

RAC Member Priorities Tracker

Road Safety

In March 2020, 341 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

Members think the biggest contributors² are:

Driver
behaviour
(e.g. drink driving)



88%

Driver
mistakes
(e.g. due to inattention)



85%

Driver
skills



75%

Followed by:

High traffic speed **19%**

Road conditions **19%**

Road design **10%**

Vehicle safety **5%**

Vulnerable road user safety



1 in 3

do not feel confident as a driver when sharing the road with cyclists (50% for those under 30).



Over 6 in 10

do not feel safe as a cyclist when sharing the road with motorists (70% for those aged 30 or more compared with 29% under 30).



1 in 3

do not feel safe as a pedestrian when sharing the path with cyclists, e-scooters and other micro-mobility devices (42% for those aged 45 years or over compared with 16% under 45).



Only 1 in 4

agree that roundabouts are safe for vulnerable road users such as pedestrians and cyclists.



¹ 248 from the Perth and Peel region and 93 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 +/-5.3% at the 95% confidence level.

² Respondents were asked to rank what they believe are the biggest contributors to KSI. Results are based on the proportion of respondents who ranked these contributors in the top three.

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Risky driving behaviours



77% of those in regional WA (vs 62% in the Perth metropolitan area) said it was totally unacceptable to drive without a seatbelt³ and 96% of respondents reported never doing this).



26% think driving 10km/h or more above the speed limit is at least somewhat socially acceptable and 21% admit doing this at least sometimes.

Members 45 years or over were more likely to never:

Use their phone to text, watch a video or use social media while driving **(93% vs 73% under 45).**

Use their phone to text, watch a video or use social media while stopped at traffic lights **(86% vs 53%).**

Touch or hold their phone to make a phone call while driving (including when stopped at lights) **(76% vs 50%).**

Saving lives and serious injuries



7 in 10 think government should do more to save lives and reduce the number of serious injuries on our roads.



Only 1 in 3 agree both sides of politics are working together to reduce the number of people killed and seriously injured on our roads.



Over 8 in 10 support/strongly support revenue from all traffic infringements (not just from speed and red-light cameras) being reinvested to help reduce road trauma.

Respondents believe effective ways⁴ to reduce KSI are:

- » Improving the design of regional road infrastructure **(62%)**.
- » Improved infrastructure to make it easier to walk, cycle and catch public transport **(55%)**.
- » Tougher penalties for risky driving behaviours **(51%)**.
- » Improving the condition of regional roads **(50%)**.
- » Improving metropolitan intersections **(49%)**.
- » More road user education and training **(49%)**.



Tougher penalties and more road user education and training came out top **(21% each)** when respondents nominated what they believed to be the single most effective option.

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³ Respondents were asked whether they felt driving without wearing a seatbelt was totally, mostly or somewhat socially acceptable/unacceptable, or if they thought people were neutral to this behaviour.

⁴ Respondents were asked to indicate the degree to which they felt each option in a prompted list would or would not be effective in reducing KSI. Results and ranking are based on respondents who said they believed these were very or extremely effective ways.