

# RAC Member Priorities Tracker

## Road Safety

In March 2022, 313 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<sup>2</sup>.

### Contributors to KSI on our roads

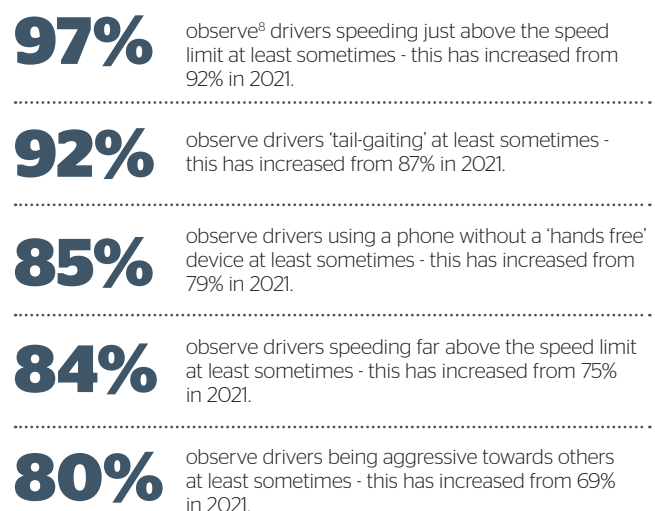
Member's think the biggest<sup>3</sup> contributors are:



### Vulnerable road user safety



### Observations of other drivers



<sup>1</sup> 235 from the Perth and Peel region and 78 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 +/-5.54% at the 95% confidence level.

<sup>2</sup> This is the third road safety survey as part of this tracker: 341 members completed the first survey in March 2020 and 434 members completed the second survey in May 2021.

<sup>3</sup> Results are based on members who said they believed these were in the top three contributors to KSI.

<sup>4</sup> Results are based on members who said they strongly disagreed or disagreed with the statement that they feel safe.

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

<sup>6</sup> Those who reported cycling once a week or more.

<sup>7</sup> Results are members who said they strongly disagreed or disagreed with the statement that they feel confident.

<sup>8</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 behaviors from a prompted list.



For the better

## Risky driving behaviours



**17%**

think driving 10km/h or more above the speed limit is acceptable<sup>9</sup> - down from 21% in 2021 and 25% in 2020.

- » However, **60%** admitted to doing this in the past year<sup>10</sup>.
- » **40%** of those under 30 admitted to doing this in the past year.



**15%**

think it is acceptable to use your phone (texting, watching video or using social media) when stopped at the lights - this is the same as in 2021 and down from 21% in 2020.

- » However, **27%** admitted to doing this in the past year.
- » **44%** of those under 30 admitted to doing this in the past year.



**14%**

think it is acceptable to touch or hold your phone to make a call while driving (including when stopped at traffic lights) - down from 17% in 2021 and 20% in 2020.

- » However, **40%** admitted to doing this in the past year.
- » **55%** of those under 30 admitted to doing this in the past year.



**9%**

think it is acceptable to not allow a safe distance when passing cyclists - down from 12% in 2021 and 14% in 2020.

- » However, **30%** admitted to doing this in the past year.
- » **81%**<sup>11</sup> of regular cyclists said they had never 'not allowed a safe distance when passing cyclists' over the past 12 months.



**4%**

think driving when you suspect you are over the legal blood alcohol limit is acceptable - down from 6% in 2021 and 9% in 2020.

- » However, **11%** admitted to doing this in the past year.

## Government action to save lives and serious injuries



**69%** think government should do more to reduce KSI on our roads, but only 32% think both sides of politics are working together to do so<sup>12</sup>.



**52%** support<sup>13</sup> the government prioritising road trauma reduction over traffic flow when making infrastructure investment decisions.



**76%** support government being required to evaluate and publicly report on the safety outcomes of road safety programs and initiatives, including infrastructure investments.

### Respondents believe effective ways<sup>14</sup> are:

**59%**

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

- » **73%** for those who are 65 years and older

**54%**

Improving the condition of regional road infrastructure

**52%**<sup>15</sup>

Improved infrastructure to make it easier to walk, cycle and catch public transport

- » **60%** for those who walk frequently<sup>16</sup>
- » **61%** for those who cycle regularly<sup>17</sup>
- » **61%** for those who use public transport at least weekly

**51%**

Tougher penalties for risky driving behaviours

### When asked what the single most effective<sup>18</sup> way would be:

Tougher penalties for risky driving behaviour (25%) and more road user education and training (15%)<sup>19</sup> came out as the top two for the third survey in a row.

<sup>9</sup> Results are based on members who said the behaviour was totally unacceptable mostly unacceptable or somewhat unacceptable.

<sup>10</sup> Results are based on members who said they did it always, most of the time, sometimes or rarely.

<sup>11</sup> Compared to 70% of all respondents who said they had never 'not allowed a safe distance when passing cyclists' over the past 12 months.

<sup>12</sup> In 2021 40% and in 2020 36% thought both sides of politics are working together to do so.

<sup>13</sup> Results are based on members who said they strongly support or support the statement.

<sup>14</sup> Results and ranking are based on members who said they believed these were very or extremely effective ways to reduce KSI.

<sup>15</sup> Compared to 61% in 2021 and 54% in 2020, this was the second most effective way to reduce KSI in these years.

<sup>16</sup> Those that walk five or more days per week.

<sup>17</sup> 61% for those who cycle at least weekly.

<sup>18</sup> Members were asked to select the option they felt would be the most effective way to reduce KSI.

<sup>19</sup> This has decreased from 19% in 2021 and 21% in 2020.



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