

# RAC Member Priorities Tracker

## Cost of transport

In September 2021, 383 of our members<sup>1</sup> took part in a survey telling us about their understanding of how they pay to use roads, the estimated costs of operating their cars and their views on the affordability of public transport.

### Cost of motoring

When thinking about all of the costs<sup>2</sup> associated with running their main vehicle:



### Estimate vs actual running costs

Actual annual vehicle running costs<sup>4</sup> vary for different vehicle categories.

When loan repayments are included, actual running costs become substantially higher than the average estimated costs.

Vehicle category	Example vehicle brand	Cost without loan repayments	Cost with loan repayments
Small car	Toyota Corolla Ascent Sport	\$2,857	\$9,578
Medium sized SUV	Subaru Forester 2.5iL	\$4,052	\$13,975
Large sized SUV	Mazda CX-9 Sport AWD	\$4,824	\$17,790

### How we pay to use roads

More than half (54%) feel that they know a moderate amount or more, about how they currently pay to use roads in WA.



**17%** say they know 'a lot' or 'a great deal'.

**13%** say they know 'nothing at all'.

Members have a good understanding of how much fuel excise tax they pay when purchasing petrol.

**40.3c/L**  
the average estimate of how much  
fuel excise tax they pay.

**43.3c/L**  
the actual fuel excise tax paid at the pump.  
» Younger Western Australians tend to underestimate the  
amount they pay, with those aged under 30 estimating  
an average of 29.7c/L

<sup>1</sup> 308 from the Perth and Peel region, 75 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% at the 95% confidence level.

<sup>2</sup> For the purpose of the survey, respondents were provided with examples of running costs such as fuel, registration, insurance, loan repayments and servicing.

<sup>3</sup> Average is calculated using the mean response

<sup>4</sup> RAC's 2021 Vehicle Operating Costs Survey



For the better

## Road pricing

**58%**



agree<sup>5</sup> that the way we currently pay to use roads in WA is fair and equitable.

**25%**



would support<sup>6</sup> WA introducing road pricing if it replaced current road user charges (i.e. stamp duty, petrol tax, licence fees, etc).

» **34%** oppose<sup>7</sup> the idea and **41%** have no feelings either way

### What is road pricing?



Road pricing is different from the current revenue system and refers to charging drivers for the use of roads, (i.e. a "user pays" system). Road pricing is viewed as a potential strategy to reduce peak hour travel, traffic congestion, air pollution, greenhouse gas emissions and as a tool to generate revenue for transport infrastructure.

### The level of awareness and support<sup>8</sup> for introducing road pricing initiatives in WA differs depending on the initiative.

Road pricing initiative	Awareness	Support	Oppose
Road tolls <sup>10</sup>	89%	18%	61%
Distance based charges <sup>11</sup>	33%	17%	51%
Congestion charges <sup>12</sup>	52%	32%	42%
Charges for bigger/heavier vehicles <sup>13</sup>	64%	49%	30%
Priority lanes/high occupancy toll lanes <sup>14</sup>	71%	49%	24%

### Members tend to agree<sup>15</sup> any road pricing charges should be cheaper or discounted for those who:

Live further from Perth CBD compared to those who live closer	<b>47%</b> agree <b>27%</b> disagree
Drive low or zero emission vehicles	<b>54%</b> agree <b>19%</b> disagree
Drive vehicles with a higher safety rating	<b>44%</b> agree <b>25%</b> disagree

## Public transport affordability

Perth members were asked their thoughts on public transport affordability:



**36%** agreed vs **42%** disagreed

that the annual cost of commuting to work is cheaper by taking public transport instead of driving.

» **59%** of regular public transport users<sup>16</sup> agreed and only **22%** disagreed.



**\$31.50**

is the average maximum amount members think they should have to pay per week.

<sup>5</sup> Respondents who 'agree' and 'strongly agree'

<sup>6</sup> Respondents who 'support' and 'strongly support'

<sup>7</sup> Respondents who 'oppose' or 'strongly oppose'

<sup>8</sup> Respondents who 'support' and 'strongly support'. 'Oppose' included those who said they 'oppose' or 'strongly oppose', and the rest said 'neither/unsure'.

<sup>9</sup> Awareness includes respondents who answered 'yes' to having heard of the road pricing initiative, with the remainder answering 'no'. When asked whether they support or oppose these strategies, respondents were able to respond 'neither/unsure' which is the remainder of responses.

<sup>10</sup> A road toll is a fee (or toll) which is charged for passage on a road. It is collected at "toll-collection booths" or automatically as a vehicle passes certain locations.

<sup>11</sup> Distance based charges are calculated according to the distance travelled by motorists and can apply across the entire road network.

<sup>12</sup> Congestion charges are fees to enter into certain areas such as CBDs and busy centres. Charges can be fixed or varied depending on the level of congestion (i.e. higher charges during peak periods).

<sup>13</sup> These are charges applied to motorists depending on the size of the vehicle they drive. Heavier vehicles may be charged more because they emit more pollution and contribute to wear-and-tear on roads.

<sup>14</sup> Dedicated lanes on the road that are free for vehicles with multiple occupants, and other exempt vehicles.

<sup>15</sup> Respondents who 'agree' and 'strongly agree'. 'Disagree' included those who said they 'disagree' or 'strongly disagree', and the rest were 'neutral'.

<sup>16</sup> Respondents who use public transport at least once a week



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