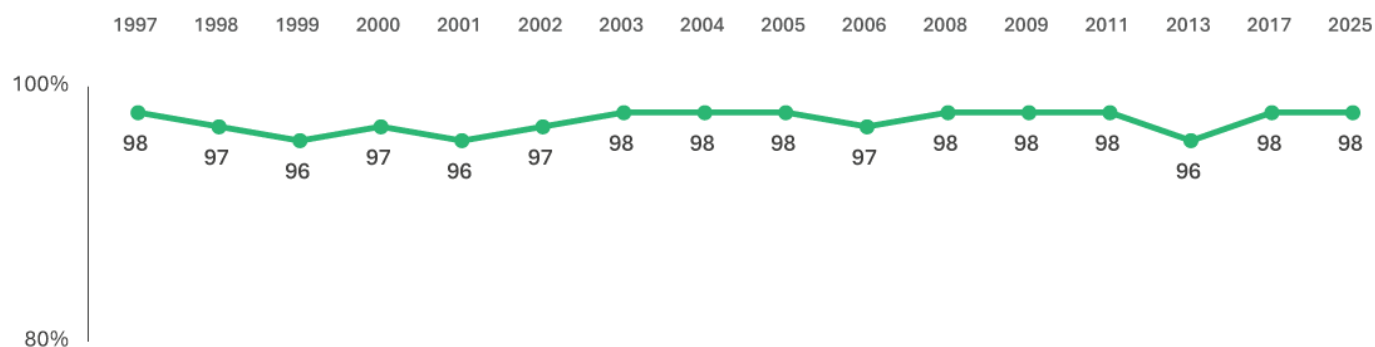
Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts

Community support for RBT is nearly universal with 98% supporting it. The proportion that agrees with the random breath testing of drivers has remained very steady since 1997, when it was 98% as it remains in 2025. Across a nearly 30 year period of measurement, the agreement level has never dipped below 96% nor exceeded 98%.

Not only is support for RBT high, it is also strong, with at least 8 in 10 (82%) *agreeing strongly* with the random breath testing of drivers, although this rate of strong support was lower than in 2017 (86%).

Figure 10 Support for RBT activity – time series



Q2a. Do you agree or do you disagree with the random breath testing of drivers [or riders]? Base: All (2025 n=1695).

Considering demographic differences in levels of support for RBT, while overall support is consistent, strength of support increases with age. Respondents aged 55+ are more likely to ‘strongly agree’ with the random breath testing of drivers (88%), decreasing to 75% for the 25-34 age group and 70% for the 18-24 age group. This is a notable counterpoint to the prevalence of driving after drinking alcohol where older respondents were more likely to drive after drinking alcohol than younger respondents.

Table 26 Support for RBT activity by demographics (gender)

Column %	Total	Male	Female
NET: Agree	98%	98%	98%
NET: Disagree	2%	2%	2%
Agree strongly	82%	81%	83%
Agree somewhat	16%	16%	15%
Disagree somewhat	2%	2%	1%
Disagree strongly	1%	1%	1%
Column n	1695	757	687

Q2a. Do you agree or do you disagree with the random breath testing of drivers [or riders]. Base: All.

Table 27 Support for RBT activity by demographics (age group)

Column %	Total	15-17 Sig.	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
NET: Agree	98%	100%	97%	97%	98%	98%
NET: Disagree	2%	0%	3%	3%	2%	2%
Agree strongly	82%	63% ↓	70% ↓	75% ↓	84%	88% ↑
Agree somewhat	16%	37% ↑	27% ↑	22% ↑	14%	10% ↓
Disagree somewhat	2%	0%	3%	2%	1%	2%
Disagree strongly	1%	0%	0%	1%	1%	0%
Column n	1695	39	203	246	476	731

Q2a. Do you agree or do you disagree with the random breath testing of drivers [or riders]. Base: All.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 28 Support for RBT activity by demographics (region)

Column %	Total	Capital city (inc. ACT)	Regional location (inc. NT)
NET: Agree	98%	98%	98%
NET: Disagree	2%	2%	2%
Agree strongly	82%	80%	84%
Agree somewhat	16%	17%	14%
Disagree somewhat	2%	2%	1%
Disagree strongly	1%	1%	1%
Column n	1695	993	702

Q2a. Do you agree or do you disagree with the random breath testing of drivers [or riders]. Base: All.

Considering attitudes towards RBT by respondent behaviour, both ‘strongly agree’ and net ‘agree’ for RBT activity was considerably less for those drivers who engaged in drug driving (58%; 91%), driving over the BAC limit (67%; 92%), or did not always wear a seatbelt (65%; 89%). Nonetheless, even among those who have driven over their legal BAC, only 1 in 12 (8%) disagrees with random breath testing.

Table 29 Support for RBT activity by behaviour

Column %	Total	Speeding Sig.	Distraction Sig.	Fatigue Sig.	Drug driving Sig.	Over BAC Sig.	Seatbelt Sig.
NET: Agree	98%	98%	98%	97%	91% ↓	92% ↓	89% ↓
NET: Disagree	2%	2%	2%	3%	9% ↑	8% ↑	11% ↑
Agree strongly	82%	81%	80% ↓	80%	58% ↓	67% ↓	65% ↓
Agree somewhat	16%	17%	18% ↑	17%	32% ↑	25%	24%
Disagree somewhat	2%	1%	2%	2%	8% ↑	5%	6%
Disagree strongly	1%	1%	1%	1%	2%	3%	5% ↑
Column n	1695	1141	620	426	65	38	41

Q2a. Do you agree or do you disagree with the random breath testing of drivers [or riders].

Base: All.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

4.2.1.4 Attitudes to alcohol policy settings

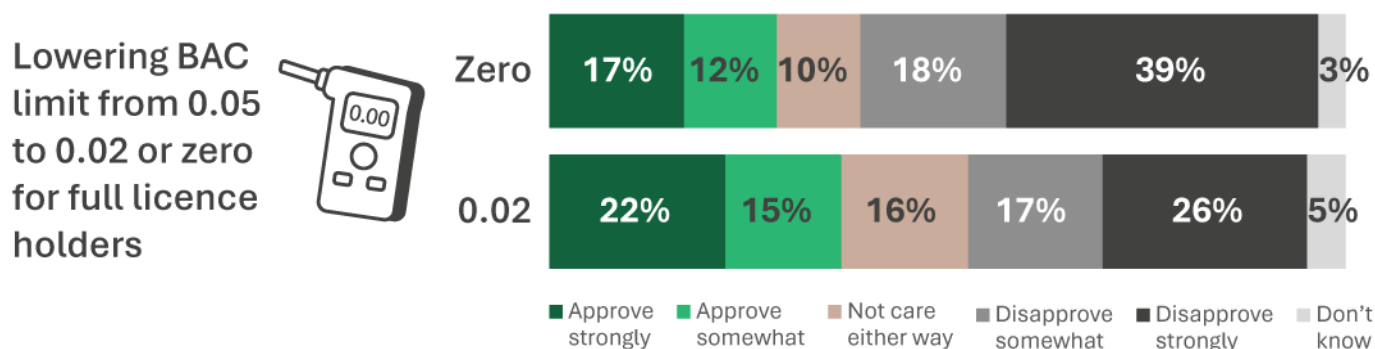
Across Australia the highest allowable BAC is 0.05 for fully licenced drivers driving a private vehicle. While the National Road Safety Strategy 2021-30 does not include a specific strategy for lowering the BAC in Australian jurisdictions, the survey explored the extent to which the community is supportive or opposed to a hypothetical change in BAC limit settings.

On balance, respondents were more likely to disapprove than approve of changes to the legal BAC limits for drivers. More than 1 in 5 (22%) ‘strongly approve’ of reducing the blood alcohol limit from 0.05 to 0.02, while a total of 37% approve (‘somewhat’ or ‘strongly’). However, at least a quarter strongly disapprove (26%) while a total of 43% disapprove (‘somewhat’ or ‘strongly’). The proportion of respondents who approve, ‘do not care either way’ or are unsure is 57%, pointing to a slim majority being ‘unopposed’ in principle.

When respondents were asked about reducing the BAC limit to zero, support for changing the BAC limit was lower. Only 17% strongly approved with 29% in total indicating their approval of a shift to zero. Four in 10 (39%) strongly disapproved of shifting the BAC limit to zero, with a clear majority (58%) disapproving.



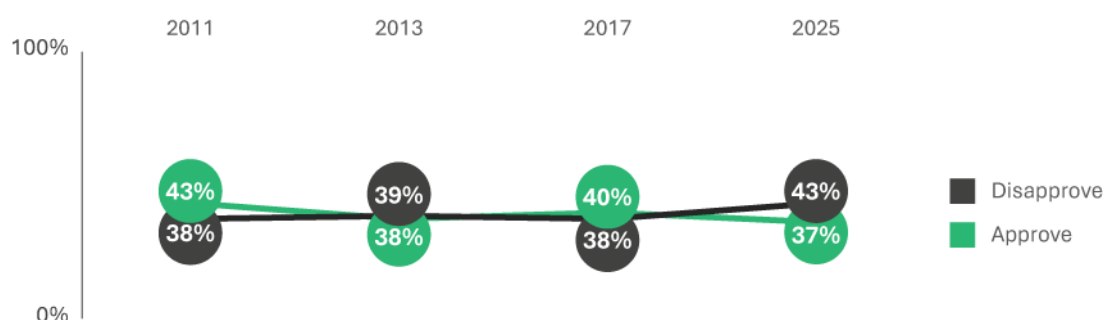
Figure 11 Approval / disapproval of proposed reduction of blood alcohol limit



Q15e. Some people have suggested that the general blood alcohol limit for drivers [or riders] should be lowered. How would you feel about the following suggested changes for full licence holders? Base: All (n=1712).

This study has asked drivers since 2011 how they would feel about reducing the legally allowable BAC of 0.05 to 0.02. Typically, approval levels have been at around 4 in 10, with very similar disapproval levels. Similar results were recorded in 2025, although the approval level is slightly lower, at 37% compared to 2017 (40%) while the disapproval level has increased from 38% in 2017 to 43% in 2025. This means that overall, there is less support for this change in 2025 than at any time in the time series.

Figure 12 Approval / disapproval (net) of proposed reduction of blood alcohol limit to 0.02 – time series



Q15e. Some people have suggested that the general blood alcohol limit for drivers [or riders] should be lowered. How would you feel about the following suggested changes for full licence holders? Base: All (2025 n=1712).

Respondents who support a reduction in the BAC limit from 0.05 to 0.02 are more likely to also report safer driving practices related to alcohol and driving. About half (52%) of those who do not drink at any time support this change, higher than 4 in 10 among those who drink but not when driving (41%). In contrast, only 16% of those who report that they drink to some extent and drive support this change, while none of those who say they do not restrict what they drink while driving support this change.

When a further reduction of the BAC limit to zero is proposed, the pattern is similar but with lower approval levels (compared to 0.02) for all⁸ categories of approach. Over 4 in 10 (44%) of those who do not drink at any time support this change, higher than 3 in 10 among those who drink but not when driving (30%). In contrast, only 9% of those who report that they drink to some extent and drive support this change.

⁸ The exception is among those that say that they do not restrict their drinking when they drive, but this is based on only 4 respondents in this category, with the 23% support for zero BAC representing only a single respondent.

Table 30 Approval / disapproval (net) of proposed reduction of blood alcohol limit to 0.02 by approach to drinking and driving.

Column %	NET: Does not drink and drive Sig.	NET: Drinks alcohol and drives Sig.	I don't drink at any time Sig.	If I am driving, I don't drink Sig.	If I am driving, I restrict what I drink Sig.	If I am driving, I do not restrict what I drink Sig.
0.02	45% ↑	16% ↓	52% ↑	41% ↑	16% ↓	0%
Zero	35% ↑	10% ↓	44% ↑	30% ↑	9% ↓	23%
Column n	916	513	348	568	509	4

Q15e. Some people have suggested that the general blood alcohol limit for drivers [or riders] should be lowered. How would you feel about the following suggested changes for full licence holders? Base: All, (2025 n=1712).
Q11. Which of the following statements best describes your approach to drinking alcohol and driving [or riding]? Base: Current licence holders that drive at least sometimes (n=1429).
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

4.2.2 Drugs and driving

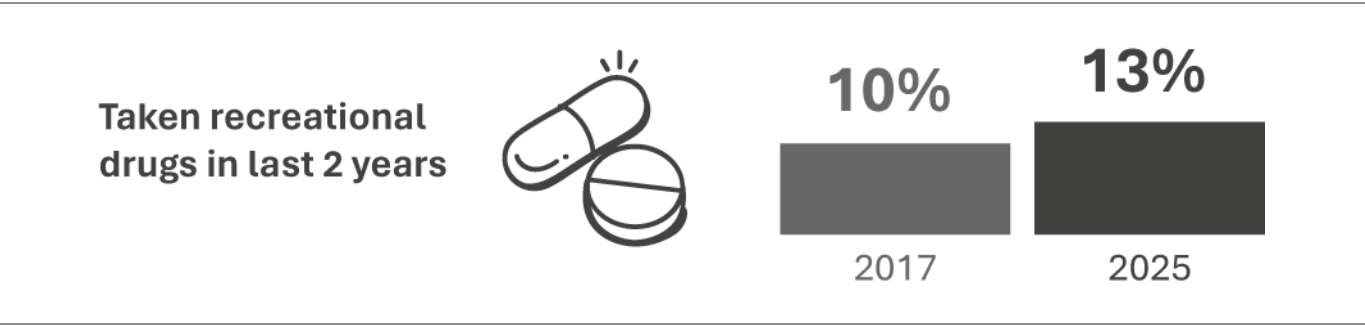
Drugs have been shown to impair driving ability and increase the risk of fatal road crashes occurring. Driving while under the influence of recreational drugs is an offence in all states and territories and roadside drug testing has been introduced in all of them, replacing standard impairment tests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

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

4.2.2.1 Use of recreational drugs

About 1 in 8 (13%) respondents aged 18+ said they had taken recreational drugs in the past 2 years. This proportion was higher than what was recorded in 2017, when only 1 in 10 (10%) said they had taken recreational drugs in the past 2 years.

Figure 13 Taken recreational drugs in past 2 years



Q39b. In the last 2 years have you **ever** taken recreational drugs? Base: Aged 18+ (2025 n= 1650)

Those aged 18-34 were most likely to have taken recreational drugs in the past 2 years, with nearly a quarter (24%) in this age bracket having done so. Among those aged 55+, only 1 in 20 (5%) had taken recreational drugs in the past 2 years.

Table 31 Taken recreational drugs in past 2 years by demographics (gender)

Column %	Total	Male	Female
Yes	13%	14%	11%
No	87%	86%	89%
Column n	1650	745	671

Q39b. In the last 2 years have you **ever** taken recreational drugs? Base: Aged 18+.

Table 32 Taken recreational drugs in past 2 years by demographics (age group)

Column %	Total	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
Yes	13%	24% ↑	24% ↑	12%	5% ↓
No	87%	76% ↓	76% ↓	88%	95% ↑
Column n	1650	205	242	473	730

Q39b. In the last 2 years have you **ever** taken recreational drugs? Base: Aged 18+.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 33 Taken recreational drugs in past 2 years by demographics (region)

Column %	Total	Capital city (inc. ACT)	Regional location (inc. NT)
Yes	13%	13%	12%
No	87%	87%	88%
Column n	1650	966	684

Q39b. In the last 2 years have you **ever** taken recreational drugs? Base: Aged 18+.

Among respondents who had engaged in risky driving behaviours there was a greater likelihood of having taken recreational drugs in the past 2 years. This was especially the case for those who admitted to driving over the BAC limit (37%) and also among those who did not always wear a seatbelt (30%).

Table 34 Taken recreational drugs in past 2 years by behaviour

Column %	Total	Speeding Sig.	Distraction Sig.	Fatigue Sig.	Over BAC Sig.	Seatbelt Sig.
Yes	13%	15% ↑	17% ↑	16% ↑	37% ↑	30% ↑
No	87%	85% ↓	83% ↓	84% ↓	63% ↓	70% ↓
Column n	1650	1121	608	419	38	41

Q39b. In the last 2 years have you **ever** taken recreational drugs? Base: Aged 18+.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Respondents who had been directly involved in a crash as a driver of a car in the last 3 years were more likely to report having taken recreational drugs in the past 2 years (20%). In contrast, among those who were not involved in any type of crash, 11% had taken recreational drugs.

Table 35 Taken recreational drugs in past 2 years by crash involvement

Column %	Yes Sig.	No Sig.	Column n
NET	13%	87%	1643
As a driver of a car	20% ↑	80% ↓	186
As a passenger in a vehicle	10%	90%	53
As a pedestrian	25%	75%	7
As a motorcycle rider	22%	78%	13
As a motorcycle passenger	28%	72%	2
As a cyclist	32%	68%	7
As an e-scooter rider	100%	0%	1
As a driver of a heavy vehicle or a bus	0%	100%	7
None of the above	11% ↓	89% ↑	1369
Don't know	32%	68%	11

Q39b. In the last 2 years have you **ever** taken recreational drugs? Base: Aged 18+

Q27. Thinking about all forms of road use over the **past 3 years**, have you been directly involved in a **road crash** in any of the following ways.
Base: Aged 18+.

Driving after using recreational drugs

The length of time a person's ability to drive might be affected by various recreational drugs varies, depending on the drug and the person. Indeed, advice provided to drivers differs from state to state. In the survey, respondents who had taken recreational drugs in the past 2 years were asked how often they drive within 6 hours of taking drugs. Those who had driven after taking drugs were also asked how frequently they had driven after taking drugs and drinking alcohol.

Among all those who drive (or ride a motorcycle) at least sometimes, 4% said that in the past 2 years they had driven (or ridden a motorcycle) within 6 hours of taking recreational drugs. This proportion is unchanged since 2017 (4%).

Table 36 Driven or ridden a vehicle past 2 years within 6 hours of taking recreational drugs

Column %	2017	2025
NET: Ever	3%	4%
Column n	1686*	1533

Q39c. In the last 2 years, how often have you driven [or ridden] within 6 hours of using recreational drugs? Base: Current or lapsed licence holder sometimes AND Aged 18+. *Base for 2017: Respondents aged 18+.

The relationship between age and drug driving is a somewhat complex one. Younger age groups are less likely to totally abstain from recreational drugs compared to older age groups, with the biggest differences being between drivers aged under 35 compared to drivers aged 35 or more. This higher baseline rate of drug use among younger drivers means that younger drivers are more likely to ever drive within 6 hours of taking recreational drugs (especially drivers 18-24 at 9%). However, when this baseline rate of drug use is taken into account, those aged 18-34 are similarly likely to never drive within 6 hours of taking drugs.

As an example, 95% of those aged 55+ do not use recreational drugs. Of those that do use drugs, 1 in 5 said they drove within 6 hours of using drugs. By comparison, only 76% of drivers aged 25-34 do not use recreational drugs. However, of those that do use drugs, the same proportion (i.e. 1 in 5) said they drove within 6 hours of using drugs. It is the baseline drug use rate that results in 5% of those drivers aged 25-34 drug driving compared to only 1% of those drivers aged 55+.

Table 37 Driven or ridden a vehicle past 2 years within 6 hours of taking recreational drugs by demographics (gender)

Column %	Total	Male	Female
NET: Ever	4%	4%	4%
Always	0%	0%	0%
Very often	0%	0%	1%
Fairly often	0%	0%	0%
Just occasionally	1%	1%	1%
Rarely	2%	2%	2%
Never	9%	10%	7%
Does not use recreational drugs	87%	86%	89%
Don't know	0%	0%	0%
Column n	1533	702	625

Q39c. In the last 2 years, how often have you driven [or ridden] within 6 hours of using recreational drugs? Base: Current or lapsed licence holders AND Aged 18+.



Table 38 Driven or ridden a vehicle past 2 years within 6 hours of taking recreational drugs by demographics (age group)

Column %	Total	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
NET: Ever	4%	9% ↑	5%	4%	1% ↓
Always	0%	0%	0%	0%	0%
Very often	0%	1%	1%	0%	0%
Fairly often	0%	1%	1%	0% ↓	0%
Just occasionally	1%	1%	1%	1%	0% ↓
Rarely	2%	6% ↑	2%	3%	1% ↓
Never	9%	18% ↑	19% ↑	7%	4% ↓
Does not use recreational drugs	87%	73% ↓	76% ↓	89%	95% ↑
Don't know	0%	0%	0%	0%	0%
Column n	1533	166	220	446	701

Q39c. In the last 2 years, how often have you driven [or ridden] within 6 hours of using recreational drugs?

Base: Current or lapsed licence holders AND Aged 18+.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 39 Driven or ridden a vehicle past 2 years within 6 hours of taking recreational drugs by demographics (region)

Column %	Total	Capital city (inc. ACT) Sig.	Regional location (inc. NT) Sig.
NET: Ever	4%	4%	4%
Always	0%	0%	0%
Very often	0%	1%	0%
Fairly often	0%	0% ↑	0% ↓
Just occasionally	1%	0%	1%
Rarely	2%	2%	2%
Never	9%	10%	7%
Does not use recreational drugs	87%	87%	89%
Don't know	0%	0%	0%
Column n	1533	880	653

Q39c. In the last 2 years, how often have you driven [or ridden] within 6 hours of using recreational drugs?

Base: Current or lapsed licence holders AND Aged 18+.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Travelling as a passenger with a driver who has taken recreational drugs

While 4% of drivers said that in the past 2 years they had driven (or ridden a motorcycle) within 6 hours of taking recreational drugs, 5% of all respondents aged 18+ said that they had been a passenger in a vehicle with a driver they know had taken recreational drugs in the past 6 hours over the same time frame. This proportion was most prevalent among those aged 18-24 (14%) and 25-34 (10%), and less prevalent among those aged 55+ (2%). Considering occupation (not shown in the table), travelling with a driver affected by drugs was higher among respondents that were unemployed (14%) and lower among those who were professionals (2%).

Table 40 Been a passenger in a vehicle where the driver had taken recreational drugs within 6 hours of driving by demographics (gender)

Column %	Total	Male	Female
Yes	5%	5%	6%
No	92%	92%	91%
Don't know	3%	3%	3%
Column n	1671	755	674

Q39h. In the last 2 years, have you ever been a passenger in a vehicle where you know the driver had taken recreational drugs within 6 hours of driving? Base: Aged 18+.

Table 41 Been a passenger in a vehicle where the driver had taken recreational drugs within 6 hours of driving by demographics (age group)

Column %	Total	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
Yes	5%	14% ↑	10% ↑	4%	2% ↓
No	92%	80% ↓	86% ↓	92%	98% ↑
Don't know	3%	5%	4%	4%	1% ↓
Column n	1671	207	248	482	734

Q39h. In the last 2 years, have you ever been a passenger in a vehicle where you know the driver had taken recreational drugs within 6 hours of driving? Base: Aged 18+.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 42 Been a passenger in a vehicle where the driver had taken recreational drugs within 6 hours of driving by demographics (region)

Column %	Total	Capital city (inc. ACT)	Regional location (inc. NT)
Yes	5%	5%	6%
No	92%	92%	92%
Don't know	3%	3%	2%
Column n	1671	981	690

Q39h. In the last 2 years, have you ever been a passenger in a vehicle where you know the driver had taken recreational drugs within 6 hours of driving? Base: Aged 18+.

Those who have engaged in risky driving behaviour were more likely to have been a passenger of a drug driver in the last 2 years. This is especially the case for those that have engaged in drug driving themselves, where a little under half (45%) had been a passenger of a drug driver. Those who had driven over their BAC limit (18%) or did not always wear a seatbelt (22%) were also more likely to have been a passenger of a drug driver.

Table 43 Been a passenger in a vehicle where the driver had taken recreational drugs within 6 hours of driving by behaviour

Column %	Total	Speeding Sig.	Distraction Sig.	Fatigue Sig.	Drug driving Sig.	Over BAC Sig.	Seatbelt Sig.
Yes	5%	6% ↑	6% ↑	10% ↑	45% ↑	18% ↑	22% ↑
No	92%	91% ↓	90% ↓	87% ↓	46% ↓	75% ↓	69% ↓
Don't know	3%	3%	4% ↑	3%	9% ↑	6%	9% ↑
Column n	1671	1132	615	421	65	38	41

Q39h. In the last 2 years, have you ever been a passenger in a vehicle where you know the driver had taken recreational drugs within 6 hours of driving? Base: Aged 18+.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

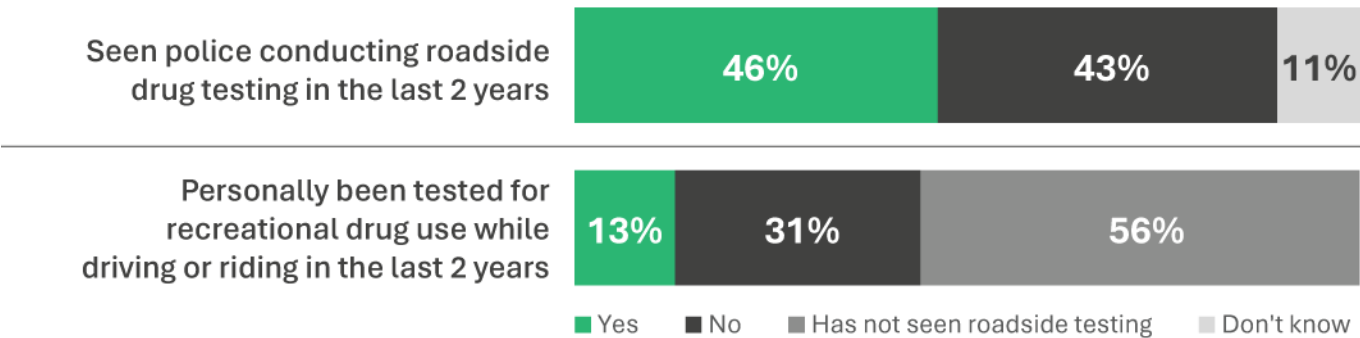
4.2.2.2 Attitudes and experience relating to roadside testing for recreational drugs

Experience of roadside drug testing

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

Less than half of respondents recalled seeing any roadside drug testing in the past 2 years. A little under half (46%) of respondents aged 18+ said they had seen roadside drug testing in the past 2 years, while only around 1 in 8 (13%) of those aged 18+ said they had personally been tested in that period. This compares to 72% of respondents reporting that they had observed RBT for alcohol and the approximately 3 in 10 (31%) who reported being tested by RBT operations.

Figure 14 Exposure to roadside drug testing in the last 2 years



Q39d. Roadside drug testing screens drivers for a number of recreational drugs. Do you agree or disagree with roadside drug testing?
Q39f. Have you personally been tested for recreational drug use while driving [or riding] in the last 2 years?
Base: Aged 18+ (2025 n=1671).

Table 44 Seen police conducting roadside drug testing in the last 2 years

Column %	2017	2025
Yes	46%	46%

Q39e. Have you seen police conducting roadside drug testing in the last 2 years? Base: Aged 18+ (2025 n=1671).

Males were more likely than females to report that they had seen roadside drug testing in operation (52% vs 42%).

Table 45 Seen police conducting roadside drug testing in the last 2 years by demographics (gender)

Column %	Total	Male Sig.	Female Sig.
Yes	46%	52% ↑	42% ↓
No	43%	38%	45%
Don't know	11%	10%	13%
Column n	1671	755	674

Q39e. Have you seen police conducting roadside drug testing in the last 2 years? Base: Aged 18+.
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 46 Seen police conducting roadside drug testing in the last 2 years by demographics (age group)

Column %	Total	18-24	25-34	35-54	55+
Yes	46%	40%	48%	48%	45%
No	43%	50%	42%	42%	43%
Don't know	11%	10%	10%	10%	13%
Column n	1671	207	248	482	734

Q39e. Have you seen police conducting roadside drug testing in the last 2 years? Base: Aged 18+.

Table 47 Seen police conducting roadside drug testing in the last 2 years by demographics (region)

Column %	Total	Capital city (inc. ACT)	Regional location (inc. NT)
Yes	46%	44%	50%
No	43%	45%	40%
Don't know	11%	11%	10%
Column n	1671	981	690

Q39e. Have you seen police conducting roadside drug testing in the last 2 years? Base: Aged 18+.

Respondents who admitted to drug driving were much more likely to recall having seen roadside drug testing in the past 2 years (68%), while those who drove over their BAC limit had a similar rate of recall (69%).

Table 48 Seen police conducting roadside drug testing in the last 2 years by behaviour

Column %	Total	Speeding Sig.	Distraction Sig.	Fatigue Sig.	Drug driving Sig.	Over BAC Sig.	Seatbelt Sig.
Yes	46%	48%	49%	53%	68% ↑	69%	39%
No	43%	41%	41%	39%	24% ↓	26%	47%
Don't know	11%	11%	10%	9%	8%	6%	14%
Column n	1671	1132	615	421	65	38	41

Q39e. Have you seen police conducting roadside drug testing in the last 2 years? Base: Aged 18+.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

In 2017, only 1 in 10 (10%) said they had been personally drug tested in the past 2 years. However, in 2025 this number has increased to 13%.

Table 49 Personally tested at roadside drug testing in the last 2 years

Column %	2017	2025
Yes	10%*	13%

Q39f. Have you personally been tested for recreational drug use while driving [or riding] in the last 2 years? Base: Current or lapsed licence holders AND Aged 18+ (n=1533). *Base for 2017: Respondents aged 18+

Males were twice as likely to recall having been drug tested (18%) compared to females (9%). Those aged 35-54 were the age group most likely to state they were personally drug tested (18%), twice as likely as those aged 55+ or 18-24 (9% each).

Table 50 Personally tested at roadside drug testing in the last 2 years by demographics (gender)

Column %	Total	Male Sig.	Female Sig.
Yes	13%	18% ↑	9% ↓
No / has not seen roadside testing	87%	82% ↓	91% ↑
Don't know	0%	0%	0%
Column n	1671	755	674

Q39f. Have you personally been tested for recreational drug use while driving [or riding] in the last 2 years? Base Aged 18+.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 51 Personally tested at roadside drug testing in the last 2 years by demographics (age group)

Column %	Total	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
Yes	13%	9%	13%	18% ↑	9% ↓
No / has not seen roadside testing	87%	90%	87%	82% ↓	91% ↑
Don't know	0%	0%	1%	1%	0% ↓
Column n	1671	207	248	482	734

Q39f. Have you personally been tested for recreational drug use while driving [or riding] in the last 2 years? Base Aged 18+.
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 52 Personally tested at roadside drug testing in the last 2 years by demographics (region)

Column %	Total	Capital city (inc. ACT) Sig.	Regional location (inc. NT) Sig.
Yes	13%	12%	14%
No / has not seen roadside testing	87%	87%	86%
Don't know	0%	1% ↑	0% ↓
Column n	1671	981	690

Q39f. Have you personally been tested for recreational drug use while driving [or riding] in the last 2 years? Base Aged 18+.
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Respondents engaging in risky driving behaviours including fatigue (17%), drug driving (32%) and driving over the BAC limit (30%) were more likely to say that they were drug tested in the past 2 years. The high rate of drug testing (and observation of testing reported above) for respondents who said they had driven after using recreational drugs is noteworthy. This suggests that targeting of drug testing is more effective than would be the case if they were deployed randomly.

It is worth noting that only 0.3% of those respondents that ever held a licence said they had received a fine after being caught driving after using illegal drugs (while an imperfect metric⁹, this equates to about 8% of those who report drug driving).

Table 53 Personally tested at roadside drug testing in the last 2 years by behaviour

Column %	Total	Speeding Sig.	Distraction Sig.	Fatigue Sig.	Drug driving Sig.	Over BAC Sig.	Seatbelt Sig.
Yes	13%	14%	14%	17% ↑	32% ↑	30% ↑	27%
No / has not seen roadside testing	87%	86%	86%	82% ↓	68% ↓	70% ↓	73%
Don't know	0%	0%	0%	0%	0%	0%	0%
Column n	1671	1132	1132	421	65	38	41

Q39f. Have you personally been tested for recreational drug use while driving [or riding] in the last 2 years? Base Aged 18+.
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Attitudes towards roadside testing

Total agreement with roadside drug testing remains high at 94% of all respondents aged 18 or more. However, this proportion was down from 96% in 2017. There was also a high degree of strong support, with 8 in 10 (80%) saying they strongly agree. Again, this was down somewhat from 2017 (85% strongly agree).

Support was greatest among those aged 55+ with 88% strongly agreeing and total agreement of 96%. Strong support was least among those aged 25-34 (only 71% strongly agreeing).

⁹ This takes the prevalence of fines over 2 years for drug driving against the prevalence of drug driving over the past 2 years. This is not a measure of how many respondents who have reported driving after taking drugs were fined for doing so.

Table 54 Support for roadside drug testing

Column %	2017	Sig.	2025	Sig.
NET: Agree	96%	↑	94%	↓
Agree strongly	85%	↑	80%	↓
Agree somewhat	11%	↓	14%	↑
Disagree somewhat	2%	↓	3%	↑
Disagree strongly	2%		2%	
Don't know	0%	↓	1%	
Column n	1686		1671	

Q39d. Roadside drug testing screens drivers for a number of recreational drugs. Do you agree or disagree with roadside drug testing? Base: Aged 18+. Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 55 Support for roadside drug testing by demographics (gender)

Column %	Total	Male	Female
NET: Agree	94%	92%	95%
NET: Disagree	5%	7%	4%
Agree strongly	80%	77%	83%
Agree somewhat	14%	14%	12%
Disagree somewhat	3%	4%	3%
Disagree strongly	2%	2%	2%
Don't know	1%	2%	1%
Column n	1671	755	674

Q39d. Roadside drug testing screens drivers for a number of recreational drugs. Do you agree or disagree with roadside drug testing? Base: Aged 18+.

Table 56 Support for roadside drug testing by demographics (age group)

Column %	Total	18-24	Sig.	25-34	Sig.	35-54	Sig.	55+	Sig.
NET: Agree	94%	94%		93%		91%		96%	↑
NET: Disagree	5%	5%		6%		7%		4%	
Agree strongly	80%	74%		71%	↓	77%		88%	↑
Agree somewhat	14%	20%		22%	↑	14%		8%	↓
Disagree somewhat	3%	4%		5%		4%		2%	
Disagree strongly	2%	1%		1%		3%		2%	
Don't know	1%	1%		1%		2%		0%	
Column n	1671	207		248		482		734	

Q39d. Roadside drug testing screens drivers for a number of recreational drugs. Do you agree or disagree with roadside drug testing? Base: Aged 18+. Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 57 Support for roadside drug testing by demographics (region)

Column %	Total	Capital city (inc. ACT)	Regional location (inc. NT)
NET: Agree	94%	93%	95%
NET: Disagree	5%	6%	5%
Agree strongly	80%	79%	82%
Agree somewhat	14%	14%	13%
Disagree somewhat	3%	4%	3%
Disagree strongly	2%	2%	2%
Don't know	1%	1%	0%
Column n	1671	981	690

Q39d. Roadside drug testing screens drivers for a number of recreational drugs. Do you agree or disagree with roadside drug testing? Base: Aged 18+.



Support for roadside drug testing was considerably lower among those respondents who engaged in drug driving. Among this cohort, total support was still a majority at 69% and strong support was around a third at 34%. Those who do not always wear a seatbelt also were less likely than respondents overall to support roadside drug testing with 77% total support and 61% strong support.

Table 58 Support for roadside drug testing by behaviour

Column %	Total	Speeding Sig.	Distraction Sig.	Fatigue Sig.	Drug driving Sig.	Over BAC Sig.	Seatbelt Sig.
NET: Agree	94%	93% ↓	93%	94%	69% ↓	89%	77% ↓
NET: Disagree	5%	7% ↑	7%	6%	31% ↑	11%	20% ↑
Agree strongly	80%	78% ↓	77% ↓	78%	34% ↓	75%	61% ↓
Agree somewhat	14%	15% ↑	16% ↑	16%	36% ↑	15%	16%
Disagree somewhat	3%	5% ↑	5% ↑	4%	21% ↑	7%	9%
Disagree strongly	2%	2%	1%	2%	9% ↑	3%	11% ↑
Don't know	1%	1%	1%	0%	0%	0%	3%
Column n	1671	1132	615	421	65	38	41

Q39d. Roadside drug testing screens drivers for a number of recreational drugs. Do you agree or disagree with roadside drug testing? Base: Aged 18+. Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Respondents who had personally been drug tested in the past 2 years were less likely to show strong support (71% strongly agree) for roadside drug testing than those who had not been tested in that period (81% strongly agree).

Table 59 Support for roadside drug testing by experience of roadside testing in past years

Column %	Total	Tested in past 2 years Sig.	Not tested (or not seen roadside testing) Sig.
NET: Agree	94%	91%	94%
NET: Disagree	5%	9% ↑	5%
Agree strongly	80%	71% ↓	81% ↑
Agree somewhat	14%	20% ↑	13% ↓
Disagree somewhat	3%	5%	3%
Disagree strongly	2%	4% ↑	2%
Don't know	1%	0%	1%
Column n	1671	202	1463

Q39d. Roadside drug testing screens drivers for a number of recreational drugs. Do you agree or disagree with roadside drug testing? Base: Aged 18+. Q39f. Have you personally been tested for recreational drug use while driving [or riding] in the last 2 years? Base Aged 18+. Note: ↑↓ in the Sig. column indicates a statistically significant difference.

4.2.3 Speeding

This section focuses on behaviours and attitudes related to speed and compliance with posted speed limits. It describes how often respondents report driving or riding above the speed limit, the extent to which they exceed limits in different speed zones and typical speeds in common road environments. The section also outlines attitudes towards speed limits, including perceptions of their reasonableness, beliefs about the consequences of speeding and views on speed enforcement and penalties.

4.2.3.1 Self-reported speeding behaviour

In this survey, low-level speeding is considered to be driving at 5 km/h or more and high-level speeding at 10 km/h or more. Note that low-level speeding is inclusive of high-level speeding (i.e. it is 5 km/h or more above the speed limit).

Nearly three quarters of licence holders admit low-level speeding (73%), but just over a third (35%) admit to high-level speeding. Males are more likely to engage in high-level speeding than females (42% vs 32%), but low-level speeding is consistently performed regardless of gender.

Table 60 Speeding behaviour by demographics (gender)

Column %	Total	Male Sig.	Female Sig.
Low-level speeding (5 km/h +)	73%	75%	75%
High-level speeding (10 km/h +)	35%	42% ↑	32% ↓
Column n	1576	721	636

Q20a. How often do you drive or ride at 5 km/h or more over the speed limit? Base: Any licence (n=1573).

Q20. How often do you drive or ride at 10 km/h or more over the speed limit? Base: Any licence (n= 1576).

* Some surveys were missing a binary gender (see earlier section on Limitations) due to the question being inadvertently omitted from some surveys, as well as some respondents who prefer not to say what their gender is or identify as non-binary. This limitation has enabled the total for low level speeding in the above table to be different from the male and female total despite the male and female total being equal.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 61 Speeding behaviour by demographics (age group)

Column %	Total	15-17	18-24	25-34	35-54	55+
Low-level speeding (5 km/h +)	73%	55%	75%	75%	73%	73%
High-level speeding (10 km/h +)	35%	18%	36%	34%	33%	39%
Column n	1576	27	171	223	447	715

Q20a. How often do you drive or ride at 5 km/h or more over the speed limit? Base: Any licence (n=1573)

Q20. How often do you drive or ride at 10 km/h or more over the speed limit? Base: Any licence (n= 1576)

Table 62 Speeding behaviour by demographics (region)

Column %	Total	Capital city (inc. ACT)	Regional location (inc. NT)
Low-level speeding (5 km/h +)	73%	72%	75%
High-level speeding (10 km/h +)	35%	33%	39%
Column n	1576	909	667

Q20a. How often do you drive or ride at 5 km/h or more over the speed limit? Base: Any licence. (n=1573).

Q20. How often do you drive or ride at 10 km/h or more over the speed limit? Base: Any licence (n= 1576).

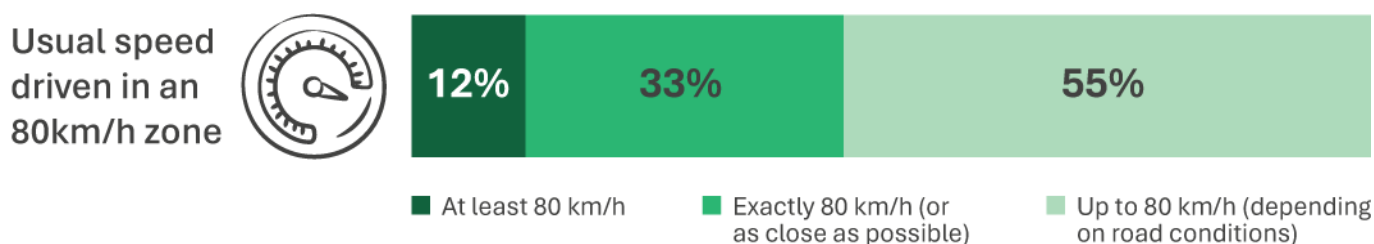
Approach to speeding

Considering drivers' approach to managing their travel speeding relative to speed limit settings. In the scenario of driving in an 80 km/h speed zone, about half of respondents reported driving up to the speed limit and adjusting to the conditions. However, many do drive as close as possible to, or above, the speed limit.

Licensed drivers were asked how they generally drive relative to speed limits, with the example given of an 80 km/h zone given in the survey. A little over half (55%) of drivers said that they drive up to the speed limit. This approach was slightly more likely to be reported by those aged 55+ (61%). A third (33%) of drivers said they try and drive as close to speed limit as possible, while 1 in 8 (12%) said they drive at least at the speed limit.



Figure 15 Approach to travel speed in an 80 km/h zone



Q17 We're interested in how you approach speed zones. For example, if you see a sign designating a road as an 80 km/h zone, what speed do you usually try to drive at? Base: Current licence holders that drive at least sometimes (n=1428).

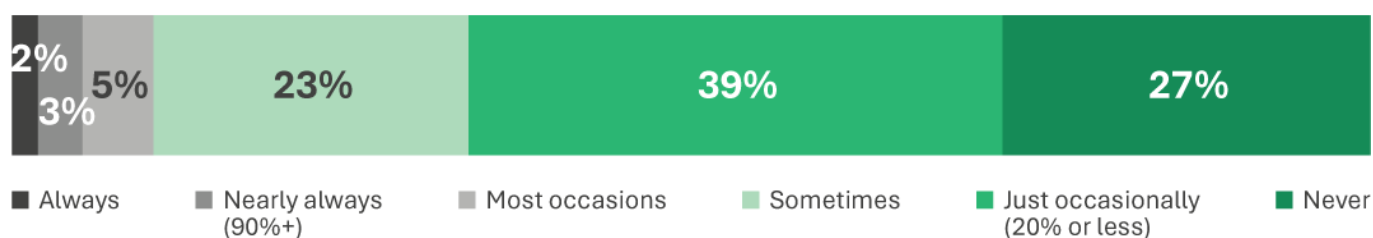
Frequency of low-level speeding

Most respondents reported that they at least occasionally drive over the speed limit by 5 km/h or more. This behaviour is much more likely to occur in higher speed limit zones than lower speed limit zones.

To understand the frequency of low-level speeding, those with a licence were asked how often they drive at 5 km/h or more over the speed limit. Just over a quarter (27%) never engage in low-level speeding. Around 4 in 10 (39%) occasionally engage in low-level speeding, while just under a quarter (23%) never engage in low-level speeding. A total of 10% engage in low-level speeding on at least most occasions.

Figure 16 Frequency of driving/riding 5 km/h or more over the limit

Frequency of driving or riding 5km/h or more over the limit



Q20a How often do you drive or ride at 5 km/h or more over the speed limit? Base: Any licence. (n=1573).

While about 1 in 7 (73%) of those with a licence say they ever engage in (at least) low-level speeding, rates are higher for those who have received any form for traffic fine (85%). One notable example is that while only 2% of all licence holders said they always speed, this rate was 5 times higher (10%) for those who had been fined for not wearing a seatbelt.

Table 63 Frequency of driving/riding 5 km/h or more over the limit by type of fines received

Column %	Received any traffic fine Sig.	Speeding Sig.	Red light Sig.	Mobile phone Sig.	Seatbelt Sig.	Police patrol fines Sig.
NET: Ever	85% ↑	86% ↑	85%	80%	78%	83%
Always	3% ↑	4% ↑	7% ↑	6%	10% ↑	6% ↑
Nearly always (90%+)	6% ↑	7% ↑	4%	7%	0%	4%
Most occasions	8% ↑	7%	5%	0%	6%	10%
Sometimes	30% ↑	28%	29%	26%	33%	27%
Just occasionally (20% or less)	38%	39%	40%	41%	29%	36%
Never	15% ↓	14% ↓	15%	20%	22%	17%
Column n	426	333	85	36	29	147

Q20a. How often do you drive or ride at 5 km/h or more over the speed limit? Base: Any licence.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Respondents who reported that they at least occasionally drive 5 km/h or more over the speed limit were asked which speed zones they were most likely to do this in. Based on responses received, the behaviour is much more common in a 100 km/h zone (57%) compared to speed zones of 70 km/h or less (15% to 19%). Males were more likely than females to drive at least 5 km/h above the speed limit in 100 km/h zones (64% vs 51%).

Table 64 Speed zones likely to speed 5 km/h or more by demographics (gender)

Column %	Total	Male Sig.	Female Sig.
100 km/h zone	57%	64% ↑	51% ↓
80 km/h zone	29%	35%	28%
70 km/h zone	16%	18%	15%
60 km/h zone	19%	18%	20%
50 km/h zone	17%	16%	19%
40 km/h zone	15%	13%	15%
None of the above	4%	3%	6%
Column n	1168	540	486

Q20b. Which of the following speed zones are you likely to speed 5 km/h or more over the speed limit? Base: at least occasionally speeds 5 km/h over the limit. Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 65 Speed zones likely to speed 5 km/h or more by demographics (age group)

Column %	Total	15-17 Sig.	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
100 km/h zone	57%	26%	61%	62%	61%	51%
80 km/h zone	29%	22%	38%	31%	32%	25%
70 km/h zone	16%	16%	19%	17%	17%	13%
60 km/h zone	19%	39%	26%	27%	15%	16%
50 km/h zone	17%	29%	23%	18%	16%	16%
40 km/h zone	15%	25%	17%	13%	15%	16%
None of the above	4%	0%	2%	2%	3%	7% ↑
Column n	1168	14	128	164	321	541

Q20b. Which of the following speed zones are you likely to speed 5 km/h or more over the speed limit? Base: at least occasionally speeds 5 km/h over the limit.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 66 Speed zones likely to speed 5 km/h or more by demographics (region)

Column %	Total	Capital city (inc. ACT)	Regional location (inc. NT)
100 km/h zone	57%	54%	62%
80 km/h zone	29%	30%	28%
70 km/h zone	16%	18%	12%
60 km/h zone	19%	21%	15%
50 km/h zone	17%	19%	13%
40 km/h zone	15%	18%	12%
None of the above	4%	4%	4%
Column n	1 168	667	501

Q20b. Which of the following speed zones are you likely to speed 5 km/h or more over the speed limit? Base: at least occasionally speeds 5 km/h over the limit.

Frequency of high-level speeding

High-level speeding, driving 10 km/h or more above the speed limit, is about half as prevalent as low-level speeding, with about a third of drivers engaging in this behaviour. The prevalence of high-level speeding has declined sharply since 2017.

To understand the frequency of high-level speeding, those with a licence were asked how often they drive at 10 km/h over the speed limit. The rates of high-level speeding were much lower in 2025 compared to 2017. The proportion of drivers in 2025 who said that they ever engaged in high-level speeding (35%) was half the 2017 rate, when 7 in 10 drivers (70%) said that they ever engaged in high-level speeding. Those who said they drive 10 km/h or more above the speed limit on most occasions or more frequently was a third the rate in 2025 (2%) compared to 2017 (6%).

Table 67 How often do you drive (or ride) at 10 km/h or more over the speed limit 2017 vs 2025

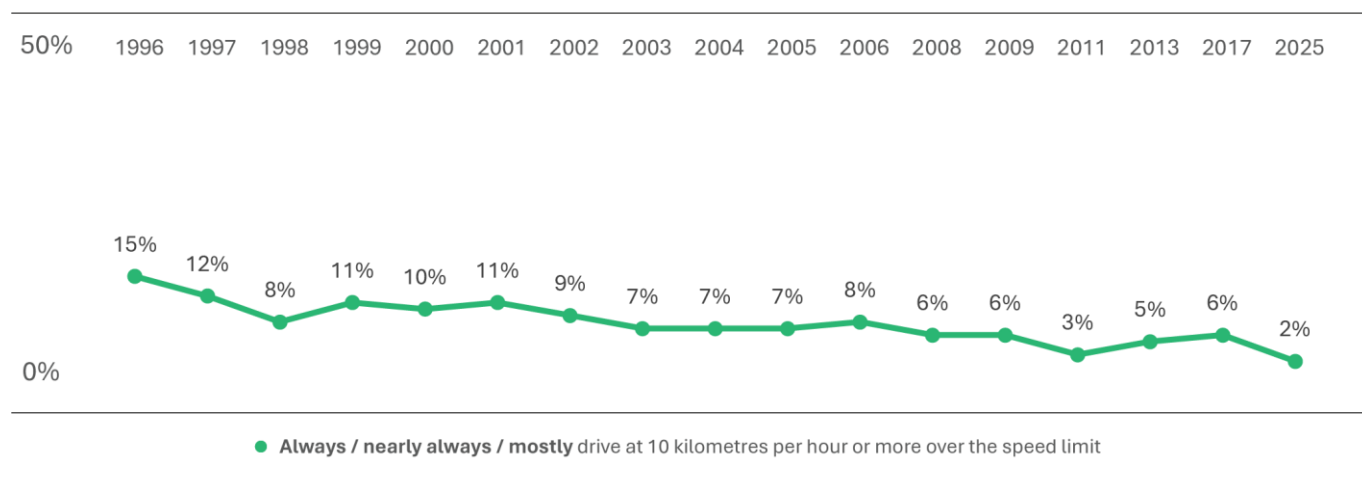
Column %	2017	Sig.	2025	Sig.
NET: Ever drives 10 km/h over the speed limit	70%	↑	35%	↓
Always + nearly always (90%+) + most occasions	6%	↑	2%	↓
Sometimes	18%	↑	6%	↓
Just occasionally (20% or less)	47%	↑	28%	↓
Never	30%	↓	65%	↑

Q20. How often do you drive or ride at 10 km/h or more over the speed limit? Base: Any licence (2017 n=1594; 2025 = 1576).
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

There is data for this metric going back 30 years, and the trend has been mostly downward or stable. In 1996, 15% of respondents said that they always, nearly always or mostly drive 10 km/h or more over the speed limit. The trend was then very stable around 7% since 2003, with 2011 being the only year since then when a noticeable change was recorded (dropping to 3%). By 2017, around 1 in 18 (6%) drivers again reported exceeding the speed limit routinely. However, 2025 has seen another noticeable reduction, down to the lowest proportion on record with only 1 in 50 (2%) drivers reporting that they always, nearly always or mostly drive 10 km/h or more over the speed limit.



Figure 17 How often do you drive or ride at 10 km/h or more over the speed limit by year



Q20 How often do you drive or ride at 10 km/h or more over the speed limit? Base: Any licence (2025 n = 1576).

Considering demographic differences in rates of high-level speeding, this was largely consistent with the exception of gender. Males were more likely to ever speed at a high-level compared to females (42% vs 32%). This was largely driven by an increased propensity among males to report that they ‘sometimes’ drive at 10 km/h or more above the speed limit (8% vs 2% of females). Notably, the incidence of high-frequency high-level speeding was consistent by gender (2%).

Some non-significant patterns of note in the data is a decreasing trend by age in high-frequency high-level speeding (4% among 18-24 year olds versus 1% among those aged 55+). Additionally, while in absolute terms high-level speeding was higher in regional locations compared to capital cities (39% vs 33%), this result was not statistically significant.

Table 68 How often do you drive or ride at 10km/h or more over the speed limit by demographics (gender)

Column %	Total	Male Sig.	Female Sig.
NET: Ever drives 10 km/h over the speed limit	35%	42% ↑	42% ↑
Always + nearly always (90%+) + most occasions	2%	2%	2%
Sometimes	6%	8% ↑	8% ↑
Just occasionally (20% or less)	28%	32%	32%
Never	65%	58% ↓	58% ↓
Column n	1576	721	721

Q20. How often do you drive or ride at 10km/h or more over the speed limit? Base: Any licence.
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 69 How often do you drive or ride at 10km/h or more over the speed limit by demographics (age group)

Column %	Total	15-17	18-24	25-34	35-54	55+
NET: Ever drives 10 km/h over the speed limit	35%	18%	36%	34%	33%	39%
Always + nearly always (90%+) + most occasions	2%	0%	4%	3%	2%	1%
Sometimes	6%	0%	6%	7%	6%	6%
Just occasionally (20% or less)	28%	18%	26%	24%	26%	32%
Never	65%	82%	64%	66%	67%	61%
Column n	1576	27	171	219	447	712

Q20. How often do you drive or ride at 10km/h or more over the speed limit? Base: Any licence.

Table 70 How often do you drive or ride at 10km/h or more over the speed limit by demographics (region)

Column %	Total	Capital city (inc. ACT)	Regional location (inc. NT)
NET: Ever drives 10 km/h over the speed limit	35%	33%	39%
Always + nearly always (90%+) + most occasions	2%	2%	2%
Sometimes	6%	6%	6%
Just occasionally (20% or less)	28%	26%	31%
Never	65%	67%	61%
Column n	1576	909	667

Q20. How often do you drive or ride at 10km/h or more over the speed limit? Base: Any licence.

Respondents who reported that they speed 10km/h or more ‘at least occasionally’ were asked in which speed zones they were most likely to drive at 10 km/h or more above the speed limit. Based on responses received, the behaviour is much more common in a 100 km/h zone (68%) compared to speed zones of 70 km/h or less (8% to 10%). Males were more likely than females to high-level speed in an 80 km/h zone (29% vs 17%), although this gender difference was reversed for 50 km/h zones (4% vs 14%). Those in capital cities were more likely to speed in 60 km/h zones (14%) compared to those in regional locations (4%).

Table 71 Speed zones likely to speed 10km/h or more by demographics (gender)

Column %	Total	Male Sig.	Female Sig.
100 km/h zone	68%	73%	64%
80 km/h zone	24%	29% ↑	17% ↓
70 km/h zone	9%	8%	9%
60 km/h zone	10%	8%	10%
50 km/h zone	9%	4% ↓	14% ↑
40 km/h zone	8%	8%	8%
None of the above	6%	5%	7%
Prefer not to say	1%	1%	2%
Column n	606	321	231

Q20c. Which of the following speed zones are you likely to speed 10km/h or more over the speed limit? Base: at least occasionally speeds 10km/h over the limit.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 72 Speed zones likely to speed 10km/h or more by demographics (age group)

Column %	Total	15-17 Sig.	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
100 km/h zone	68%	0%	68%	73%	71%	66%
80 km/h zone	24%	17%	33%	29%	27%	19%
70 km/h zone	9%	17%	15%	12%	10%	6%
60 km/h zone	10%	58%	13%	10%	7%	10%
50 km/h zone	9%	100% ↑	14%	12%	8%	5%
40 km/h zone	8%	0%	14%	10%	7%	6%
None of the above	6%	0%	4%	3%	4%	9%
Prefer not to say	1%	0%	2%	0%	0%	2%
Column n	606	3	63	74	157	309

Q20c. Which of the following speed zones are you likely to speed 10km/h or more over the speed limit? Base: at least occasionally speeds 10km/h over the limit.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.



Table 73 Speed zones likely to speed 10km/h or more by demographics (region)

Column %	Total	Capital city (inc. ACT) Sig.	Regional location (inc. NT) Sig.
100 km/h zone	68%	65%	73%
80 km/h zone	24%	24%	24%
70 km/h zone	9%	12%	6%
60 km/h zone	10%	14% ↑	4% ↓
50 km/h zone	9%	12%	6%
40 km/h zone	8%	10%	4%
None of the above	6%	4%	8%
Prefer not to say	1%	1%	2%
Column n	606	325	281

Q20c. Which of the following speed zones are you likely to speed 10km/h or more over the speed limit? Base: at least occasionally speeds 10km/h over the limit.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

4.2.3.2 Attitudes to speed limits and enforcement

The study assessed general community attitudes towards speeding by presenting respondents with a set of 4 statements and asking the extent to which they agree or disagree with each. For 2 statements, agreement indicates an attitude which is dismissive of the enforcement of speeding and the negative impact on safety speeding can have, while agreement with the other 2 statements indicates support for current speed limits and an acknowledgement of the inherent danger of high-level speeding. The statements are as follows:

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

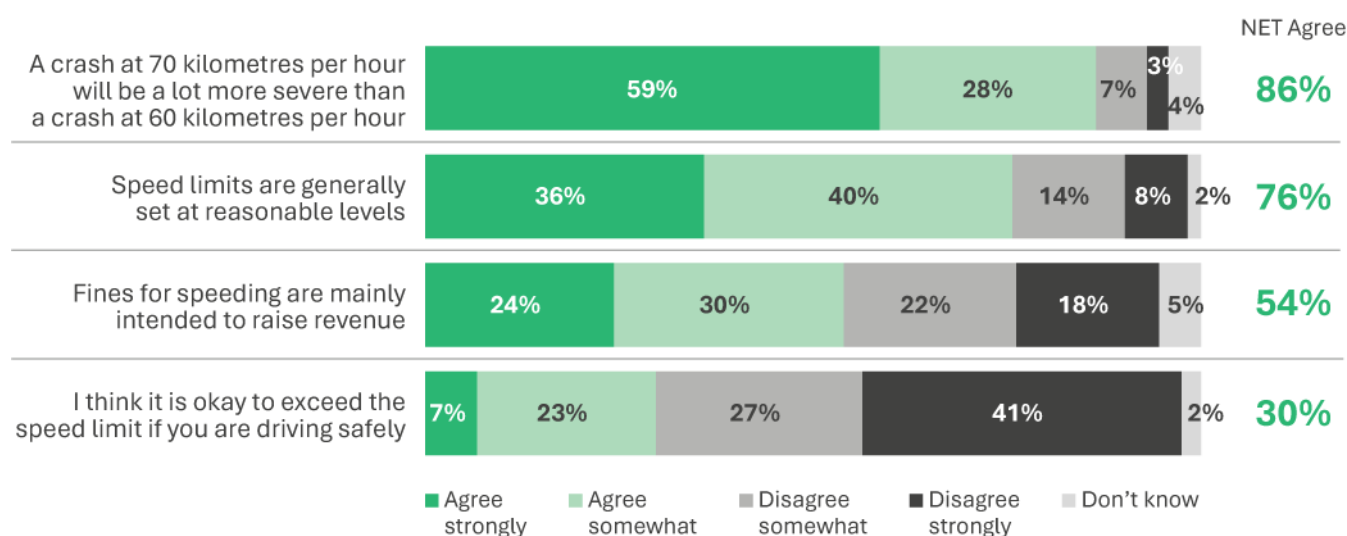
Most respondents 'strongly' agreed (59%) that crash at 70 km/h will be a lot more severe than a crash at 60 km/h, with about 9 in 10 (86%) in total agreeing with this statement. Agreement that speed limits are set at reasonable was lower at about 8 in 10 (76%), with about a third (36%) 'strongly' agreeing. It is worth noting, as is shown on the next page, that these views are trending downwards in the community. This is a concerning development which demonstrates an erosion of alignment and understanding.

The 2 statements which were framed to express views that are undesirable in a road safety context had the lowest level of agreement.

A slim majority in total (54%) agreed that fines are mainly for revenue raising. This view highlights a disconnect in the community between the enforcement of speeding compliance and its role of reducing road trauma and the perception that speed enforcement is motivated by other concerns.

Agreement that it is okay to speed if you are driving safely was lower at 3 in 10 (30%). While the perception that it is okay to speed if one is driving safely attracted the lowest level of agreement, this represents a sizable percentage of drivers on the road and may present an opportunity for public education to highlight the inherent risks of travelling at higher speeds than have been deemed appropriate for a road.

Figure 18 Attitudes towards speeding, speed limits and enforcement



Q22 Please say how much you agree or disagree with each statement. Base: All (n=1712).

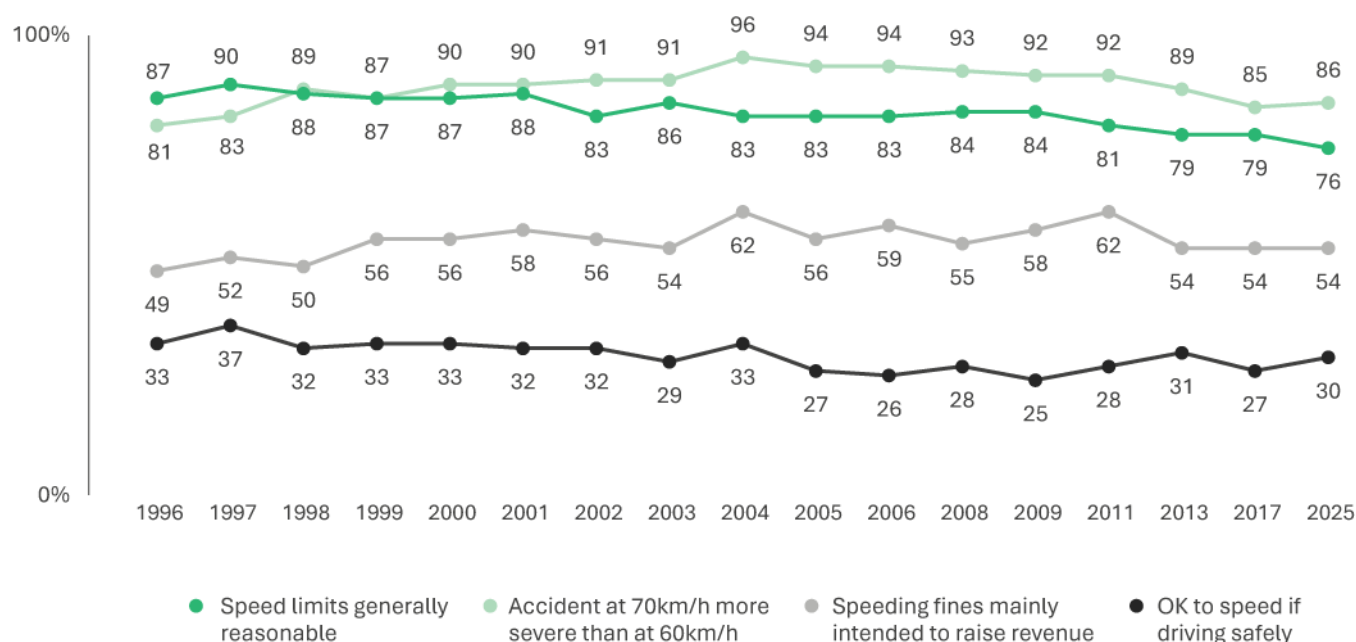
While most respondents (86%) acknowledged the inherent dangers of speeding, agreeing that a road crash at 70 km/h will be a lot more severe than one at 60 km/h. However, this percentage has decreased from 2004 (96%) and while it is still high, it is now at levels lower than what was observed in 1998 (89%). In essence, this measure increased from 1996 to peak 8 years later in 2004, and slowly declined until 2017 (85%), with 2025 almost unchanged since the previous iteration of the survey.

In 2013 and 2017, around 8 in 10 respondents (79%) believed that speed limits were reasonable. This measure has dipped in 2025 (76%). Between the peak of this measure in 1997 (90%), there has been a very gradual 14 percentage point decline to the percentage recorded in 2025 (79%).

A slight majority (54%) also believes that speeding fines are mainly intended to raise revenue, a figure which is again unchanged since 2013. This figure was noticeably higher at its twin peaks in 2011 and 2004 (62%), with the trend from 1996 (49%) to the first peak in 2004 being slowly upward.

Three in 10 (30%) drivers believe it is okay to speed if driving safely. This is up from 27% in 2017, but similar to 2013 (31%). The current level is somewhat higher than where the measure sat between 2005 and 2011 (i.e. hovering between 25% to 28%), albeit somewhat lower than where the measure sat between 1996 and 2004, where it was typically around 32% to 33%.

Figure 19 Attitudes towards speeding, speed limits and enforcement – time series



Q22. Please say how much you agree or disagree with each statement. Base: All (2025 n=1712).

Agreement levels with the statements differed noticeably by gender. Females (80%) were more likely than males (70%) to agree that speed limits were set at reasonable levels. However, males were more likely to agree with statements which are undesirable in a road safety context. Six in 10 males (60%) believed fines are mainly intended for revenue raising, compared to half of females (50%). Over a third of males (35%) thought it was okay to speed if driving safely compared to a quarter of females (25%).

Respondents aged 18-24 were less likely than other age groups to agree that a crash at 70km/h would be more severe than one at 60 km/h, although agreement among this group was nonetheless high (79%). It is interesting to note that understanding was in fact highest among respondents aged 15-17 (90%), with this difference presenting as a dip in understanding. This finding is notable given the overrepresentation of young newly licenced drivers in road trauma statistics.

Table 74 Attitudes towards speeding, speed limits and enforcement by demographics (gender)

% Agreement	Total	Male Sig.	Female Sig.
A crash at 70 kilometres per hour will be a lot more severe than a crash at 60 kilometres per hour	86%	86%	88%
Speed limits are generally set at reasonable levels	76%	70% ↓	80% ↑
Fines for speeding are mainly intended to raise revenue	54%	60% ↑	50% ↓
I think it is okay to exceed the speed limit if you are driving safely	30%	35% ↑	25% ↓
Column n	1712	768	690

Q22. Please say how much you agree or disagree with each statement. Base: All.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 75 Attitudes towards speeding, speed limits and enforcement by demographics (age group)

% Agreement	Total	15-17 Sig.	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
A crash at 70 kilometres per hour will be a lot more severe than a crash at 60 kilometres per hour	86%	90%	79% ↓	86%	86%	88%
Speed limits are generally set at reasonable levels	76%	79%	82%	76%	77%	72%
Fines for speeding are mainly intended to raise revenue	54%	43%	49%	52%	56%	56%
I think it is okay to exceed the speed limit if you are driving safely	30%	28%	35%	35%	29%	27%
Column n	1712	41	207	248	482	734

Q22. Please say how much you agree or disagree with each statement. Base: All.
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 76 Attitudes towards speeding, speed limits and enforcement by demographics (region)

% Agreement	Total	Capital city (inc. ACT)	Regional location (inc. NT)
A crash at 70 kilometres per hour will be a lot more severe than a crash at 60 kilometres per hour	86%	88%	84%
Speed limits are generally set at reasonable levels	76%	75%	77%
Fines for speeding are mainly intended to raise revenue	54%	53%	55%
I think it is okay to exceed the speed limit if you are driving safely	30%	29%	30%
Column n	1712	1006	706

Q22. Please say how much you agree or disagree with each statement. Base: All.

Compared to other respondents, drivers who engaged in risky driving behaviours such as speeding, distracted driving, driving tired, and drug driving were more likely to think it was okay to speed if otherwise driving safely. This finding is likely driven by the tendency for drivers who engage in one risky behaviour to engage in several (i.e. overlap between behaviours). It highlights an attitudinal underpinning of risk-taking behaviour for some drivers.

Table 77 Attitudes towards speeding, speed limits and enforcement by behaviour

% Agreement	Total	Speeding Sig.	Distraction Sig.	Fatigue Sig.	Drug driving Sig.	Over BAC Sig.	Seatbelt Sig.
A crash at 70 kilometres per hour will be a lot more severe than a crash at 60 kilometres per hour	86%	88%	86%	89%	85%	78%	88%
Speed limits are generally set at reasonable levels	76%	74%	74%	73%	72%	73%	74%
Fines for speeding are mainly intended to raise revenue	54%	56%	57%	58%	69%	68%	57%
I think it is okay to exceed the speed limit if you are driving safely	30%	37% ↑	35% ↑	40% ↑	62% ↑	46%	34%
Column n	1712	1146	623	428	65	38	41

Q22. Please say how much you agree or disagree with each statement. Base: All.
Note: ↑↓ in the Sig. column indicates a statistically significant difference.



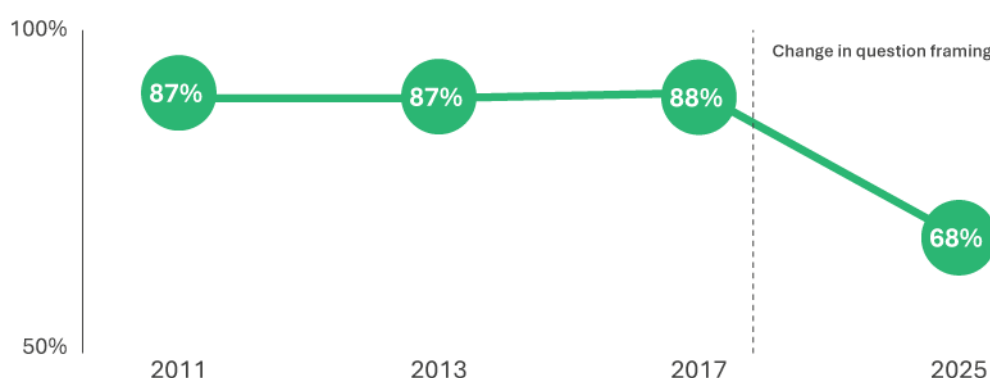
Attitudes towards speed limits in high pedestrian and cyclist areas

Since 2011, respondents have been asked the extent to which they support lower speed limits of 40 km/h in high pedestrian use areas. Overall, about 7 in 10 (68%) respondents agree with 40 km/h speed limits as described, declining to 4 in 10 (41%) for 30 km/h speed limits. A decrease in support for 40 km/h speed limits has been observed, but this may be an artefact of question framing rather than a weakening of community support.

The proportion of drivers who supported imposing speed limits of 40 km/h or less in local streets and/or areas with a high level of pedestrian activity was very steady between 2011 and 2017, ranging between 87% and 88%. However, the level of agreement appears to have fallen sharply in 2025, down to 68%, i.e. a 20 percentage point decline.

Given the size of the decrease, it is possible that this drop is an artefact of question framing rather than a change in community sentiment, with the framing having changed in 2 ways. The primary change was that in 2025 the question referred to “local streets”, whereas in 2017 the question referred to areas with “high levels pedestrian activity, such as shopping areas”. The other way the framing changed was that in 2025 (but not earlier) respondents were asked about both 30 km/h zones as well as 40 km/h zones. It is possible that some respondents factored both speed limits into their response (i.e. a possible progressive step down in speed limits).

Figure 20 Agreement that certain areas should have speed limits of 40 km/h – time series



Q23. Over the last few years the speed limit on some local streets has been reduced to 40 km/h, or in some cases, 30 km/h. Do you agree or disagree that these areas should have limits of...[40km/h] Base: All (2011 n= 1555; 2013 n=1500; 2017 n=1707; 2025 n=1712).

Agreement levels were higher with 40km/h zones compared to 30km/h zones, and this was consistent across various demographic groups.

Table 78 Agreement that certain areas should have limits of 30 km/h and 40 km/h (by gender)

% Agreement	Total	Male	Female
NET: Agree (30 km/h)	41%	38%	43%
NET: Agree (40km/h)	68%	67%	68%

Q23. Over the last few years the speed limit on some local streets has been reduced to 40 km/h, or in some cases, 30 km/h. Do you agree or disagree that these areas should have limits of... Base: All (n=1712).

Table 79 Agreement that certain areas should have limits of 30 km/h and 40 km/h (by age group)

% Agreement	Total	15-17	18-24	25-34	35-54	55+
NET: Agree (30 km/h)	41%	54%	48%	42%	41%	36%
NET: Agree (40km/h)	68%	67%	70%	68%	69%	66%

Q23. Over the last few years the speed limit on some local streets has been reduced to 40 km/h, or in some cases, 30 km/h. Do you agree or disagree that these areas should have limits of... Base: All (n=1712).



Table 80 Agreement that certain areas should have limits of 30 km/h and 40 km/h (by region)

% Agreement	Total	Capital city (inc. ACT)	Regional location (inc. NT)
NET: Agree (30 km/h)	41%	41%	41%
NET: Agree (40km/h)	68%	68%	68%

Q23. Over the last few years the speed limit on some local streets has been reduced to 40 km/h, or in some cases, 30 km/h. Do you agree or disagree that these areas should have limits of... Base: All (n=1712).

Perceptions of speed enforcement activity

To gauge community sentiment towards enforcement speed limit compliance, respondents were asked whether they believed the amount of speed limit enforcement by police and automated cameras should increase, decrease or stay the same. Note that attitudes towards traffic camera enforcement is explored in more detail in section 4.3.1.1 Traffic camera enforcement.

Overall, the attitude towards speed limit enforcement conducted by police patrols favours increased enforcement. A little under half (45%) of respondents felt that the amount of enforcement activity by police patrols should be increased, while an equivalent proportion (46%) felt the amount should be kept the same, and only 4% felt the amount should be decreased.

In contrast, views towards automated speed cameras are somewhat balanced, with respondents most likely take a neutral position and support for increasing/decreasing the cameras divided among the remainder. Just under a quarter (24%) felt that the amount of enforcement activity by automated speed cameras should be increased. At least half (52%) felt the amount should stay the same, 1 in 5 (21%) felt the amount should be decreased.

Table 81 Perception of enforcement activity

Row %	Amount should be increased (need more of it)	Stay the same / keep level same as now	Amount should be decreased (need less of it)	Don't know	Row n
Police patrols should be increased	45%	46%	4%	5%	1712
Automated speed cameras should be increased	24%	52%	21%	3%	1712

Q16b. Do you think the amount of enforcement activity by [Police patrols / Automated speed cameras] should be increased, decreased or stay the same? Base: All (n=1712).

4.2.4 Seatbelt compliance

This section examines use of seatbelts. Seatbelt compliance entails wearing a seatbelt for the entirety of every journey. Previously, respondents have been asked about wearing seatbelts in the front and rear seats separately. In 2025, respondents were asked a general question about the frequency with which they wore a seatbelt when travelling in a vehicle. Due to this change, results for 2025 are not directly comparable to previous waves.

4.2.4.1 Frequency of wearing a seatbelt

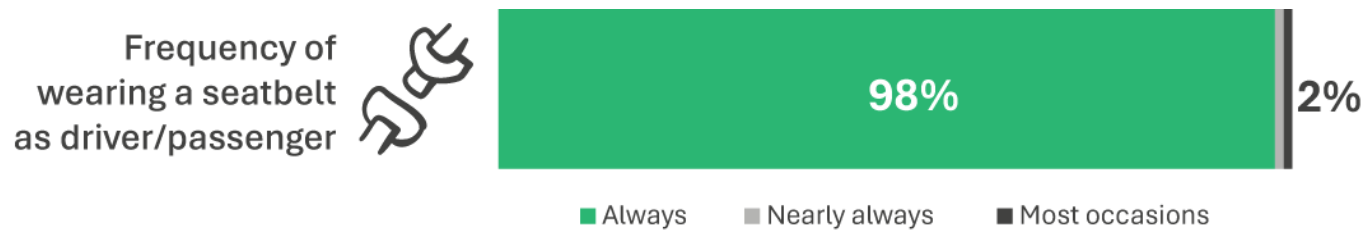
Seatbelt compliance was almost universal, with 98% of all respondents saying they always wear a seatbelt regardless of whether they are driving or are a passenger. Another 1% said they nearly always (90%+) wear a seatbelt, and the remaining 1% said they wear a seatbelt on most occasions.

Seatbelt compliance in the Northern Territory appears to be lower than in the rest of Australia, with only 93% of Northern Territorians always wearing a seatbelt, with the remaining 7% saying they nearly always wear a seatbelt.

Those who drive over their BAC limit have considerably lower seatbelt compliance, with only 90% always wearing a seatbelt, 2% nearly always, 3% just sometimes, and 5% saying they only wear a seatbelt occasionally (i.e. 20% of occasions or less).



Figure 21 Seatbelt compliance

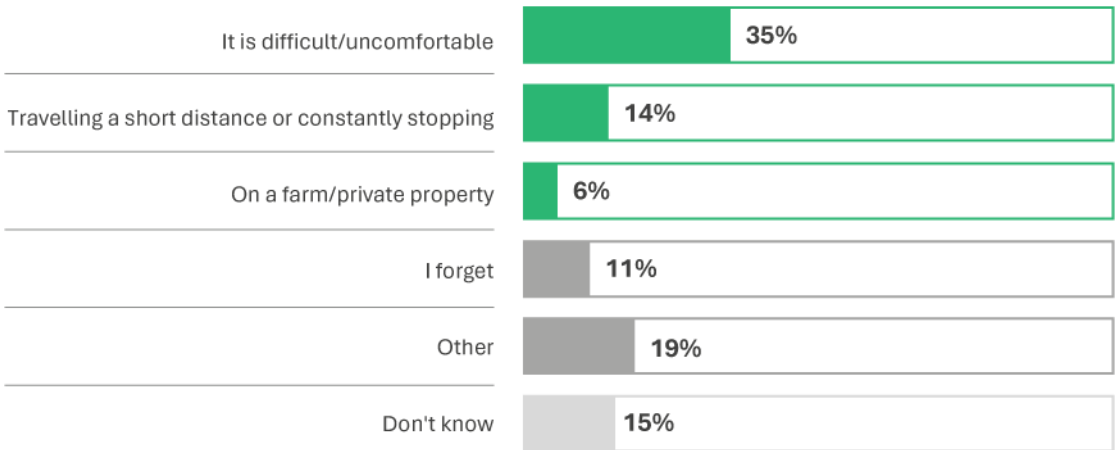


Q25a. When travelling in a car, how often do you wear a seatbelt, either as a driver or a passenger? Base: All (n=1706).

Respondents who did not always wear a seatbelt were asked an open-ended (free text) question as to the reason. The most cited reason for not wearing a seatbelt is that it is uncomfortable or difficult to put on (35%). The next most commonly cited reason is that they are either driving a short distance and/or constantly stopping (14%). There were some respondents who cited driving on a farm or private property (6%) where driving with a seatbelt is not illegal (assuming this did not extend to public roads between locations on the property).

An analysis of the verbatim responses also reveals that some people are less likely to wear a seatbelt when sitting in the back rather than front seat.

Figure 22 Reasons for not always wearing a seatbelt



Q25c. What are the reasons you don't always wear a seatbelt? Base: Those who don't always wear a seatbelt (n=43).

Other reasons:

- “ It's restricting and it scratches my neck.
- “ I can't always find it.
- “ It makes me uncomfortable and cuts into me.
- “ If I am going round the corner or going down the street. Short distance.
- “ On a country road, on a farm. Stopping to do open or closing gates often. Inconvenient.
- “ Just driving 5k down the road, forget to put it on. I'm a farmer so you don't put it on in the paddock and then you get on the road and forget.
- “ If I am in the back, I usually wouldn't.
- “ Can be uncomfortable in the back seat, always wear in the front.

A total of <1% of those respondents who ever held a licence had been fined in the past 2 years for not wearing a seatbelt.

Figure 23 Fined for not wearing a seatbelt

Fined for not
wearing a
seatbelt



2%
Total



2%

Camera



<1%

Patrol

Q18a. Have you personally received a traffic fine in the **last 2 years** by [E] seatbelt camera. Base Ever held a licence (n=1622).
Q18b. What were you fined for by the police patrol? Driving while not wearing a seatbelt Base Ever held a licence (n=1622).

4.2.5 Fatigued driving

This section considers the role of fatigue and drowsiness in driving and riding behaviour. Note that unlike other behaviours covered in the section on behaviours, that it is not illegal to drive fatigued and there is no standardised test used to enforce fatigued driving, although a driver may be found culpable if they cause injury and it is proven that they were fatigued.

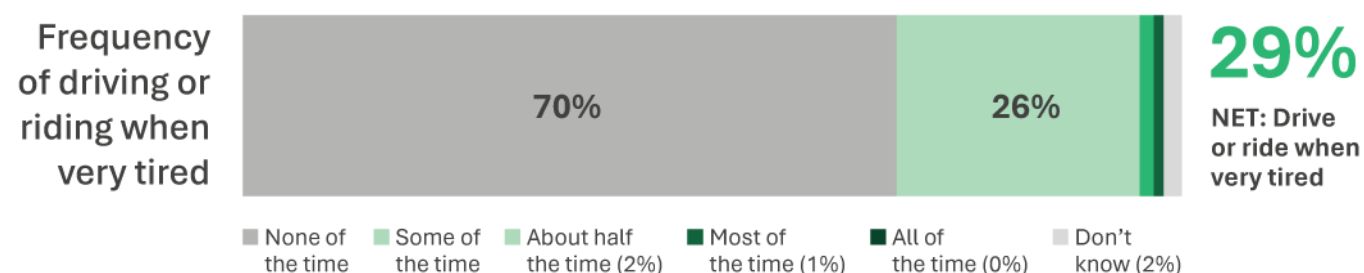
4.2.5.1 Fatigued driving behaviour

Frequency of driving when fatigued

Current or lapsed licence holders were asked how often they drive when feeling very tired (so tired you were struggling to keep your eyes open). A majority (70%) indicated 'none of the time'; while around a quarter (26%) said 'some of the time'. Only a small proportion indicated they regularly drove when drowsy (3% reporting half the time or more). This data was not comparable with 2017, where the wording used was driving while "feeling drowsy". Drowsy is a lower bar than "feeling very tired (so tired you were struggling to keep your eyes open)" and hence the prevalence recorded in 2017 was higher.



Figure 24 Frequency of driving while fatigued



Q28c. How often do you drive or ride when you are feeling very tired (so tired you were struggling to keep your eyes open)? Base: Current or lapsed licence holder (n= 1551).

Fatigued driving prevalence was highest among males and younger drivers. A third (33%) of males reported driving fatigued compared to a quarter (25%) of females. Respondents aged 18-34 were most likely to drive fatigued (over 4 in 10) while respondents aged 55+ were the least likely (16%). Respondents aged 24 or younger were most likely to say that they regularly drive tired (about half the time or more).

Table 82 Frequency of driving while fatigued (gender)

Column %	Total	Male Sig.	Female Sig.
NET: Ever	29%	33% ↑	25% ↓
All of the time	0%	0%	0%
Most of the time	1%	2% ↑	0% ↓
About half the time	2%	1%	2%
Some of the time	26%	30% ↑	23% ↓
None of the time	70%	64% ↓	73% ↑
Don't know	2%	3%	1%
Column n	1551	705	635

Q28c. How often do you drive or ride when you are feeling very tired (so tired you were struggling to keep your eyes open)? Base: Current or lapsed licence holder.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 83 Frequency of driving while fatigued (age group)

Column %	Total	15-17 Sig.	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
NET: Ever	29%	29%	44% ↑	42% ↑	31%	16% ↓
All of the time	0%	0%	0%	0%	0%	0%
Most of the time	1%	8% ↑	4% ↑	1%	1%	0% ↓
About half the time	2%	9% ↑	4% ↑	2%	1%	0% ↓
Some of the time	26%	12%	36% ↑	39% ↑	29%	16% ↓
None of the time	70%	71%	52% ↓	56% ↓	67%	82% ↑
Don't know	2%	0%	4%	2%	1%	2%
Column n	1551	25	166	218	443	699

Q28c. How often do you drive or ride when you are feeling very tired (so tired you were struggling to keep your eyes open)? Base: Current or lapsed licence holder.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 84 Frequency of driving while fatigued (region)

Column %	Total	Capital city (inc. ACT)	Regional location (inc. NT)
NET: Ever	29%	27%	31%
All of the time	0%	0%	0%
Most of the time	1%	1%	2%
About half the time	2%	1%	2%
Some of the time	26%	25%	27%
None of the time	70%	71%	68%
Don't know	2%	2%	2%
Column n	1551	889	662

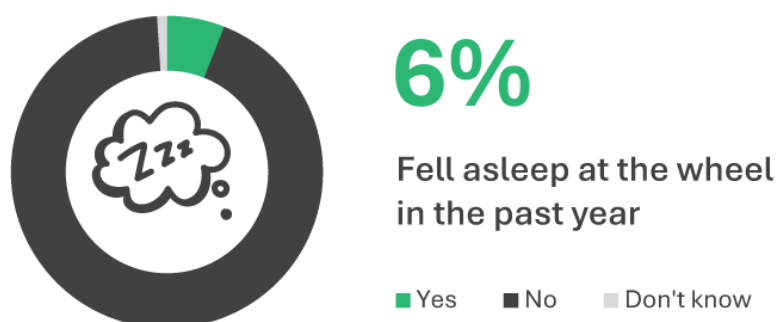
Q28c. How often do you drive or ride when you are feeling very tired (so tired you were struggling to keep your eyes open)? Base: Current or lapsed licence holder.

Falling asleep at the wheel

Respondents were asked whether they have fallen asleep at the wheel in the past year. Around 1 in 16 (6%) of current or lapsed licence holders said that they have fallen asleep at the wheel in this time frame. Over 9 in 10 (93%) said they had not fallen asleep, while 1% did not know or could not recall.

The prevalence of fatigued driving is not comparable with 2017 as respondents in that iteration were asked if they **ever** had fallen asleep (rather than limited to the past year per the 2025 iteration) and thus the measured prevalence was much higher in 2017.

Figure 25 Prevalence of falling asleep at the wheel in the past year



Q29. In the past year, have you at anytime fallen asleep at the wheel while driving or riding a motor vehicle, even if only for a second or two? Base: Current or lapsed licence holder (n=1556).

In the past year, prevalence of having fallen asleep at the wheel was lowest among older drivers aged 55+ (4%). Respondents living in regional areas were most likely to **not** have fallen asleep at the wheel in the past year (95%). Note that while the prevalence of falling asleep at the wheel was 9% among those who drive 50 km or more at least weekly, this result is significantly higher when compared to those who drive long distances less frequently.

Table 85 Prevalence of falling asleep at the wheel in the past year by demographics (gender)

Column %	Total	Male	Female
Yes	6%	7%	6%
No	93%	92%	94%
Don't know	1%	1%	1%
Column n	1556	708	635

Q29. In the past year, have you at anytime fallen asleep at the wheel while driving or riding a motor vehicle, even if only for a second or two?

Base: Current or lapsed licence holder.

Table 86 Prevalence of falling asleep at the wheel in the past year by demographics (age group)

Column %	Total	15-17 Sig.	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
Yes	6%	0%	8%	7%	8%	4% ↓
No	93%	100%	91%	92%	91% ↓	96% ↑
Don't know	1%	0%	2%	1%	1%	0% ↓
Column n	1556	25	166	220	445	700

Q29. In the past year, have you at anytime fallen asleep at the wheel while driving or riding a motor vehicle, even if only for a second or two?

Base: Current or lapsed licence holder.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 87 Prevalence of falling asleep at the wheel in the past year by demographics (region)

Column %	Total	Capital city (inc. ACT) Sig.	Regional location (inc. NT) Sig.
Yes	6%	7%	4%
No	93%	92%	95% ↑
Don't know	1%	1%	1%
Column n	1556	892	664

Q29. In the past year, have you at anytime fallen asleep at the wheel while driving or riding a motor vehicle, even if only for a second or two?

Base: Current or lapsed licence holder.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

The prevalence of falling asleep at the wheel was higher among people who engaged in other risky driving behaviour, especially fatigue (15%), drug driving (21%), and driving over the BAC limit (26%).

It is worth noting that while drivers who drive fatigued have twice the incidence of having fallen asleep at the wheel as other drivers (15% vs 6%), this is lower than reported by respondents who had engaged in drink and drug driving behaviour. Among those who drive after taking drugs, 1 in 5 (21%) had fallen asleep at the wheel in the past year, while this increased to 1 in 4 (26%) for those who had driven while likely over their legal BAC. These results highlight the increased risk faced by these drivers.

Table 88 Prevalence of falling asleep at the wheel in the past year by behaviour

Column %	Total	Speeding Sig.	Distraction Sig.	Fatigue Sig.	Drug driving Sig.	Over BAC Sig.	Seatbelt Sig.
Yes	6%	7% ↑	9% ↑	15% ↑	21% ↑	26% ↑	9%
No	93%	92% ↓	90% ↓	83% ↓	77% ↓	74% ↓	91%
Don't know	1%	1%	1%	1% ↑	2%	0%	0%
Column n	1556	1112	622	427	65	38	33

Q29. In the past year, have you at anytime fallen asleep at the wheel while driving or riding a motor vehicle, even if only for a second or two?

Base: Current or lapsed licence holder.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Context surrounding falling asleep at the wheel event

Respondents who had fallen asleep at the wheel were asked about the circumstances of the event, including the duration of the trip, the time of day and the location of the event.

Just under half (45%) of the events occurred on a short trip of no more than an hour, while 16% occurred on trips of 1 to 2 hours' duration and a third (34%) occurred on a trip of more than 2 hours. The remainder (4%) were unsure of the trip duration.



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About 3 in 4 (77%) of the events occurred between morning and early evening, between 6:00 am and 7:00 pm. One in 16 (6%) occurred between 7:00 pm and midnight and only 3 in 20 (15%) occurred in the typical sleeping hours of between midnight and 6:00 am.

Overall, 48% of falling asleep at the wheel events occurred in the country, while 11% occurred in a large regional city or town and 38% occurred in a capital city. These results demonstrate that while these events most often occur in regional locations, a sizable percentage occur in city contexts.

Considering where the drivers live and where the falling asleep at the wheel event occurs shows that about half of the events in regional areas are drivers who reside in capital cities. Among drivers who had fallen asleep at the wheel and live in capital cities, it is common to have fallen asleep while driving in a capital city (47%) or driving in the country (41%), including in the country or a remote area on a motorway, highway or freeway (34%). Among drivers who have fallen asleep at the wheel and live in regional areas, half (49%) have fallen asleep in the country or a remote area on a country or a remote area road.

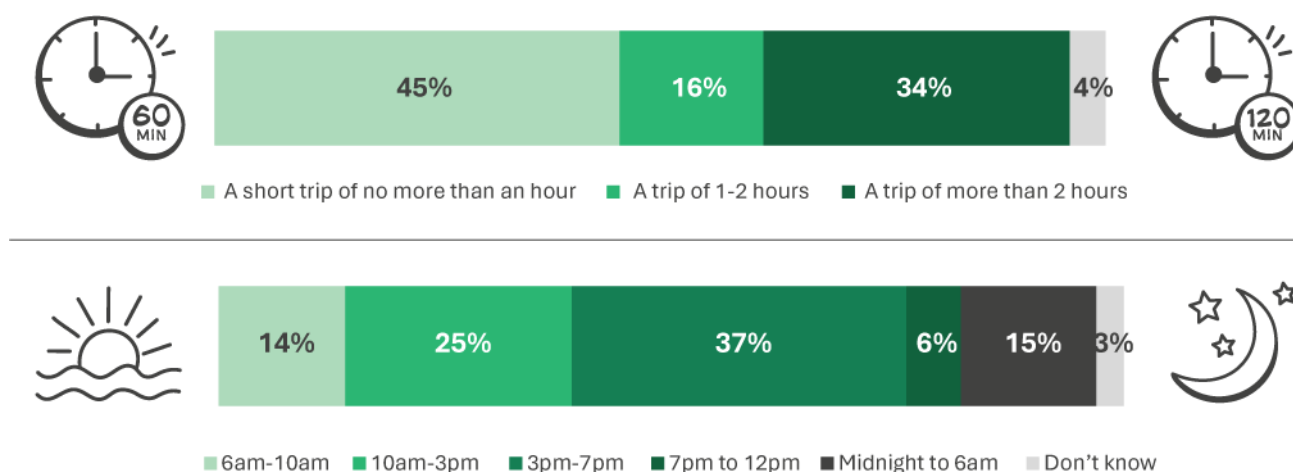
Table 89 Location where fell asleep at the wheel

Column %	Capital city (inc. ACT) Sig.	Regional location (inc. NT) Sig.
In a capital city	47% ↑	12% ↓
In regional city or large town	9%	18%
NET: In the country...	41% ↓	70% ↑
<i>In the country or a remote area on a country or a remote area road</i>	7% ↓	49% ↑
<i>In the country or a remote area on a motorway, highway or freeway</i>	34%	21%
Don't know	3%	0%
Column n	59	28

Q33. When you fell asleep while driving or riding a motor vehicle, were you driving or riding while ... Base: Fallen asleep at the wheel while driving a motor vehicle.

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Figure 26 Trip context when fallen asleep at the wheel



Q32 - Thinking about the last time this happened, how long had you been driving or riding for?

Q35 - What time of day was it? Base (Q32,Q35): Fallen asleep at the wheel while driving a motor vehicle (n=87).

4.2.6 Distraction and mobile phone use

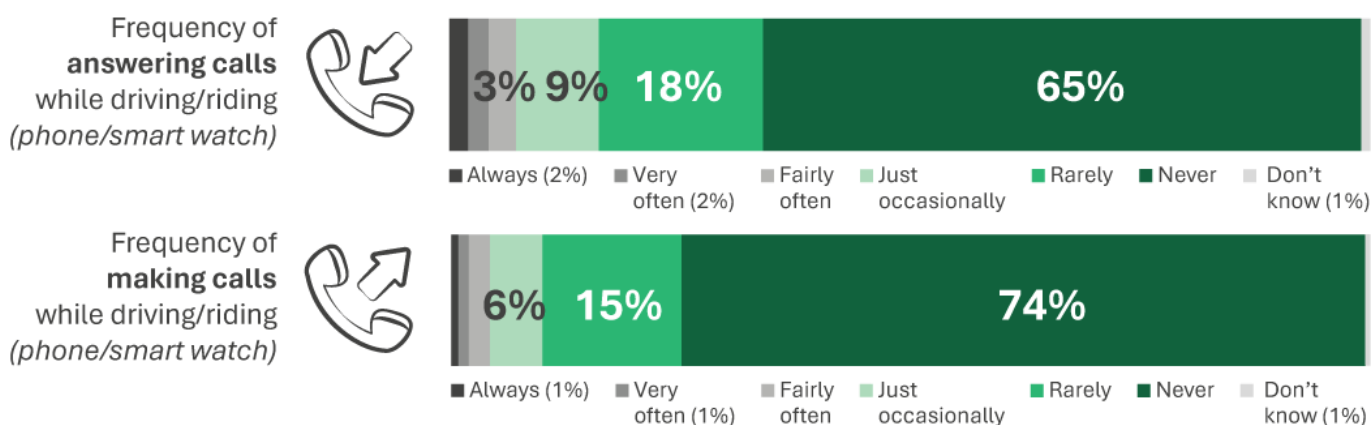
This section explores driver and rider distraction, with particular emphasis on the use of mobile phones, smart watches and other digital devices while driving or riding. It sets out how frequently respondents report answering calls, making calls and using devices for texting, browsing or other functions when operating a vehicle.

4.2.6.1 Mobile phone / smart watch use while driving/riding

Behavioural measures

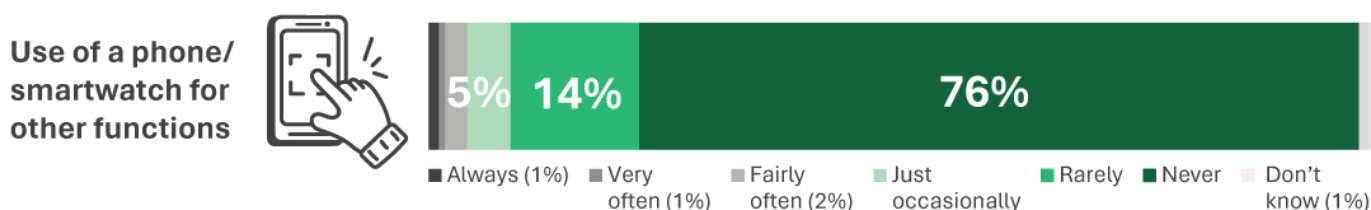
As might be expected, drivers are more likely to answer calls (34%) while driving than make calls (25%). While around three-quarters (74%) say that they never make calls illegally, about two-thirds (65%) say that they never answer calls illegally while driving. This reflects a difference between proactively initiating a risky behaviour (making a call) versus reacting to a situation or succumbing to temptation by engaging in a risky behaviour (answering a call).

Figure 27 Frequency of answering and making calls while driving



Q42/43. Excluding the use of a legally compliant hands-free system (such as a phone in a mounted cradle and/or connected to your vehicle's audio system), how often do you [answer / make calls on] your mobile phone or smart watch [if it rings] while you are driving or riding? Would you say ... (NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot). Base: Drives at least sometimes (n=1431).

Figure 28 Other risky use of mobile devices (excludes GPS)



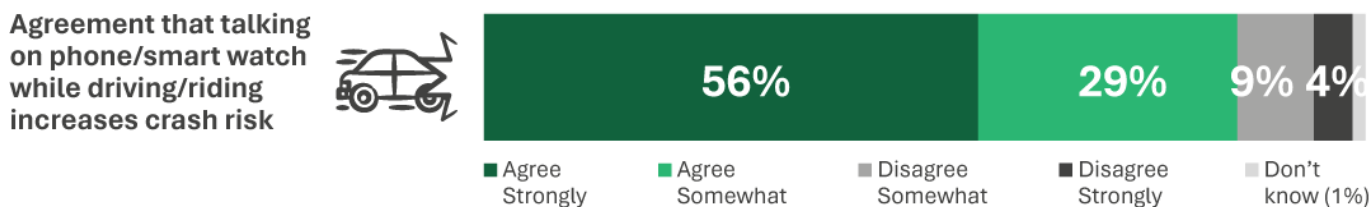
Q43d. And how often do you use a mobile phone or smart watch while driving or riding to do other things that are not related to driving or riding like accessing the internet, texting, taking photographs or using other applications? (Do not include Navigation/GPS). Base: Drives at least sometimes (n=1431).

Risk perception

There is broad agreement in the community that talking on a mobile phone while driving increases a driver's chance of being involved in a road crash. Overall, 85% of respondents agree while 13% disagree that talking on a phone or smart watch while driving increases the risk of a crash. Furthermore, over half (56%) of respondents agree strongly.

Agreement is higher than it was in 2017 when only 46% strongly agreed and total agreement was just 79% with a total disagreement of 19%. This result suggests increasing concern in the community about the contribution of mobile devices to risk on the roads.

Figure 29 Perceived risk of talking on a mobile phone/device while driving



Q47. Do you agree that talking on a mobile phone or smart watch while you are driving or riding increases your chance of being involved in a crash?
Base: All (n=1712).

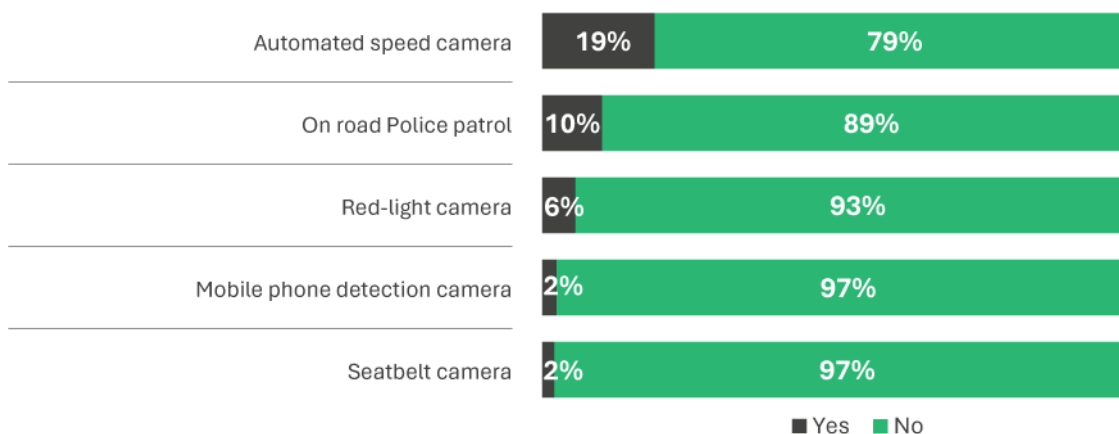
4.3 Police enforcement, fines and penalties

This section examines respondents' experiences with road safety enforcement. Also covered are respondents' perceptions of and attitudes toward enforcement activity and penalties. Some of the information here has been covered in preceding sections. This section brings together views and experiences regarding enforcement.

4.3.1 Experience with traffic enforcement

About 1 in 5 respondents (19%) who ever held a licence have received a speeding fine from an automated speed camera in the past 2 years, compared to 1 in 10 (10%) who have received a traffic fine from a police patrol in that same period. Other categories of fines were rarer, with 6% receiving a fine from a red-light camera, and fewer from newer camera technology such as seatbelt cameras (2%) and mobile phone detection cameras (2%).

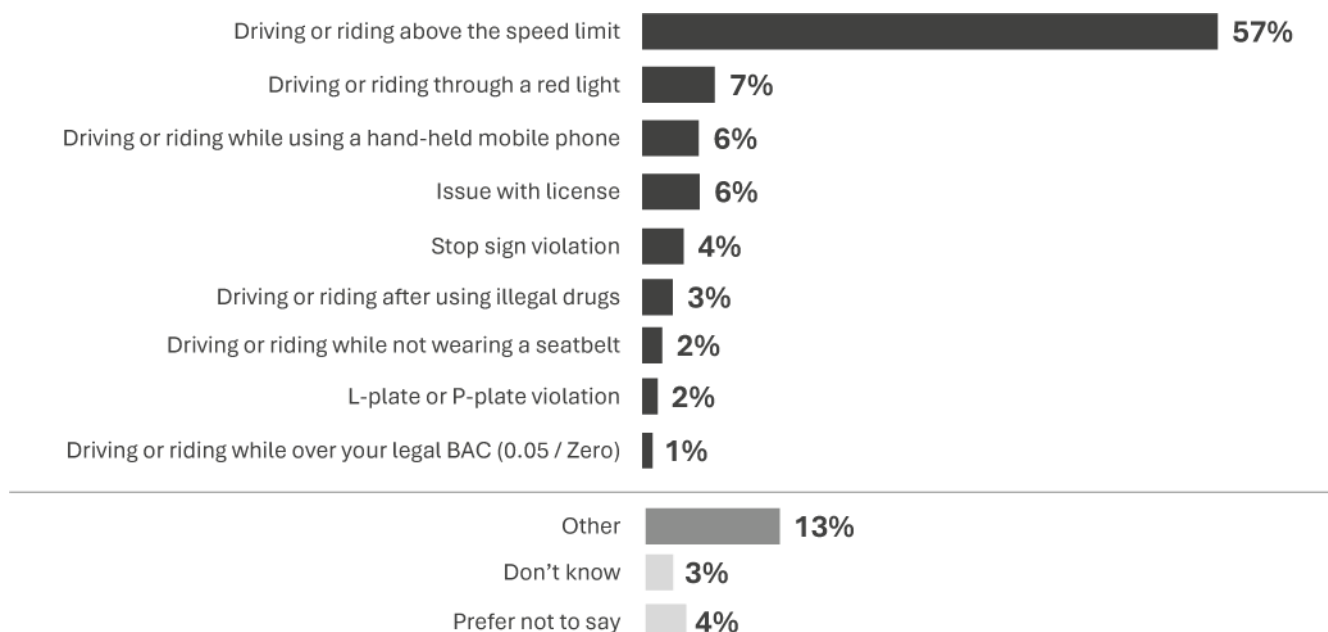
Figure 30 Personally received a traffic fine in the last 2 years



Q18a. Have you personally received a traffic fine in the **last 2 years** by either... Base: Ever held licence (n=1622).

For those fined by a police patrol, over half (57%) were fined due to being caught speeding. This was the most common reason for being fined by a police patrol, with the next most common reason, red-light infringements, only experienced by 1 in 14 (7%) of those respondents who were fined by a police patrol.

Figure 31 Reasons for being fined by police patrol

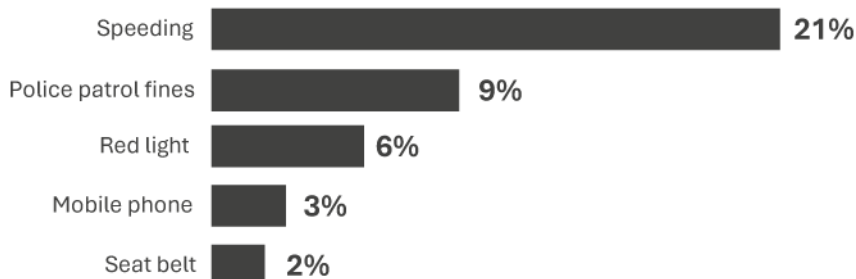


Q18b. What were you fined for by the police patrol? Base: Ever fined by police patrol (n=164).

Among those who ever held a licence, about a quarter (26%) in total had received some form of traffic fine from either a police patrol or automated traffic enforcement system in the past 2 years. This includes 1 in 5 (20%) who received a speeding fine.

Figure 32 Net proportion fined and net reasons for being fined

Fines recorded



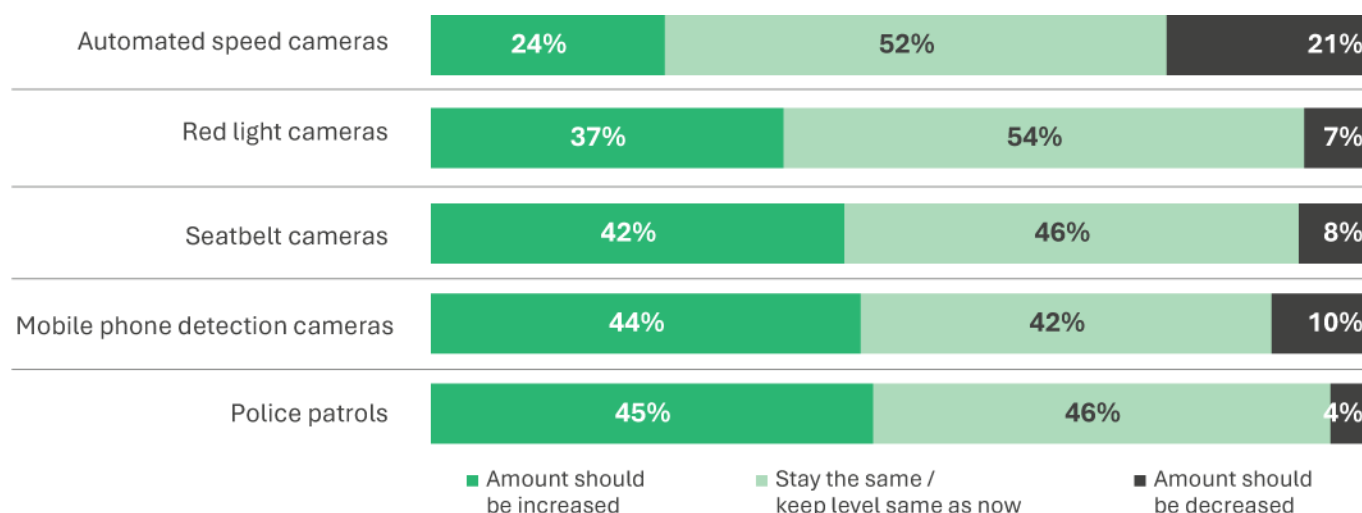
Q18a. Have you personally received a traffic fine in the **last 2 years** by either... Base: Ever held licence (n=1622).

Q18b. What were you fined for by the police patrol? Base: Ever fined by police patrol ... Base: Ever fined by police patrol (n=439).

4.3.1.1 Traffic camera enforcement

The support for increasing police patrols (45%), mobile phone detection cameras (44%) and seatbelt cameras (42%) is relatively high. Just under a quarter (24%) of respondents support increasing the amount of automated speed cameras, and at least 1 in 5 (21%) stated that the amount of automated speed cameras should be decreased, making automated speed cameras the least supported form of enforcement activity. Only 4% want fewer police patrols, making police patrols overall the most supported form of enforcement activity. Over half (54%) of respondents thought red light camera activity should stay at the same level, with only 7% wanting less activity and only 37% wanting more.

Figure 33 Attitude concerning amount of enforcement activity



Q16b. Do you think the **amount** of **enforcement** activity by [ITEM] should be increased, decreased or stay the same? Base: All (n=1712).

For all types of enforcement activity, those aged 55+ were most likely to support increases in enforcement activity. Those aged under 35 were the least likely to support increased police patrols. Respondents in regional locations were more likely than those in capital cities to support increased police patrols (49% vs 43%) and increased mobile phone detection cameras (48% vs 42%).

Table 90 Support for increased enforcement activity by demographics (gender)

% Agreeing that amount should be increased (need more of it)	Total	Male	Female
police patrols should be increased	45%	44%	48%
mobile phone detection cameras should be increased	44%	44%	43%
seatbelt cameras should be increased	42%	42%	43%
red light cameras should be increased	37%	37%	36%
automated speed cameras should be increased	24%	23%	26%
Column n	1712	768	690

Q16b Do you think the **amount** of **enforcement** activity by [ITEM] should be increased, decreased or stay the same? Base: All (n=1712).

Table 91 Support for increased enforcement activity by demographics (age group)

% Agreeing that amount should be increased (need more of it)	Total	15-17 Sig.	18-24 Sig.	25-34 Sig.	35-54 Sig.	55+ Sig.
police patrols should be increased	45%	32%	31% ↓	33% ↓	44%	56% ↑
mobile phone detection cameras should be increased	44%	39%	43%	39%	40% ↓	52% ↑
seatbelt cameras should be increased	42%	35%	44%	39%	38% ↓	48% ↑
red light cameras should be increased	37%	31%	43%	29% ↓	32% ↓	43% ↑
automated speed cameras should be increased	24%	26%	24%	21%	20% ↓	29% ↑
Column n	1712	41	207	248	482	734

Q16b Do you think the **amount** of **enforcement** activity by [ITEM] should be increased, decreased or stay the same? Base: All (n=1712).

Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Table 92 Support for increased enforcement activity by demographics (region)

% Agreeing that amount should be increased (need more of it)	Total	Capital city (inc. ACT) Sig.	Regional location (inc. NT) Sig.
police patrols should be increased	45%	43% ↓	49% ↑
mobile phone detection cameras should be increased	44%	42% ↓	48% ↑
seatbelt cameras should be increased	42%	41%	44%
red light cameras should be increased	37%	36%	38%
automated speed cameras should be increased	24%	25%	23%
Column n	1712	1006	706

Q16b Do you think the **amount** of **enforcement** activity by [ITEM] should be increased, decreased or stay the same? Base: All (n=1712).
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

Respondents who had admitted to engaging to various types of risky driving behaviours were less likely to support increasing enforcement activity, as can be seen in the following table. Those who did not always use a seatbelt had particularly low levels of agreement with increasing enforcement activities, including seatbelt cameras (19%) and police patrols (19%), which were under half the rate recorded for all respondents (42% and 45% respectively). Those who drug drive were the least likely to support an increase in automated speed camera activity (8%), at a rate that was only a third of that recorded for all respondents (24%).

Table 93 Support for increased enforcement activity by behaviour

% Agreeing that amount should be increased (need more of it)	Total	Speeding Sig.	Distraction Sig.	Fatigue Sig.	Drug driving Sig.	Over BAC Sig.	Seatbelt Sig.
police patrols should be increased	45%	44% ↓	44%	44%	33%	32%	19% ↓
mobile phone detection cameras should be increased	44%	44%	36% ↓	36% ↓	34%	39%	28%
seatbelt cameras should be increased	42%	40% ↓	36% ↓	36% ↓	34%	43%	19% ↓
red light cameras should be increased	37%	35% ↓	32% ↓	32% ↓	35%	37%	28%
automated speed cameras should be increased	24%	20% ↓	18% ↓	18% ↓	8% ↓	11%	23%
Column n	1712	1146	623	623	65	38	41

Q16b Do you think the **amount** of **enforcement** activity by [ITEM] should be increased, decreased or stay the same? Base: All (n=1712).
Note: ↑↓ in the Sig. column indicates a statistically significant difference.

4.4 Vehicle safety features

4.4.1 Use of safety technology

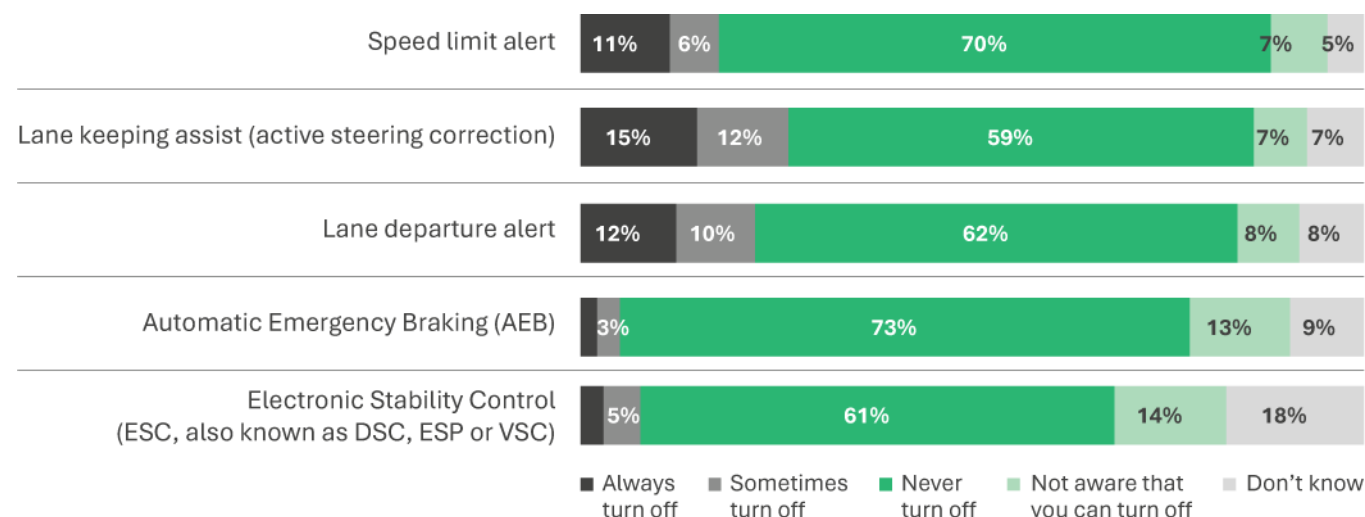
Drivers were asked about safety features/technologies and whether they turned these features off. One of the response options was to say that one did not have that feature in their vehicle. The majority of drivers who are aware of the safety technology in their vehicle do not turn it off. Technology relating to keeping the vehicle from drifting out of its lane are the features drivers are most likely to turn off. Among those drivers that have lane keeping assist (active steering correction), 15% said they always turn off this feature and another 12% sometimes turn it off (27% total turn off rate). Among those drivers that have lane departure alert, 12% say they always turn this feature off and another 10% sometimes turn it off (22% total turn off rate). At least 1 in 10 that have the speed alert feature always turn it off and another 6% sometimes turn it off (18% total turn off rate).



For electronic stability control (ESC) and automatic emergency braking (AEB), the proportion that say they ever turn these features off is considerably lower (8% and 5% respectively), with a noticeably higher proportion than this that say they either don't know or not aware if they can turn these features off.

Around 7 in 10 (71%) said they never turn off any safety features/technologies, while around 3 in 10 (29%) said they turn off at least 1 of the 5 safety features listed in the survey. These proportions exclude those who said that they do not have any of the five safety features.

Figure 34 Turning off safety features/technologies



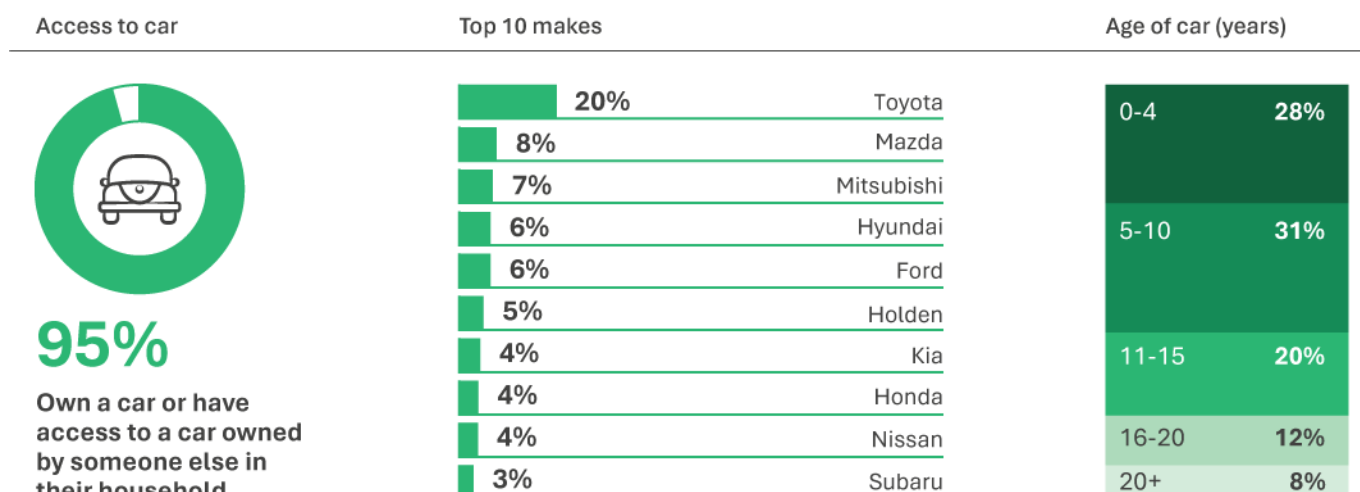
Q53. Some cars allow drivers to turn off certain safety features. Do you **ever turn off** any of the following features when driving? Base: Drives at least sometime (n=1431) AND have a given safety feature on their car.

4.4.2 Vehicle characteristics

Among those that drive at least sometimes, 95% either own a car or have access to a car owned by someone else in their household. When considering the primary car that drivers have access to, Toyota is by far the most dominant make of car, with a 1 in 5 (20%) owning or having access to a Toyota, 2.5 times more common than the next most popular make, Mazda (8%).

A little under 3 in 10 (28%) respondents own or have access to a car 4 years old or newer. Around 3 in 10 (31%) have a car 5-10 years old, and 2 in 10 (20%) have a car 11-15 years old. The remaining 20% have a car 16 years or older.

Figure 35 Car access and characteristics



W7. Do you own a car or have access to a car owned by someone else in your household? Base: Drives at least sometimes (n=1426).

W8. Please provide the make, model and year of the car in your household that you drive most often. Base: has access to a car in their household (n=1253).

4.5 Crash and near-miss experience

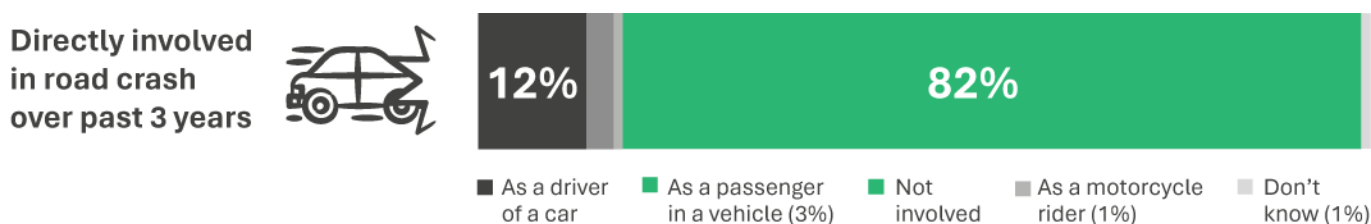
This section covers respondents' experiences of road crashes and near misses.

4.5.1 Involvement in crashes

4.5.1.1 Crashes

Respondents aged 18 years and over were asked if they had been directly involved in a road crash in the past 3 years. Over 8 in 10 (82%) of these respondents said they had not been directly involved in a crash in the last 3 years. Over 1 in 10 (12%) had been involved in a crash as a driver of a car, while just 3% had been involved in a crash as a passenger in a vehicle. One in a hundred (1%) had been involved in a crash as a motorcycle rider.

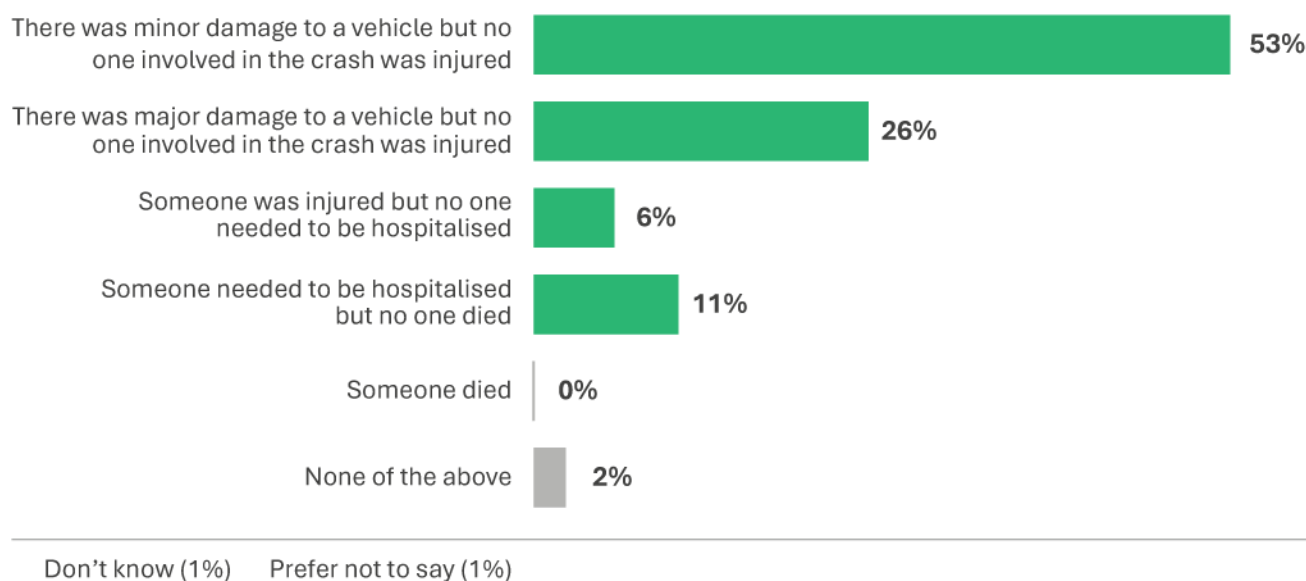
Figure 36 Road crash involvement in the past 3 years



Q27 Thinking about all forms of road use over the past 3 years, have you been directly involved in a road crash in any of the following ways? That's including any road crash on a road or public place where vehicles are driven. Base: Aged 18+ (n=1665).

For a little over half of these crashes (53%), there was only minor vehicle damage and no injuries. For around a quarter (26%) there was major vehicle damage but fortunately still no injuries. For 17% of crashes someone sustained an injury, including at least 1 in 10 crashes (11%) resulted in someone needing to be hospitalised. No one said they had been directly involved in an accident where someone died.

Figure 37 Result of most severe crash in past 3 years



Q28 - What was the result of 'this crash/the most severe of these crashes? Base: Aged 18+ AND had direct involvement in a road crash in past 3 years (n=272).

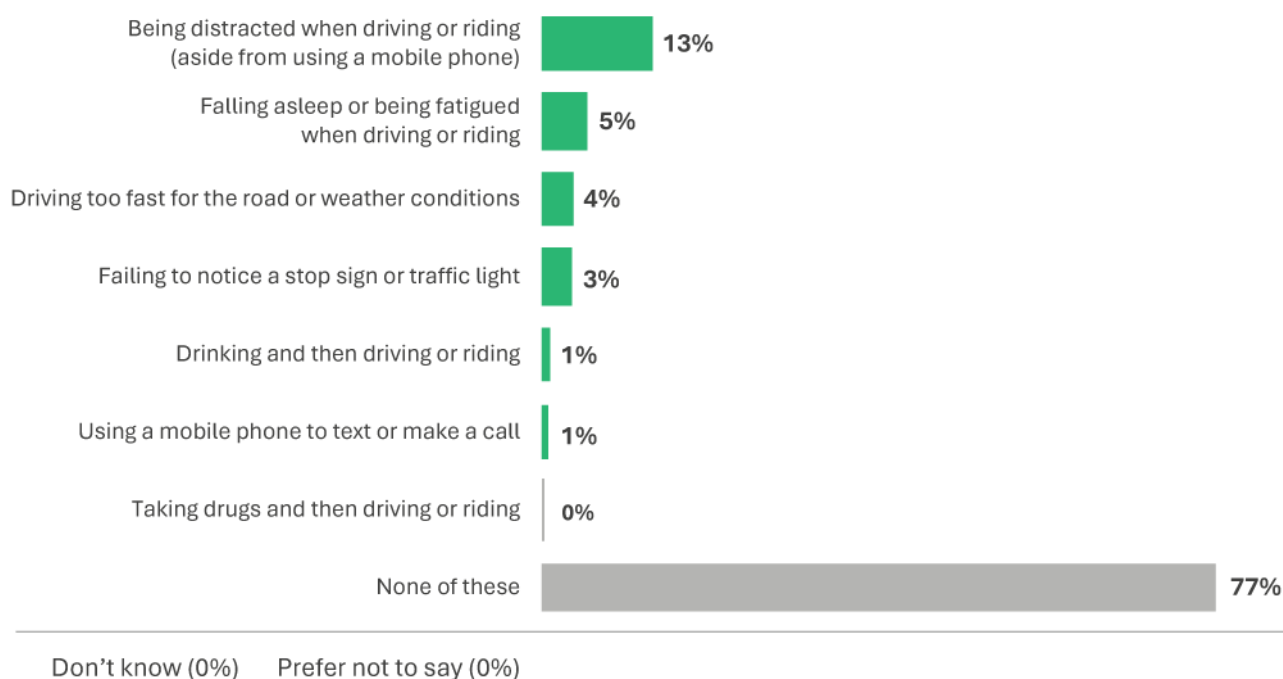
Those who had been involved in a road crash in the past 3 years as a driver (or motorcycle rider) were asked if the crash had been a result of them engaging in various risky or dangerous behaviours. Over 1 in 8 (13%) of those that had been involved in a crash as a driver admitted that they had been distracted (by something other than a mobile phone) resulting in a crash. One in 20 (5%) cited fatigue as a reason and 1 in 15 (4%) cited driving too fast for the conditions. Another 3% admitted to failing to notice a stop sign or traffic light. Only 1% admitted drink driving as a cause of their crash and the same proportion admitted to being distracted by using a phone to make a call or text. No one admitted to drug driving as a cause of their crash.

Considering stated reasons for crashes by demographic, respondents aged 18-24¹⁰ were more likely than respondents overall to cite 'driving too fast for the road or weather conditions' (16% vs 4% overall) and 'using a mobile phone to text or talk' (6% vs 1%). Respondents living in regional areas were more likely than those living in capital cities to cite 'driving too fast for the road or weather conditions' (10% vs 1%).

¹⁰ Note, small base for this group (n=31)



Figure 38 Reasons for road crash as a driver (or motorcycle rider)

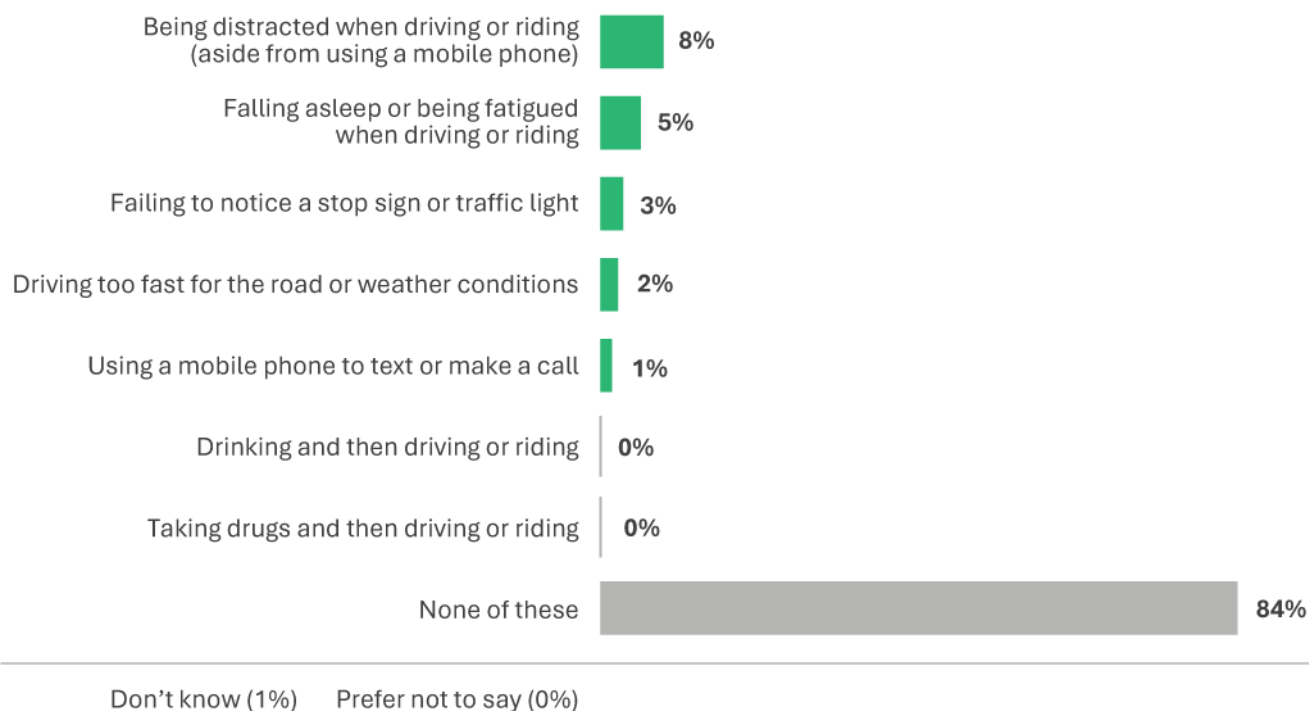


Q28a - Over the past 3 years have you been involved in a crash while you were driving or riding because of: Base: Aged 18+ AND had direct involvement in a road crash as driver (or motorcycle rider) in past 3 years (n=204).

4.5.1.2 Near misses

Respondents who had ever held a licence were asked if they had been directly involved in any **near miss** road crashes in the past 3 years where they were the driver (or motorcycle rider). Over 8 in 10 said they had not (84%) while 16% admitted to a near miss. The most common reason cited for a near miss was distraction (excluding mobile phone distraction) which was cited by 8% (or half of those that admitted to a near miss) followed by fatigue which was cited by 3% (or around a third of those who admitted to a near miss). Failing to notice a stop sign (3%) was cited by a little under 1 in 5 of those who admitted to a near miss.

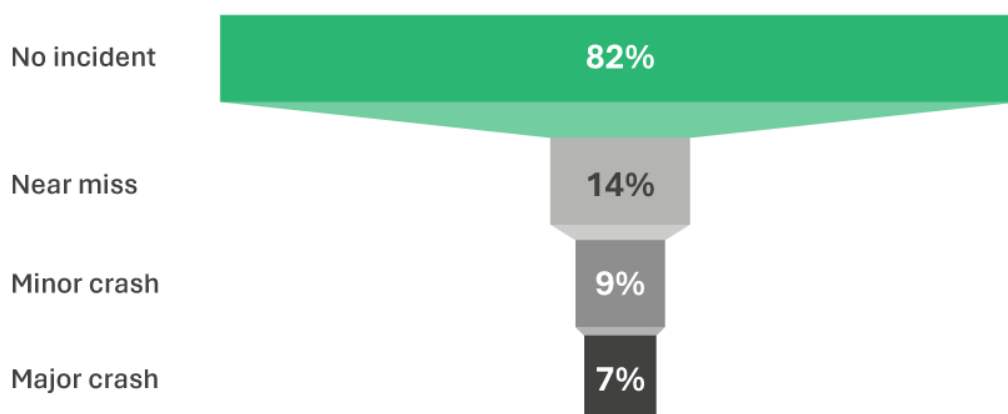
Figure 39 Road crash near misses



Q28b - Over the past 3 years have you been involved in a near miss where you almost crashed while you were driving or riding because of ... Base: Current or lapsed licence holder (n=1521).

Overall, we can see that 82% of respondents aged over 18 were not directly involved in an actual road crash in the past 3 years. This means that close to 17% of respondents were directly involved in a road crash (1% did not know). This included 12% who were involved as a vehicle driver (or motorcycle rider). Around 1 in 6 (16%) were involved in a near miss as a driver in the past 3 years. Among those who were directly involved in a crash, 9% were only involved in a minor crash and 7% were involved in at least one major crash in the past 3 years.

Figure 40 Road crash funnel



Q27 Thinking about all forms of road use over the past 3 years, have you been directly involved in a road crash in any of the following ways? That's including any road crash on a road or public place where vehicles are driven. Base: Aged 18+ (n=1665). Q28 - What was the result of 'this crash/the most severe of these crashes? Base: Aged 18+ AND had direct involvement in a road crash in past 3 years (n=272). Q28a - Over the past 3 years have you been involved in a crash while you were driving or riding because of ... Base: Aged 18+ AND had direct involvement in a road crash as driver (or motorcycle rider) in past 3 years (n=204). Q28b - Over the past 3 years have you been involved in a near miss where you almost crashed while you were driving or riding because of ... Base: Current or lapsed licence holder (n=1521).

4.6 Heavy vehicles and other road users

This section examines perceptions and behaviours related to interactions with heavy vehicles. It outlines how respondents report driving or riding in the vicinity of heavy vehicles, such as their merging and following behaviours, and covers beliefs about the stopping distances and handling characteristics of heavy vehicles compared with passenger vehicles.

4.6.1 Attitudes and behaviour around heavy vehicles

Over three-quarters of drivers (77%) say that they always allow extra space when overtaking or merging in front of heavy vehicles. Another 13% say they leave extra space very often, meaning a total of 9 in 10 drivers do so at least very often. Another 6% of drivers say they leave extra space fairly often. Only 3% say they leave extra space just occasionally or less often than this.

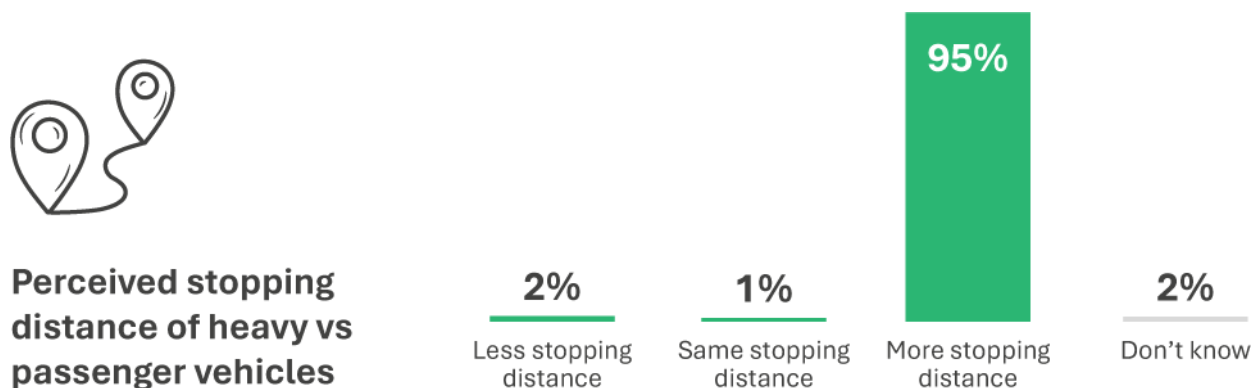
Figure 41 Driving near heavy vehicles



Q50 This section is about heavy vehicles, which can include trucks, buses and heavy equipment. Do you allow extra space when overtaking or merging in front of heavy vehicles compared to passenger vehicles? Base: Drives at least sometimes (n=1431).

As many as 19 out of 20 drivers (95%) understood that heavy vehicles need more stopping distance compared to passenger vehicles. The remaining 5% were either unsure (2%) or incorrect (3%).

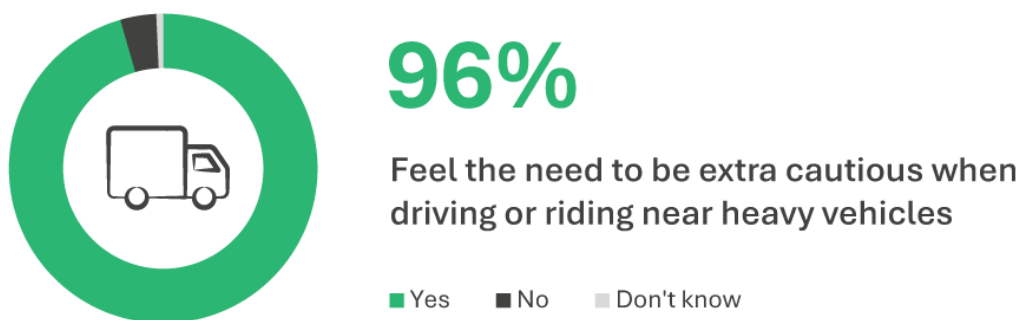
Figure 42 Perceived stopping distance of heavy vs passenger vehicles



Q51 - Compared to passenger vehicles, do you think heavy vehicles need less stopping distance, the same amount of stopping distance or more stopping distance? Base: Drives at least sometimes (n=1431)

While 95% of drivers understood that heavy vehicles need more stopping distance, 96% of drivers said they felt the need to be extra cautious when driving (or riding) near heavy vehicles. This need for extra caution likely comes from knowledge or intuition that heavy vehicles need more stopping distance as well as an intuition that a collision with a heavy vehicle is more likely to be more severe compared to collision with a lighter vehicle.

Figure 43 Need for caution when driving near heavy vehicles



Q52 - Do you feel the need to be extra cautious when driving or riding near heavy vehicles? Base: Drives at least sometimes (n=1431).



01

Appendix

Questionnaire

Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts - Road Safety Community Attitudes Survey (CAS) 2025

Questionnaire FINAL

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INTRODUCTION - CATI

Good morning/afternoon/evening. I'm <INT_NAME> from Wallis Social Research.

[IF MOBILE PHONE: I realise I'm calling you on your mobile, can I just check that it's okay to talk at the moment and that you're not driving? **IF DRIVING OR NOT SAFE, MAKE APPOINTMENT]**

We're contacting you on behalf of the Australian Government's Office of Road Safety to invite you to take part in a confidential survey about community attitudes to road safety. The information from this survey will help develop road safety programs to reduce the number of deaths and serious injuries on Australia's roads.

IF RDD FIXED LINE: May I please speak to the person aged 15 years or over in the household who has the next birthday coming up? **(IF NECESSARY:** This is to ensure that we speak to a random person in each household we call, not only people who tend to pick up the phone)

**IF SELECTED PERSON IS NOT AVAILABLE, ARRANGE A SUITABLE TIME TO CALL-BACK.
RECORD FIRST NAME AND DETAILS FOR CALL BACK.**

IF SELECTED PERSON IS AWAY FOR THE DURATION OF THE SURVEY OR SELECTED PERSON REFUSES, ASK FOR THE NEXT PERSON IN THE HOUSEHOLD TO HAVE A BIRTHDAY.

REPEAT INTRODUCTION IF THE PERSON YOU ARE SPEAKING TO CHANGES.

IF NECESSARY: [RDD SAMPLE]: We got your telephone number from a list of randomly generated numbers to ensure everyone has the chance to take part in this important survey / **LIST SAMPLE:** We got your telephone number from Lead Lists, a commercial provider of phone numbers for research purposes.

The survey is voluntary. It takes about 15 minutes on average, and you need to be aged 15 or older. We are offering people who participate the chance to enter a prize draw to win \$1,000.

Your answers are completely confidential

Are you able to participate, either now or at a more convenient time? We can also send you a link to complete the survey online if you prefer that?

IF NECESSARY: Wallis works within the Australian Privacy Act which means that all personal information that we collect and store is protected. You can find out more in our Privacy Policy which is available on our website www.wallis.social/privacy.

1	CONTINUE (START SURVEY)	
43	Wants to do online – provide link via email or text	GO TO L1
42	Will do online – already has link	GO TO APT
41	Appointment (Soft / Hard)	GO TO APT
5	Update details	
4	Not available / Away for duration	
10	Refused	
8	Refused – Add to Do Not Call List	
65	Language difficulties	
7	Wrong number	
61	Business no longer in operation	

W4 / EXCL=1 / US Unsubscribe

GO TO US1

SENDING LINK – IF MULTI-MODE

L1 Would you like us to send that to you via email or text?

- 1 Email
- 2 SMS

L2 Can I please confirm...

- 1 Your name:
- 2 IF L1=1: Your email address:
- 3 IF L1=2: Your mobile number:

POST L2 GO TO APT



Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts

IN SURVEY EMAIL & SMS TEXT

Email

Subject: Research on behalf of the Office of Road Safety – Requested email (ID: <PIN>)

Dear <FNAME>,

Thank you for speaking with one of our interviewers earlier regarding the research we are doing on behalf of Australian Government's Office of Road Safety about road safety. As requested, please find below a link to the survey below:

<SURVEY LINK>

We understand your time is valuable and we appreciate your participation. One of our interviewers may contact you by phone if you don't complete the survey in the next couple of days.

If you require any assistance with the survey contact Wallis on [PHONE NUMBER] or email [PROJECT EMAIL] quoting your ID number <PIN> and the project number **[PROJECT NUMBER]**.

Regards,

Wallis Social Research

SMS

(Maximum character limit including spaces = 160)

[SMS]



INTRODUCTION – ONLINE

SURVEY NAME: Survey on community attitudes to road safety

Screen 1:

Thank you for taking part in this important and confidential survey. The survey is being conducted on behalf of the Australian Government's Office of Road Safety by Wallis Social Research

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

Screen 2:

The survey takes about **15 minutes** to complete and you need to be aged 15 or older.

Important information about completing the survey:

- Your responses are **anonymous** and carry no repercussions — please answer as honestly as you can.
- Your participation is **voluntary**. You may withdraw from the survey at any time.
- We are offering people who participate the chance to enter a prize draw to win **\$1,000**.

If any of the survey themes or questions make you feel distressed or uncomfortable, there is some helpline information linked below (see 'Helpline Services').

Screen 3:

If you require any further information about the survey please visit: [LINK]. If you'd like to find out how we manage your personal information, you can call Wallis on [PHONE NUMBER] or view the Wallis Privacy Policy [here](#) or linked below.

Please click "Next" to continue.

MONITORING QUESTION

MONITOR With your permission, the call will be recorded and may be monitored for quality control purposes. If you do not want the call to be recorded or monitored, please say so now.

DO NOT READ OUT

- 1 Recording and monitoring allowed
- 2 Recording or monitoring NOT allowed

Section 1: BASIC DEMOGRAPHICS

ASK ALL

INT_DEMO First, we have a few questions about you, to help us analyse the survey data.

S1a Firstly, please (CATI: tell me your age / CAWI: enter your age in years)

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

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

ASK IF REFUSED AGE (S1A=98), OTHERWISE AUTO-COMPLETE FROM S1A

S1b Could you please tell me which of the following age groups you are in?

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

CATI: READ OUT

- | | | |
|----|---------------------------------|-------------|
| 10 | Under 15 (DO NOT READ OUT) | (TERMINATE) |
| 1 | 15-17 | |
| 2 | 18-19 | |
| 3 | 20-24 | |
| 4 | 25-34 | |
| 5 | 35-44 | |
| 6 | 45-54 | |
| 7 | 55-64 | |
| 8 | 65-74 | |
| 9 | 75 or older | |
| 98 | (DO NOT READ) Prefer not to say | (TERMINATE) |



ASK ALL

S2 How do you describe your gender?

CATI: PROMPT IF NECESSARY

CAWI: Please select one option below

- 1 Male
- 2 Female
- 3 Nonbinary / another term
- 98 Prefer not to say

ASK ALL

S3 What is your home postcode?

- 1 ENTER [][][][] (VALIDATE TO ELIGIBLE POSTCODE RANGE 800,999; 2000-7999)
- 98 Prefer not to say

GCCSA CODE PCODE TO GCCSA

S4 Which of the following best describes where you usually live?

READ OUT / Please select one option below

- 1 Sydney
- 2 Elsewhere in NSW
- 3 Melbourne
- 4 Elsewhere in VIC
- 5 Brisbane
- 6 Elsewhere in QLD
- 7 Adelaide
- 8 Elsewhere in SA
- 9 Perth
- 10 Elsewhere in WA
- 11 Hobart
- 12 Elsewhere in TAS
- 13 ACT
- 14 Darwin
- 15 Elsewhere in NT
- 97 Outside Australia **TERMINATION**
- 98 Refused **TERMINATION**

IF S4=98 (NO LOCATION), GO TO TERM.



DERIVED VARIABLE
LOC FROM GCCSA S4

- | | |
|----|------------------|
| 1 | Sydney |
| 2 | Elsewhere in NSW |
| 3 | Melbourne |
| 4 | Elsewhere in VIC |
| 5 | Brisbane |
| 6 | Elsewhere in QLD |
| 7 | Adelaide |
| 8 | Elsewhere in SA |
| 9 | Perth |
| 10 | Elsewhere in WA |
| 11 | Hobart |
| 12 | Elsewhere in TAS |
| 13 | ACT |
| 14 | Darwin |
| 15 | Elsewhere in NT |

DERIVED VARIABLE
CAP BUILD CAP FROM LOC

- | | |
|---|---|
| 1 | Capital city (inc. ACT) [LOC=1,3,5,7,9,11,13] |
| 2 | Regional location (inc. NT) [LOC=2,4,6,8,10,12,14,15] |

Section 3: Licensing and Driving/Riding Frequency

ASK ALL

Q6 What licences or permits have you ever held? This includes full or probationary licences as well as learner permits.

MULTICODE

CATI: READ OUT

CAWI: Please select all that apply

- | | |
|----|---------------------------------|
| 1 | Car |
| 4 | Heavy Vehicle |
| 5 | Bus |
| 6 | Motorcycle |
| 9 | Taxi or Hire Car Licence |
| 10 | (DO NOT READ) None of the above |
| 99 | (DO NOT READ) Don't know |

IF Q6 = 1, 4, 5, 6 OR 9 RESPONDENT HAS 'ANY LICENCE'

IF Q6 = 1 RESPONDENT HAS 'CAR LICENCE'

IF Q6 = 6 RESPONDENT HAS 'MC LICENCE'



ASK IF Q6=1 'CAR LICENCE'

Q6c Do you currently have a full, probationary or learner car driver's licence?

Note: Please answer regardless of the status of your licence (e.g. current, suspended, expired)

CATI: PROMPT IF NECESSARY

CAWI: Please select one option below

- 1 Full
- 2 Probationary (P plate)
- 3 Learner permit (L plate)
- 98 (DO NOT READ) Prefer not to say

ASK IF Q6=1 'CAR LICENCE'

Q6d What is the status of your car driver's licence?

CATI: PROMPT IF NECESSARY

CAWI: Please select one option below

- 1 Current
- 2 Suspended
- 3 Surrendered (Given up your licence)
- 4 Expired
- 5 Disqualified
- 99 (DO NOT READ) Don't know

ASK IF Q6D=1 (HAS A CURRENT DRIVERS LICENCE)

Q10 How long have you had your car driver's licence or permit?

Would that be

READ OUT.

INTERVIEWER NOTE: For respondents who do not hold a Learner permit, the time period refers to how long they have held their licence since obtaining their Provisional (P) licence.

Please select one option below

- 1 Up to 3 years
- 2 3-5 years
- 3 6-10 years
- 4 Over 10 years
- 99 (DO NOT READ) Don't know

ASK IF Q6=6 'MC LICENCE'

Q6n Do you currently have a full, probationary or learner motorcycle licence?

Note: Please answer regardless of the status of your licence (e.g. current, suspended, expired)

CATI: PROMPT IF NECESSARY

CAWI: Please select one option below

- 1 Full
- 2 Probationary (P plate)
- 3 Learner permit (L plate)
- 98 (DO NOT READ) Prefer not to say

ASK IF Q6=6 'MC LICENCE'



Q6m What is the status of your motorcycle licence?

CATI: PROMPT IF NECESSARY

CAWI: Please select one option below

- 1 Current
- 2 Suspended
- 3 Surrendered (Given up your licence)
- 4 Expired
- 5 Disqualified
- 95 Other (SPECIFY)
- 99 (DO NOT READ) Don't know

ASK IF Q6M = 1 (HAS A MOTORCYCLE LICENCE OR PERMIT)

Q10a How long have you had your motorcycle's licence or permit?

Would that be

READ OUT

INTERVIEWER NOTE: For respondents who do not hold a Learner permit, the time period refers to how long they have held their licence since obtaining their Provisional (P) licence.

Please select one option below

- 1 Up to 3 years
- 2 3-5 years
- 3 6-10 years
- 4 Over 10 years
- 99 (DO NOT READ) Don't know

ASK IF Q6M =1 (CURRENT MOTORCYCLE LICENCE).

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

CAWI: Please select one option below

- 1 Yes
- 2 No
- 99 (DO NOT READ) Don't know
- 98 (DO NOT READ) Prefer not to say

ASK ALL

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

CAWI: Please select one option below

- 1 Yes
- 2 No
- 99 (DO NOT READ) Don't know
- 98 (DO NOT READ) Prefer not to say

ASK IF Q6D=1 OR Q6M =1 (HAS A CURRENT CAR OR MOTORCYCLE LICENCE OR PERMIT)

Q7a How often do you drive a motor vehicle or ride a motorcycle on the road, assuming an average week?

CATI: READ OUT

CAWI: Please select one option below

- 1 Every day of the week
- 2 4-6 days a week
- 3 2-3 days a week
- 4 At least one day a week
- 5 Less than one day a week/at least sometimes
- 6 Never/Do not drive nowadays (**GO TO Q7**)
- 99 (**DO NOT READ**) Don't know (**GO TO Q7**)

ASK IF Q7A =1-5 (DRIVES AT LEAST SOMETIMES)

Q7b On average, how often would you drive or ride to a destination that is 50 kilometres or more from home?

CATI: READ OUT

CAWI: Please select one option below

- 1 3 or more times a week
- 2 At least once a week
- 3 At least once a month
- 4 At least once every three months
- 5 At least once a year
- 6 Less than once a year
- 99 (**DO NOT READ**) Don't know

ASK ALL

Q7 In a normal week, how often do you **[ITEM]**?

- C ride a **non-electric bicycle** on the road (excluding on private property)
- F ride an **e-bike** on the road (excluding on private property)
- E ride an e-scooter on the road (excluding on private property)
- D use public transport, including taxis and rideshare (e.g. Uber)

CATI: READ OUT

CAWI: Please select one option below

- 1 Every day of the week
- 2 4-6 days a week
- 3 2-3 days a week
- 4 At least one day a week
- 5 Less than one day a week/at least sometimes
- 6 Never/Do not ride a **[SUB-TEXT FOR C,F, E,D : bicycle / e-bike / e-scooter / catch public transport]** nowadays
- 99 (**DO NOT READ**) Don't know



Section 4: Random Breath Testing

ASK ALL

INT_RBT The next few questions are about random breath testing of drivers [IF Q6=6 "or riders"]

Q2a Do you agree or do you disagree with the random breath testing of drivers [IF Q6=6 "or riders"]?

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

CATI: READ OUT

CAWI: Please select one option below

- 1 Agree strongly
- 2 Agree somewhat
- 3 Disagree somewhat
- 4 Disagree strongly
- 99 (DO NOT READ) Don't know

ASK ALL

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

CAWI: Please select one option below

- 1 Yes
- 2 No
- 99 (DO NOT READ) Don't know

ASK IF Q3A=1 (SEEN RBT) AND Q7A =1-5 (DRIVES AT LEAST SOMETIMES)

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

CAWI: Please select one option below

- 1 Yes
- 2 No
- 99 (DO NOT READ) Don't know

Section 5: BAC Limits

ASK IF Q7A=1 TO 5 (CURRENT LICENCE HOLDER AND DRIVER)

Q11 Which of the following statements best describes your **approach** to drinking alcohol and driving [IF 6M=1 or riding]?

CATI: READ OUT

CAWI: Please select one option below

- 1 I don't drink at any time
- 2 If I am driving, I don't drink
- 3 If I am driving, I restrict what I drink
- 4 If I am driving, I do not restrict what I drink
- 99 (DO NOT READ) Don't know
- 98 (DO NOT READ) Prefer not to say



ASK IF Q7A=1 TO 5 (CURRENT LICENCE HOLDER AND DRIVER)

PROGRAMMER NOTE - IF CODE 1 OR 2 IN Q11 USE WORDS IN BRACKETS IN Q11A.

Q11a (CATI: Please bear with me, I have to ask everyone this question / CAWI: Please bear with us as we have to ask everyone this question). In the past 12 months how likely is it that you may have driven [IF 6M=1 or ridden] when over the blood alcohol limit. Would you say...

CATI: READ OUT

CAWI: Please select one option below

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

- 1 Very likely
- 2 Fairly likely
- 3 Fairly unlikely
- 4 Very unlikely, or
- 5 Definitely not
- 99 (DO NOT READ) Don't know
- 98 (DO NOT READ) Prefer not to say

ASK ALL

Q15e Some people have suggested that the general blood alcohol limit for drivers [IF Q6=6 "or riders"] should be lowered. How would you feel about the following suggested changes for full licence holders?

ITEMS

- A Lowering limit from .05 to .02
- B Lowering limit from .05 to .00

RESPONSE SET

CATI: READ OUT

CAWI: Please select one option below

- 1 Approve strongly
- 2 Approve somewhat
- 3 Not care either way
- 4 Disapprove somewhat
- 5 Disapprove strongly
- 99 (DO NOT READ) Don't know

Section 6: Enforcement

ASK ALL

Q16b Do you think the **amount** of **enforcement** activity by [ITEM] should be increased, decreased or stay the same?

ITEMS

- A Police patrols
- B Automated speed cameras
- C Mobile phone detection cameras
- D Seatbelt cameras
- E Red light cameras



RESPONSE SET

PROMPT IF NECESSARY / Please select one option below

- 1 Amount should be **increased** (need more of it)
- 2 Amount should be **decreased** (need less of it)
- 3 Stay the same / keep level same as now
- 99 **(DO NOT READ)** Don't know

ASK ALL

ASK IF Q7A=1 TO 5 (CURRENT LICENCE HOLDER AND DRIVER)

Q17 We're interested in how you approach speed zones. For example, if you see a sign designating a road as an 80 km/h zone, what speed do you usually try to drive at?

READ OUT / Please select one option below

- 1 At least 80 km/h
- 2 Exactly 80 km/h (or as close as possible)
- 3 Up to 80 km/h (depending on road conditions)
- 99 Don't know

ASK IF Q6 = 1, 4, 5, 6 OR 9 (EVER HELD LICENCE)

Q18a Have you personally received a traffic fine in the **last 2 years** by either...

ITEMS; GRID

- A On road Police patrol
- B Automated speed camera
- C Red-light camera
- D Mobile phone detection camera
- E Seatbelt camera

RESPONSE SET

CAWI: Please select one option below

- 1 Yes
- 2 No
- 99 Don't know
- 98 **(DO NOT READ)** Prefer not to say



ASK IF Q18A_A=1 (EVER FINED IN LAST 2 YRS BY POLICE PATROL)

Q18b What were you fined for by the police patrol?

RESPONSE SET; MULTICODE

Prompt as necessary/ Please select all that apply

- 1 Driving [IF Q6M=1 or riding] above the speed limit
- 2 Driving [IF Q6M=1 or riding] through a red light
- 3 Driving [IF Q6M=1 or riding] while using a hand-held mobile phone
- 4 Driving [IF Q6M=1 or riding] while not wearing a seatbelt
- 5 Driving [IF Q6M=1 or riding] while over your legal BAC (0.05 / Zero)
- 6 Driving [IF Q6M=1 or riding] after using illegal drugs

- 95 Other (SPECIFY)
- 99 (DO NOT READ) Don't know
- 98 (DO NOT READ) Prefer not to say

ASK IF 'ANY LICENCE'

Q20a How often do you drive [IF Q6m=1 "or ride"] at 5km/h or more over the speed limit? Would that be...

CATI: IF NECESSARY/ CAWI: NOTE: Just confirming, any information you provide is protected by strict privacy and confidentiality rules. Your answers are grouped with other people's and used for statistical purposes only. You and your individual answers will not be identified.

CATI: READ OUT

CAWI: Please select one option below

- 1 Always
- 2 Nearly always (90%+)
- 3 Most occasions
- 4 Sometimes
- 5 Just occasionally (20% or less)
- 6 Never
- 99 (DO NOT READ) Don't know
- 98 (DO NOT READ) Prefer not to say

ASK IF Q20A =1,2,3,4,5 (AT LEAST OCCASIONALLY SPEEDS 5 KM/H OVER THE LIMIT)

Q20b Which of the following speed zones are you likely to speed 5km/h or more over the speed limit?

READ OUT/ Please select all that apply

- 1 40 km/h zone
- 2 50 km/h zone
- 3 60 km/h zone
- 4 70 km/h zone
- 5 80 km/h zone
- 6 100 km/h zone
- 97 None of the above
- 98 Prefer not to say



ASK IF 'ANY LICENCE'

IF Q20A=6 AUTOCOMPLETE Q20 WITH CODE 6.

Q20 How often do you drive [IF Q6m=1 "or ride"] at 10km/h or more over the speed limit? [Would that be...](#)

CATI: IF NECESSARY/ CAWI: NOTE: Just confirming, any information you provide is protected by strict privacy and confidentiality rules. Your answers are grouped with other people's and used for statistical purposes only. You and your individual answers will not be identified.

CATI: READ OUT

CAWI: Please select one option below

- 1 Always
- 2 Nearly always (90%+)
- 3 Most occasions
- 4 Sometimes
- 5 Just occasionally (20% or less)
- 6 Never
- 99 [\(DO NOT READ\)](#) Don't know
- 98 [\(DO NOT READ\)](#) Prefer not to say

ASK IF Q20 =1,2,3,4,5 (AT LEAST OCCASIONALLY SPEEDS 10 KM/H OVER THE LIMIT)

Q20c Which of the following speed zones are you likely to speed 10km/h or more over the speed limit?

[READ OUT/ Please select all that apply](#)

- 1 40 km/h zone
- 2 50 km/h zone
- 3 60 km/h zone
- 4 70 km/h zone
- 5 80 km/h zone
- 6 100 km/h zone
- 97 None of the above
- 98 Prefer not to say

ASK ALL

Q22 (**CATI: I am going to read/ CAWI: Next are**) a list of statements about speed issues. Please say how much you agree or disagree with each statement.

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

ITEMS; CAROUSEL; ASK HALF OF RESPONDENTS IN REVERSE ORDER

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

RESPONSE SET

CAWI: Please select one option below

- 1 Agree Strongly
- 2 Agree Somewhat
- 3 Disagree Somewhat
- 4 Disagree Strongly
- 99 [\(DO NOT READ\)](#) Don't know



ASK ALL

Q23 Over the last few years the speed limit on some local streets has been reduced to 40 km/h, or in some cases, 30 km/h. Do you agree or disagree that these areas should have limits of...

ITEMS; CAROUSEL

- A 40 km/h
- B 30 km/h

RESPONSE SET

CATI: probe fully, is that strongly or somewhat?

CAWI: Please select one option below

- 1 Agree Strongly
- 2 Agree Somewhat
- 3 Disagree Somewhat
- 4 Disagree Strongly
- 99 **(DO NOT READ)** Don't know

Section 7: Seatbelts

ASK ALL

Q25a When travelling in a car, how often do you wear a seat belt, either as a driver or a passenger? **Would that be...**

CATI: READ OUT

CAWI: Please select one option below

- 1 Always
- 2 Nearly always (90%+)
- 3 Most occasions
- 4 Sometimes
- 5 Just occasionally (20% or less)
- 6 Never wear a seat belt in the front seat
- 7 Never travel by car **(GO TO Q27)**
- 99 **(DO NOT READ)** Don't know

ASK IF Q25A = 2 TO 6, 99

Q25c What are the reasons you don't always wear a seatbelt?

- 95 **RECORD VERBATIM** / Please type your answer in the box, providing as much detail as you can
- 99 **(DO NOT READ)** Don't know
- 98 **(DO NOT READ)** Prefer not to say



Section 8: Crashes

ASK IF S1B = 2 TO 9

Q27 Thinking about all forms of road use over the **past 3 years**, have you been directly involved in a **road crash** in any of the following ways.

CATI: IF NECESSARY/ CAWI: NOTE: That's including any road crash on a road or public place where vehicles are driven **[IF Q6=6 "or ridden"]** at

CATI: READ OUT

CAWI: Please select all that apply

MULTICODE

- 3 As a driver of a car
- 4 As a passenger in a vehicle
- 5 As a pedestrian
- 1 As a motorcycle rider
- 2 As a motorcycle passenger
- 6 As a cyclist
- 7 As an e-scooter rider
- 8 As a driver of a heavy vehicle or a bus
- 95 Any other way (Specify)
- 97 None of the above **(GO TO Q28b)**
- 99 **(DO NOT READ)** Don't know

ASK IF Q27 = 1-8, 95

PROGRAMMER NOTE - IF Q27 IS MULTI 'THE MOST SEVERE OF THESE CRASHES OTHERWISE 'THIS CRASH' IN Q28.

INT_Q28 Warning: the next question involves a question about the trauma experienced by you or another party to the crash. If you find this distressing and need to talk to somebody, **[CAWI: there is a helpline link at the bottom of this screen / CATI: we can provide you with a helpline number]**.

Q28 What was the result of (this crash / the most severe of these crashes)...

CATI: READ OUT SINGLE RESPONSE

CAWI: Please select one option below

- 1 There was minor damage to a vehicle but no one involved in the crash was injured
- 2 There was major damage to a vehicle but no one involved in the crash was injured
- 3 Someone was injured but no one needed to be hospitalised
- 4 Someone needed to be hospitalised but no one died
- 5 Someone died
- 97 None of the above
- 99 **(DO NOT READ)** Don't know
- 98 **(DO NOT READ)** Prefer not to say

ASK IF Q27 = 1,3,8 AND IF S1B = 2 TO 9

Q28a Over the past **three years** have you been involved in a crash while you were driving **[IF Q6m=1 or riding]** because of...

CATI: READ OUT

CAWI: Please select all that apply

MULTICODE- RANDOMISE 1-5

- 1 Using a mobile phone to text or make a call
- 7 Being distracted when driving **[IF Q6m=1 “or riding”]** (aside from using a mobile phone)
- 2 Falling asleep or being fatigued when driving **[IF Q6m=1 “or riding”]**
- 3 Failing to notice a stop sign or traffic light
- 4 Driving too fast for the road or weather conditions
- 5 Drinking and then driving **[IF Q6m=1 “or riding”]**
- 6 Taking drugs and then driving **[IF Q6m=1 “or riding”]**
- 97 None of these
- 99 **(DO NOT READ)** Don't know
- 98 **(DO NOT READ)** Prefer not to say

ASK ALL

ASK IF S1A>15 AND IF Q6D= 1, 4 OR Q6M = 1, 4 (CURRENT OR LAPSED LICENCE HOLDER)

Q28b Over the past three years have you been involved in a **near miss** where you **almost** crashed while you were driving **[IF Q6m=1 “or riding”]** because of...

CATI: READ OUT

CAWI: Please select all that apply

MULTICODE;KEEP RANDOM ORDER CONSISTENT WITH Q28B

- 1 Using a mobile phone to text or make a call
- 7 Being distracted when driving **[IF Q6m=1 “or riding”]** (aside from using a mobile phone)
- 2 Falling asleep or being fatigued when driving **[IF Q6m=1 “or riding”]**
- 3 Failing to notice a stop sign or traffic light
- 4 Driving too fast for the road or weather conditions
- 5 Drinking and then driving **[IF Q6m=1 “or riding”]**
- 6 Taking drugs and then driving **[IF Q6m=1 “or riding”]**
- 97 None of these
- 99 **(DO NOT READ)** Don't know
- 98 **(DO NOT READ)** Prefer not to say

Section 9: Fatigue

ASK IF Q6D= 1 OR 4 OR Q6M = 1 OR 4 (CURRENT OR LAPSED LICENCE HOLDER), ELSE SKIP TO NEXT SECTION

INT_FATIGUE Now a few questions about driver **[IF Q6=6 “or rider”]** fatigue or tiredness.

CATI: IF NECESSARY/ CAWI: NOTE: Again, any information you provide is protected by strict privacy and confidentiality rules. Your answers are grouped with other people's and used for statistical purposes only. You and your individual answers will not be identified.



ASK IF Q6D = 1, 4 OR Q6M = 1, 4 (CURRENT OR LAPSED LICENCE HOLDER)

Q28c How often do you drive [IF Q6=6 “or ride”] when you are feeling very tired (so tired you were struggling to keep your eyes open)?

CATI: READ OUT

CAWI: Please select one option below

- 1 None of the time
- 2 Some of the time
- 3 About half the time
- 4 Most of the time
- 5 All of the time
- 99 (DO NOT READ) Don't know
- 98 (DO NOT READ) Prefer not to say

ASK IF Q6D = 1, 4 OR Q6M = 1, 4 (CURRENT OR LAPSED LICENCE HOLDER)

Q29 In the past year, have you at anytime fallen asleep at the wheel while driving [IF Q6m=1 “or riding”] a motor vehicle, even if only for a second or two?

CAWI: Please select one option below

- 1 Yes
- 2 No (GO TO Q39b)
- 99 (DO NOT READ) Don't know (GO TO Q39b)
- 97 (DO NOT READ) Prefer not to say

ASK IF Q9=1 (FALLEN ASLEEP AT THE WHEEL WHILE DRIVING A MOTOR VEHICLE)

Q32 Thinking about the last time this happened, how long had you been driving [IF Q6m=1 “or riding”] for?

CATI: READ OUT

CAWI: Please select one option below

- 1 A short trip of no more than an hour
- 2 A trip of 1-2 hours
- 3 A trip of more than 2 hours (includes interstate truck trip, outback trip, etc)
- 99 (DO NOT READ) Don't know
- 97 (DO NOT READ) Prefer not to say

ASK IF Q9=1 (FALLEN ASLEEP AT THE WHEEL WHILE DRIVING A MOTOR VEHICLE)

Q33 When you fell asleep while driving [IF Q6m=1 “or riding”] a motor vehicle, were you driving while [IF Q6m=1 “or riding”]...

CATI: READ OUT

CAWI: Please select one option below

- 1 In a capital city
- 2 In regional city or large town
- 3 In the country or a remote area on a country or a remote area road
- 4 In the country or a remote area on a motorway, highway or freeway
- 99 (DO NOT READ) Don't know
- 97 (DO NOT READ) Prefer not to say



ASK IF Q9=1 (FALLEN ASLEEP AT THE WHEEL WHILE DRIVING A MOTOR VEHICLE)

Q35 What time of day was it?

CATI: READ OUT

CAWI: Please select one option below

- 1 Morning, 6am-10am
- 2 Mid-morning to mid-afternoon, 10am-3pm
- 3 Afternoon to early evening, 3pm-7pm
- 4 Evening, 7pm to 12pm
- 5 Midnight to 6am
- 99 **(DO NOT READ)** Don't know
- 97 **(DO NOT READ)** Prefer not to say

Section 10: Drug Use

ASK IF S1B= 2-13 (AGED 18 OR OVER). THOSE AGED 15-17 GO TO NEXT SECTION)

Q39b This question asks about use of **recreational** drugs such as marijuana, ecstasy, cocaine, heroin or other recreational drugs. This **excludes** drugs taken under prescription by a medical doctor. Remember your answers are confidential and anonymous.

In the last two years have you **ever** taken recreational drugs?

CAWI: Please select one option below

- 1 Yes
- 2 No
- 99 **(DO NOT READ)** Don't know
- 98 **(DO NOT READ)** Prefer not to say

ASK IF Q39B=1 (TAKEN RECREATIONAL DRUGS) AND IF Q6D = 1, 4 OR Q6M = 1, 4 (CURRENT OR LAPSED LICENCE HOLDER)

Q39c In the last 2 years, how often have you driven **[IF Q6m=1 "or ridden"]** within 6 hours of using recreational drugs?

CATI: READ OUT

CAWI: Please select one option below

- 1 Always
- 2 Very often
- 3 Fairly often
- 4 Just occasionally
- 5 Rarely
- 6 Never
- 99 **(DO NOT READ)** Don't know
- 98 **(DO NOT READ)** Prefer not to say



ASK IF S1B= 2-13 (AGED 18 OR OVER. THOSE AGED 15-17 GO TO Q42)

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

CATI: PROBE FULLY, IS THAT STRONGLY OR SOMEWHAT?

CAWI: Please select one option below

- 1 Agree Strongly
- 2 Agree Somewhat
- 3 Disagree Somewhat
- 4 Disagree Strongly
- 99 (DO NOT READ) Don't know

ASK IF S1B= 2-13 (AGED 18 OR OVER. THOSE AGED 15-17 GO TO Q42)

Q39e Have you seen police conducting roadside drug testing in the last 2 years?

CAWI: Please select one option below

- 1 Yes
- 2 No
- 99 (DO NOT READ) Don't know

ASK IF Q39E=1 AND IF Q6D = 1, 4 OR Q6M = 1, 4 (CURRENT OR LAPSED LICENCE HOLDER)

Q39f Have you personally been tested for recreational drug use while driving [IF Q6m=1 "or riding"] in the last 2 years?

CAWI: Please select one option below

- 1 Yes
- 2 No
- 99 (DO NOT READ) Don't know

ASK IF S1B= 2-13 (AGED 18 OR OVER).

Q39h In the last 2 years, have you ever been a passenger in a vehicle where you know the driver had taken recreational drugs within 6 hours of driving?

CAWI: Please select one option below

- 1 Yes
- 2 No
- 99 (DO NOT READ) Don't know



Section 11: Distraction Devices

ASK IF Q7A =1-5 (DRIVES AT LEAST SOMETIMES)

Q42 Excluding the use of a legally compliant hands-free system (such as a phone in a mounted cradle and/or connected to your vehicle's audio system), how often do you **answer** your mobile phone or smart watch if it rings while you are driving **[IF Q6m=1 "or riding"]** ? Would you say ... (**CATI: IF NECESSARY/ CAWI:**
NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot)

CATI: READ OUT

CAWI: Please select one option below

- 1 Always
- 2 Very often
- 3 Fairly often
- 4 Just occasionally
- 5 Rarely
- 6 Never
- 99 (**DO NOT READ**) Don't know
- 98 (**DO NOT READ**) Prefer not to say

ASK IF Q7A =1-5 (DRIVES AT LEAST SOMETIMES)

Q43 Excluding the use of a legally compliant hands-free system (such as a phone in a mounted cradle and/or connected to your vehicle's audio system), how often do you **make calls** on your mobile phone or smart watch while you are driving **[IF Q6m=1 "or riding"]**? Would you say ... (**CATI: IF NECESSARY/ CAWI:**
NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot)

CATI: READ OUT

CAWI: Please select one option below

- 1 Always
- 2 Very often
- 3 Fairly often
- 4 Just occasionally
- 5 Rarely
- 6 Never
- 99 (**DO NOT READ**) Don't know
- 98 (**DO NOT READ**) Prefer not to say

ASK IF Q42 OR Q43 =1-5 (MAKES OR ANSWERS CALLS WHILE DRIVING)

Q43a When you **make or answer calls** while driving **[IF Q6m=1 "or riding"]**, how often do use a legally compliant hands-free system (such as a phone in a mounted cradle and/or connected to your vehicle's audio system)?

IF NECESSARY/ CAWI: NOTE: Includes being stopped at traffic lights. Do not include pulling over in a safe spot)

CATI: READ OUT

CAWI: Please select one option below

- 1 Always
- 2 Very often
- 3 Fairly often
- 4 Just occasionally
- 5 Rarely
- 6 Never
- 99 (**DO NOT READ**) Don't know
- 98 (**DO NOT READ**) Prefer not to say



ASK IF Q7A =1-5 (DRIVES AT LEAST SOMETIMES)

Q43d And how often do you use a mobile phone or smart watch while driving **[IF Q6m=1 “or riding”]** to do other things that are not related to driving **[IF Q6m=1 “or riding”]** like accessing the internet, texting, taking photographs or using other applications? (Do not include Navigation/GPS)

CATI: READ OUT

CAWI: Please select one option below

- 1 Always
- 2 Very often
- 3 Fairly often
- 4 Just occasionally
- 5 Rarely
- 6 Never
- 99 **(DO NOT READ)** Don't know
- 98 **(DO NOT READ)** Prefer not to say

ASK ALL

Q47 Do you agree that talking on a mobile phone or smart watch while you are driving **[IF Q6m=1 “or riding”]** increases your chance of being involved in a crash?

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

CATI: IF NECESSARY (DISPLAY IF DOES NOT USE A MOBILE PHONE WHILE DRIVING ('6' on Q43)
Imagine you were using a mobile phone whilst driving **[IF Q6m=1 “or riding”]**.

CATI: READ OUT

CAWI: Please select one option below

- 1 Agree Strongly
- 2 Agree Somewhat
- 3 Disagree Somewhat
- 4 Disagree Strongly
- 99 **(DO NOT READ)** Don't know



Section 12: Vehicle Safety

ASK IF Q7A =1-5 (DRIVES AT LEAST SOMETIMES)

Q53 Some cars allow drivers to turn off certain safety features. Do you **ever turn off** any of the following features when driving?

ITEMS; CAROUSEL

- A Electronic Stability Control (ESC, also known as DSC, ESP or VSC)
- B Automatic Emergency Braking (AEB)
- C Lane departure alert
- D Lane keeping assist (active steering correction)
- E Speed limit alert

CATI: READ OUT

CAWI: Please select one option below

- 1 Yes, you always turn off
- 2 Yes, you sometimes turn off
- 3 No, you never turn off
- 4 Not aware that you can turn off
- 5 Don't have these features
- 99 (DO NOT READ) Don't know



Section 13: Heavy Vehicles

ASK if Q7a =1-5 (DRIVES AT LEAST SOMETIMES)

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

Q50 Do you allow extra space when overtaking or merging in front of heavy vehicles compared to passenger vehicles?

CATI: READ OUT

CAWI: Please select one option below

- 1 Always
- 2 Very often
- 3 Fairly often
- 4 Just occasionally
- 5 Rarely
- 6 Never
- 99 (DO NOT READ) Don't know
- 98 (DO NOT READ) Prefer not to say

ASK IF Q7A =1-5 (DRIVES AT LEAST SOMETIMES)

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

CATI: READ OUT

CAWI: Please select one option below

- 1 Less stopping distance
- 2 Same stopping distance
- 3 More stopping distance
- 99 (DO NOT READ) Don't know

ASK IF Q7A =1-5 (DRIVES AT LEAST SOMETIMES)

Q52 Do you feel the need to be extra cautious when driving [IF Q6m=1 "or riding"] near heavy vehicles?

CAWI: Please select one option below

- 1 Yes
- 2 No
- 99 (DO NOT READ) Don't know

Section 14: Demographics

ASK ALL

INT_DEMO To make sure we have a good cross section of people, we have a few remaining questions about yourself.



ASK ALL

D1 Are you ...

CATI: READ OUT

CAWI: Please select one option below

- 1 Still at school
- 2 Tertiary or other student
- 3 Full time home duties
- 4 Retired/Pensioner
- 5 Unemployed
- 6 Working
- 99 **(DO NOT READ)** Don't know

ASK IF D1=6 (WORKING)

D2 Do you typically work standard hours, shift work, or irregular hours?

CATI: PROMPT AS NECESSARY

CAWI: Please select one option below

- 1 Standard daytime hours (roughly 9am–5pm)
- 2 Shift work (fixed shifts outside standard hours, e.g., night or evening)
- 3 Rotating or irregular hours (roster changes week to week)
- 99 **(DO NOT READ)** Don't know

ASK IF D1=6 (WORKING)

D3 What is your occupation?
Please select the category that fits best.

CATI: DO NOT READ

- 1 Managers/Administrators (incl. all managers, government officials, administrators)
- 2 Professionals (include. architects, lawyers, accountants, doctors, scientists, teachers, health professionals, professional artists)
- 3 Technical or para-professionals (e.g. technical officers, technicians, nurses, medical officers, police officers, computer programmers or operators, teaching or nursing aids, scientific officers)
- 4 Trades persons (e.g. building, electrical, metal, printing, vehicle, food handling, horticulture, marine trades persons)
- 5 Clerks (e.g. secretarial, data processing, telephonist, sorting clerks, messengers)
- 6 Sales & Personal Service Workers (e.g. investment, insurance, real estate sales, sales reps, assistants, tellers, ticket sellers, personal service workers)
- 7 Plant & Machine Operators/Drivers (e.g. road, rail, machine, mobile or stationary plant operators/drivers)
- 8 Labourers & Related Workers (e.g. trades assistants, factory hands, farm labourers, cleaners, construction and mining labourers)
- 95 **(DO NOT READ)** Something else (SPECIFY / **Please type your answer in the box below providing as much detail as you can**)
- 99 **(DO NOT READ)** Don't know

ASK IF Q7A =1-5 (DRIVES AT LEAST SOMETIMES)

W7 Do you own a car or have access to a car owned by someone else in your household?

CATI: DO NOT READ OUT

- 1 Yes
- 2 No
- 99 (DO NOT READ) Don't know
- 98 (DO NOT READ) Prefer not to say

ASK if w7=1 (has a car)

W8 Please provide the make, model and year of the car in your household that you drive most often

CATI: DO NOT READ OUT

- A Make
- 99 (DO NOT READ) Don't know
 - 98 (DO NOT READ) Prefer not to say

- B Model
- 99 (DO NOT READ) Don't know
 - 98 (DO NOT READ) Prefer not to say

- C Year (**RESTRICT TO 4 DIGITS FROM 1900 TO 2025**)
(**CATI: IF NECESSARY:** / **CAWI: NOTE:**): If unsure of what year the car is, please give your best estimate...
- 99 (DO NOT READ) Don't know
 - 98 (DO NOT READ) Prefer not to say

Final comments

Q95 Finally, we'd like to know if you have any further comments you would like to make on any of the topics we have covered today.

95 **RECORD VERBATIM / Please type your answer in the box**

97 (DO NOT READ) Nothing to say

Prize Draw

ASK ALL.

PRIZE At the beginning of the survey it was mentioned that you would be eligible to enter a prize draw to win \$1,000. The prize is drawn on 26th November 2025 at the Wallis office in Camberwell Victoria. **[IF S1B=2-13 'AGED 18 OR OVER' OR LOC=1-6 OR 9-15 'LOCATION NOT SA']** Would you like to enter the draw?

[IF LOC=7 OR 8 'LOCATION SA' AND S1B=1 'UNDER 18'] As you are under 18 and living in South Australia, we require your parent's or guardian's consent for you to enter the prize draw. Does your parent or guardian give their consent for you to participate?

- 1 Yes
- 2 No

Participation in future research

ASK IF S1B= 2-13 (AGED 18 OR OVER).

Q100 If needed, and depending on your availability, would you be willing to provide your contact details to be invited to participate in further research on road safety?

Note: If you select 'yes' you could be contacted for further road safety research at some stage in the next 2 years, but you will not be obligated to participate.

PROMPT IF NECCESRARY / Please select one option below:

- 01 Yes
- 02 No

ASK IF Q100=1 OR PRIZE=1

Q100a INTERVIEWER NOTE: Please confirm details

Please enter your [IF LOC=7 OR 8 'LOCATION SA' AND S1B=1 'UNDER 18': parent's or guardian's] contact details below

Full name:

Phone number: (Please enter 10-digit without spaces or brackets)

Email: (Optional)

CLOSE

TERM TEXT

Unfortunately, you are not eligible for this survey. To participate in this survey, you need to be of a declared age or age group between 15 and 99 years old, and living at a known locality.

CATI

That is the end of this survey, thank you for your time. This research is carried out in compliance with the Privacy Act, and the information you provided will be used for research purposes only.

My name is <INT_NAME> from Wallis Social Research and this survey was undertaken on behalf of the Australian Government's Office of Road Safety.

If you require any further information about the survey or if you'd like to find out how we manage your personal information, you can call Wallis on [PHONE NUMBER] or view the Wallis Privacy Policy at www.wallis.social/privacy.

If any of the survey themes or questions made you feel distressed or uncomfortable. I can give you the phone number for mental health support.

BEYONDBLUE: 1300 22 4636

LIFELINE: 13 11 14



ONLINE

Thank you. Your survey is now complete.

This survey was undertaken by Wallis Social Research in compliance with the Australian Privacy Act. The information you have provided will be used for research purposes only.

If you would like to find out how we manage your personal information you are encouraged to view the Wallis Privacy Policy [here](#).

If you would like to understand more about the research we conduct you can view our current projects [here](#).

Support Services

If any of the survey themes or questions have made you feel distressed or uncomfortable, we encourage you to seek support. Helpline information can be found on our [support services page](#).

Contact us

If you would like to speak to a member of our team about this survey you can contact us [PHONE NUMBER] or use our [contact form](#).

UNSUBSCRIBE

Unsubscribe link: [LINK]

US1 Thank you, you have now been unsubscribed and will no longer receive any reminder emails, SMS or calls from Wallis regarding this survey.

We would still like to give you the option to continue with the survey, even though you will no longer receive these reminders to complete the survey. Would you like to continue with the survey?

01 Yes – continue, but don't send me reminders

02 No – I don't want to do the survey or receive reminders

W4 / EXCL=1 / US Unsubscribe

APPOINTMENTS

APT APPTYPE_MENU
What type of appointment is it?

1 Hard

2 Soft

28 Soft (to be resumed)

Please enter the name of the person to contact:

<SPECIFY>

