

# RAC Member Priorities Tracker

## RAC Member Priorities Tracker

In May 2021, 434 of our members<sup>1</sup> took part in a survey telling us their views on road safety issues in WA, and what could be done to reduce the number of people killed and seriously injured (KSI) on our roads.

### Contributors to KSI on our roads

Member's think the biggest<sup>2</sup> contributors are:

**86%**

driver behaviour

(e.g. speeding, drink/drug driving)



**84%**

driver mistakes

(e.g. due to inattention, fatigue)



**65%**<sup>3</sup>

driver skills

(e.g. not knowing the road rules, poor driving ability)



#### Followed by:

- » high traffic speed (23%),
- » road conditions (19%),
- » road design (14%) and
- » vehicle safety (4%)

### Vulnerable road user safety

**56%**<sup>4</sup>

disagreed they feel safe<sup>5</sup> as a cyclist when sharing the road with motorists



- » **70%** for regular<sup>6</sup> cyclists
- » **27%** of those under 30 do feel safe<sup>7</sup> vs 11% for those 30 or over

**47%**

disagreed<sup>8</sup> that roundabouts are safe for vulnerable road users such as cyclists and pedestrians



- » **63%** for regular cyclists

**32%**

disagreed they feel safe as a pedestrian when sharing the path with cyclists, e-scooters and other micro-mobility devices



- » **81%** of those under 30 do feel safe vs 48% for those 30 or over

**32%**

disagreed they feel confident<sup>9</sup> as a driver sharing the road with cyclists



- » **22%** for regular cyclists

**21%**

disagreed they feel confident as a driver when interacting with motorcyclists



<sup>1</sup> 331 from the Perth and Peel region and 103 from regional WA. Age, gender and location sampling quotas were applied, and data has been post-weighted to be representative of RAC's membership (which is broadly consistent with the WA population profile) - the margin of error at total sample level is +/-4.7% at the 95% confidence level.

<sup>2</sup> Results are based on members who said they believed these were in the top three contributors to KSI.

<sup>3</sup> Compared with 75% in 2020.

<sup>4</sup> Compared with 66% in 2020. In 2021, 32% felt neither safe or unsafe and 12% felt safe. In 2020, 23% felt neither safe nor unsafe and 11% felt safe.

<sup>5</sup> Results are based on members who said they strongly disagreed or disagreed with the statement that they feel safe.

<sup>6</sup> Those who reported cycling a few days a week or five or more days a week.

<sup>7</sup> Results are based on members who strongly agreed or agreed with the statement that they feel safe.

<sup>8</sup> Results are based on members who said they strongly disagreed or disagreed with the statement.

<sup>9</sup> Results are based on members who said they strongly disagreed or disagreed with the statement that they feel confident.



For the better

## Risky driving behaviours



**71%**<sup>10</sup> think driving 10km/h or more above the speed limit is unacceptable<sup>11</sup>

**36%** of those under 30 vs 21% of those 30 or over admitted to doing this at least sometimes<sup>12</sup>



**71%** think driving even though you know you are too tired to drive is unacceptable

**39%** of those under 30 vs 15% of those 30 or over admitted to doing this at least sometimes



**70%** think it is unacceptable to not allow a safe distance when passing cyclists

**60%** for regular cyclists, and 93%<sup>13</sup> of regular cyclists said they had never 'not allowed a safe distance when passing cyclists' over the past 12 months



**52%**<sup>14</sup> think driving up to 5km/h above the speed limit is acceptable<sup>15</sup> and 64% admitted to doing this at least sometimes

**15%** of those who drive frequently<sup>16</sup> drive up to 5km/h above the speed limit most of the time or always vs 2% of those who drive less frequently



**48%**<sup>17</sup> think driving while using 'hands free' is acceptable and 57% admitted to doing this at least sometimes

**26%** of those who drive frequently drive while talking on the phone using 'hands free' most of the time or always vs 9% of those who drive less frequently

## Member observations

**69%** observe<sup>18</sup> drivers being aggressive towards other drivers at least sometimes

**68%** observe drivers not leaving enough room for cyclists at least sometimes

**42%** observe drivers 'tail-gating' most of the time or always

**25%** observe drivers speeding far above the speed limit or using a phone without a 'hands free' device most of the time or always

## Government action to save lives and serious injuries



**81%** support<sup>19</sup> government being required to evaluate and publicly report on the safety outcomes of road safety programs and initiatives, including infrastructure investments



**76%** support mobile phone detection cameras being used in WA



**71%** think government should do more to reduce KSI, but only 40% think both sides of politics are working together to do so<sup>20</sup>

### Respondents believe effective ways<sup>21</sup> are:

**63%** Improving the design of regional road infrastructure (e.g. widened with rumble strips)

**62%** Improved infrastructure to make it easier to walk, cycle and catch public transport<sup>22</sup>

**57%** Improving the condition of regional road infrastructure<sup>23</sup>

**51%** Improving metropolitan intersections

**51%** Tougher penalties for risky driving behaviours

**48%** More road user education and training

### When asked what the single most effective<sup>24</sup> way would be:

**Tougher penalties for risky driving behaviour (19%) and more road user education and training (18%) came out top**

<sup>10</sup> Compared with 65% in 2020. In 2021, 22% considered it acceptable and 8% were neutral. In 2020, 25% considered it acceptable and 10% were neutral.

<sup>11</sup> Results are based on members who said the behaviour was totally unacceptable, mostly unacceptable or somewhat unacceptable.

<sup>12</sup> Results are based on members who said they did it always, most of the time or sometimes.

<sup>13</sup> Compared to 69% of all respondents who said they had never 'not allowed a safe distance when passing cyclists' over the past 12 months.

<sup>14</sup> Compared to 61% in 2020. In 2021 32% think it is unacceptable compared with 38% in 2020. The rest were neutral.

<sup>15</sup> Results are based on members who said the behaviour was totally acceptable, mostly acceptable or somewhat acceptable.

<sup>16</sup> Those who reported driving five or more days a week.

<sup>17</sup> Compared with 42% in 2020. In 2021, 44% considered it unacceptable and 8% were neutral. In 2020, 42% considered it unacceptable and 15% were neutral.

<sup>18</sup> Members were asked to indicate if they always, most of the time, sometimes, rarely or never, observe other drivers engaging in a range of behaviours from a prompted list.

<sup>19</sup> Results are based on members who said they strongly supported or supported the initiative.

<sup>20</sup> Results are based on members who said they strongly agreed or agreed with the statement.

<sup>21</sup> Results and ranking are based on members who said they believed these were very or extremely effective ways to reduce KSI.

<sup>22</sup> Compared to 54% in 2020. In 2021, 25% said it would be moderately effective and 14% said it would be slightly or not at all effective. In 2020, 30% said it would be moderately effective and 16% said it would be slightly or not at all effective.

<sup>23</sup> Compared to 51% in 2020. In 2021, 26% said it would be moderately effective and 17% said it would be slightly or not at all effective. In 2020, 29% said it would be moderately effective and 20% said it would be slightly or not at all effective.

<sup>24</sup> Members were asked to select the option they felt would be the most effective way to reduce KSI.



For further information please contact [advocacy@rac.com.au](mailto:advocacy@rac.com.au)