

RAC Member Priorities Tracker

Vehicle Safety

In May 2021, 434 of our members¹ 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 biggest² contributors are:

86%

driver behaviour

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



84%

driver mistakes

(e.g. due to inattention, fatigue)



65%³

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%⁴

disagreed they feel safe⁵ as a cyclist when sharing the road with motorists



- » **70%** for regular⁶ cyclists
- » **27%** of those under 30 do feel safe⁷ vs 11% for those 30 or over

47%

disagreed⁸ 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 confident⁹ as a driver sharing the road with cyclists



- » **22%** for regular cyclists

21%

disagreed they feel confident as a driver when interacting with motorcyclists



¹ 331 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.

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

³ Compared with 75% in 2020.

⁴ 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.

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

⁶ Those who reported cycling a few days a week or five or more days a week.

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


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

⁹ 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%**¹⁰ think driving 10km/h or more above the speed limit is unacceptable¹¹


36% of those under 30 vs 21% of those 30 or over admitted to doing this at least sometimes¹²

 **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%¹³ of regular cyclists said they had never 'not allowed a safe distance when passing cyclists' over the past 12 months

 **52%**¹⁴ think driving up to 5km/h above the speed limit is acceptable¹⁵ and 64% admitted to doing this at least sometimes

15% of those who drive frequently¹⁶ drive up to 5km/h above the speed limit most of the time or always vs 2% of those who drive less frequently

 **48%**¹⁷ 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% observe¹⁸ 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% support¹⁹ 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 so²⁰

Respondents believe effective ways²¹ 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 transport²²

57% Improving the condition of regional road infrastructure²³

51% Improving metropolitan intersections

51% Tougher penalties for risky driving behaviours

48% More road user education and training

When asked what the single most effective²⁴ way would be:

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

¹⁰ 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.

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

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

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

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

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

¹⁶ Those who reported driving five or more days a week.

¹⁷ 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.

¹⁸ 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.

¹⁹ Results are based on members who said they strongly supported or supported the initiative.

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

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

²² 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.

²³ 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.

²⁴ 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