

Road safety and young Australians

Background information for Australia's delegates to the UN World Youth Assembly for Road Safety



**AUSTRALIAN
AUTOMOBILE
ASSOCIATION**

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ROAD SAFETY
IS NO ACCIDENT



The key issues

5 people die and 60 are seriously injured on Australian roads every day

In 2006, 1,603 people were killed on Australian roads. Some 22,000 people were admitted to hospital with serious injuries as a result of road crashes. Road crashes in Australia are estimated to cost approximately \$17 billion annually—or \$46 million every day. This is equivalent to 2.3% of Australia's GDP.

One young person dies on the road every day

In 2006, 552 people aged 25 years or younger were killed on Australian roads (34% of all deaths). Males represented three in four young people killed in 2006.

Road injury is the main cause of unintentional death and hospitalisation among young people. About ¾ of all preventable deaths among 15-19 year olds are due to transport injury.

Young people (especially males) are over represented

Some groups of young people are at especially high risk. In 2006 people aged 20 to 25 accounted for 17% of total road deaths but only 8% of the population. Males in this age group accounted for 13% of total deaths but only 4% of the population, while females in this group accounted for 3% of total deaths and 4% of the population.

Figure 1 (on page 2) plots death rates per 100,000 population by age group. It illustrates the high relative risk for young people, especially young males.

Some states do better than others

Table 1 shows that the number of young people killed differs significantly between the States and Territories.

When population size is taken into account, there is also significant variation in road death rates for young people across the States and Territories. The highest rate is in the Northern Territory, and the lowest rate is in the ACT (see Figure 2 on page 2).

Table 1 Numbers of people aged 0 to 25 killed in road crashes by State and Territory

	2006	%
NSW	184	33%
VIC	100	18%
QLD	110	20%
SA	34	6%
WA	80	14%
TAS	26	5%
NT	16	3%
ACT	4	1%
TOTAL	554	100%

Young drivers are at greatest risk

In 2006, 763 drivers were killed on the roads— young drivers accounted for 231 (30%) of these deaths.

Taking into account distances driven, young drivers are significantly more likely to be killed than other drivers. As shown in Figure 3 (on page 2), drivers aged 17 to 20 are over 11 times more likely to be killed than drivers aged 40 to 44.

Why are young drivers at greatest risk?

The following characteristics are often cited as contributing factors to the increased risk of young drivers:

- late teen and early twenties years are often associated with experimentation, impulsiveness and risk taking. These traits sometimes lead to young drivers over-estimating their own abilities and under-estimating the risk associated with driving. The research has repeatedly found that young drivers, particularly males, are more likely to speed, race and drink alcohol than other drivers;
- young drivers often have not yet developed the skills necessary to handle complex traffic environments or judge risky situations properly. This can lead to situations like driving too fast for the conditions, following too closely behind other vehicles and running red lights; and
- young drivers frequently travel during high-risk hours (late night, early morning and weekends), and often with passengers in the vehicle. Passengers are associated with increased crash risk because they can distract the driver and because young drivers are typically more susceptible to peer pressure than older drivers.

Figure 1 Road death rates by age group in 2006 (per 100,000 population)

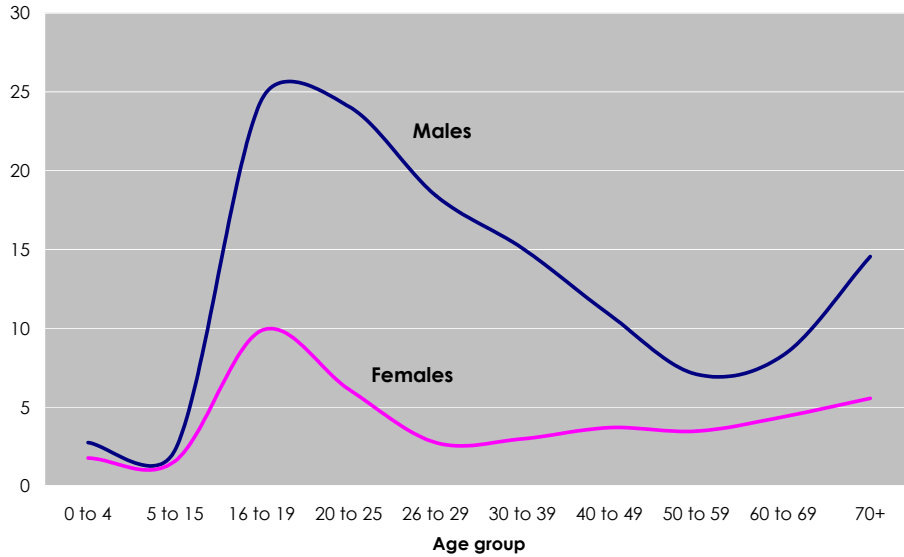


Figure 2 Road death rates for people under 25 years of age (per 100,000 population), 2006

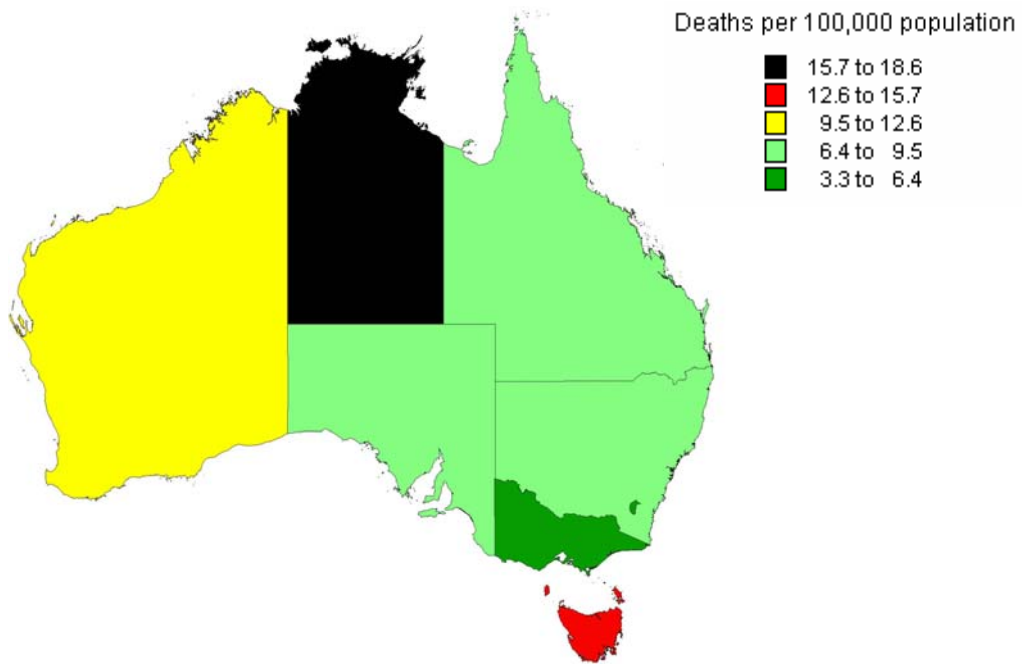
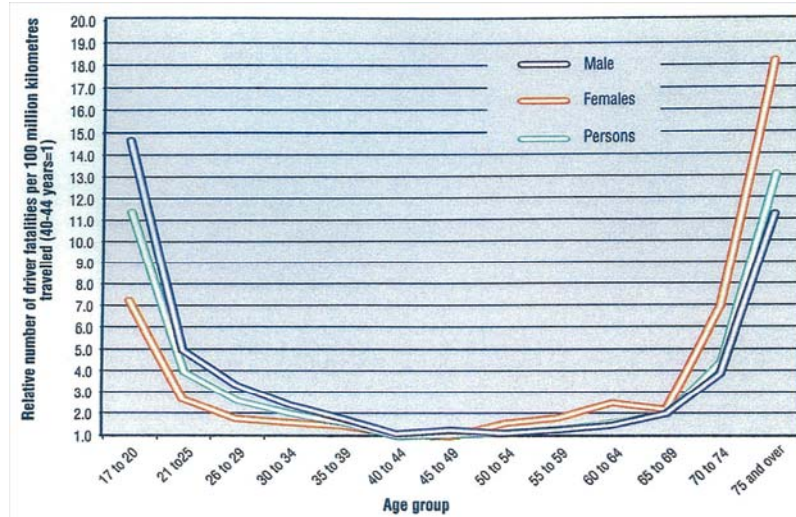


Figure 3 Relative risk of death per kilometre traveled by age group, 1998 to 2000



Young people as passengers

In 2006, 335 passengers were killed on the roads— young people accounted for 183 (55%) of these deaths.

Passenger deaths and injuries tend to be especially high among 16 to 19 year olds because they often spend a lot of time traveling as passengers—rather than driving, walking or bicycling—and they often travel in vehicles driven by young drivers.

Young pedestrians

In 2006, 227 pedestrians were killed on the roads— young people accounted for 55 (24%) of these deaths.

Child pedestrian deaths and injuries increase with age, particularly when schooling commences—the time at which children begin to travel independently. Most child pedestrian deaths result from an error made by the child. In 1999, 28 out of 33 pedestrians killed aged 16 years and younger were assessed as solely responsible for initiating the crash. Some of the characteristics of young children which mean they are at risk of being killed while walking include:

- they have under-developed peripheral vision;
- they lack the ability to accurately judge the speed and distance of a moving vehicle;
- they are easily distracted; and
- because they are small, drivers sometimes have difficulty seeing them.

On the other hand, compared to teenagers, young children are more likely to try and obey rules, less likely to deliberately take risks and less likely to take drugs and alcohol—which is significant contributing factor for pedestrian deaths among older people.

Driveways also present a risk for young children. On average, one child is killed or seriously injured in a driveway each week. Most driveway deaths:

- involve a toddler;
- happen at or near the child's home;
- involve a male driver; and
- involve a large vehicle, such as a 4WD or van. Sedans are involved in only around 20% of cases.

On your bike

In 2006, 39 bicyclists were killed on the roads— young people accounted for 11 (28%) of these deaths, and all of these were males.

There are many similarities between pedestrian and bicycle deaths for young people. Children tend to begin bicycling more often when they begin school, and for the reasons that mean

young children are at risk while walking also apply to bicycling.

Young motorcyclists

In 2006, 238 motorcyclists (both riders and pillion) were killed on the roads— young people accounted for 74 (31%) of these deaths. Nearly all the young motorcyclists killed were males (96%).

On a distance traveled basis, the death rate of motorcyclists is very high—between 1998 and 2002, the death rate per kilometre traveled was between 18 and 25 times that of motor vehicle occupants.

Motorcyclists have a higher death rate than other road users for two key reasons:

- as a group, they are more likely to take risks. This is especially so for young riders; and
- they do not have the physical protection that motor vehicle occupants have.

Motorcycle registrations have grown rapidly in recent years, partly because there has been a trend in older riders returning to motorcycling or getting a motorcycle for the first time. For example, in the five years to 2005, the number of motorcycles registered on Victorian roads doubled. There is therefore a risk that motorcycle crashes also increase rapidly.

Table 2 Numbers of people killed in road crashes by road user type, 2006

	Under 25	Rest of pop	Total	Under 25 as % of total
Driver	231	532	763	30%
Passenger	183	152	335	55%
Pedestrian	55	172	227	24%
Motorcyclist	74	164	238	31%
Bicyclist	11	28	39	28%
Total	554	1048	1602 *	35%

* 1 person was of unknown age

What's being done by governments?

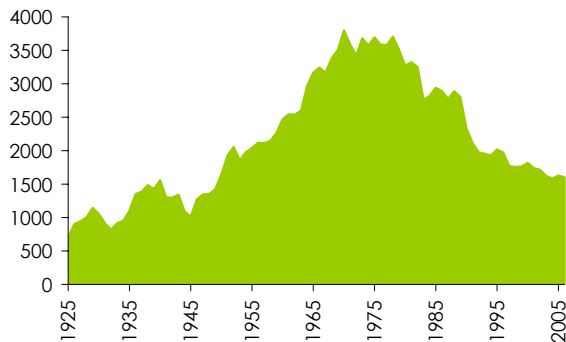
Road crashes are preventable

Australia is one of the countries that has been able to reduce road deaths and injuries, despite the number of vehicles on the road increasing. This is a result of concerted efforts by governments at all levels, non-government organisations (including the AAA motoring clubs), and the vehicle industry.

Policies aimed at stamping out drink driving, enforcing seat belt and helmet use, discouraging speeding, building safer cars, and constructing safer road infrastructure have all played an important role in improving safety.

But more needs to be done.

Figure 4 Road deaths since 1925



The safe system approach

Australia has been at the forefront of the development of the 'safe system' approach to road safety. The safe system recognises the need for *safer drivers in safer vehicles on safer roads*.

The following principles broadly underline the safe system approach to road safety:

- mistakes, errors of judgment and poor driving decisions are intrinsic to humans. The road safety system needs to be designed and operated to account for this;
- people who behave with criminal disregard for the safety of others should expect tough policing and tough penalties;
- safety can be built into the system in a comprehensive and systematic fashion, not just having the apparent problem areas patched up; and
- the 'engineered' elements of the system - vehicles and roads - can be designed to be compatible with the human element, perhaps taking lessons from motor racing that while crashes will occur, the total system is designed to minimise harm.

National Road Safety Strategy...

Australia has a National Road Safety Strategy (NRSS), which was adopted by the Australian Transport Council (ATC) in November 2000, and commenced in January 2001. The ATC comprises road and transport Ministers from the Federal Government and each State and Territory Government.

The Strategy provides a framework for coordinating the road safety efforts of governments and other organisations involved in road safety (such as the Australian Automobile Association, Bicycle Federation of Australia etc). The key target of the Strategy is a 40% reduction in the national road fatality rate from 9.3 deaths per 100,000 population in 1999 to no more than 5.6 in 2010.

... but we are behind target

By the end of 2006, the national road fatality rate was 7.8 per 100,000 population. Although this is substantially lower than the rate of 9.3 when the Strategy started, it is well behind the expected pro-rata rate of 6.9. Notably, until the end of 2004, the death rate was generally on track to meet the 2010 target. Since then however, the fatality rate has actually increased.

Figure 5 Road death rate vs national target (deaths per 100,000 pop)



Why are we behind target?

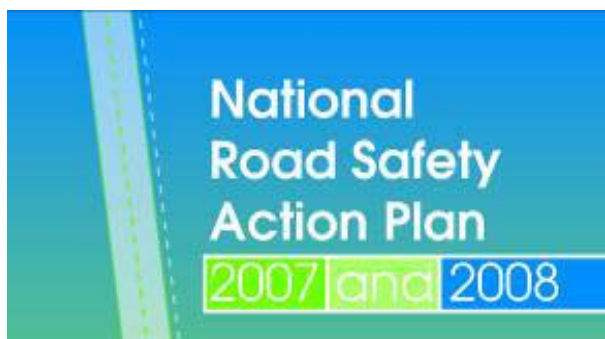
Within the NRSS, a series of Action Plans have been developed on a biannual basis. The 2007-08 Plan provides an analysis of the potential reasons why Australia is behind the NRSS target:

- growth in the number of kilometres traveled on the roads is higher than expected;
- with the exception of Victoria, speed management improvements have been incremental;
- investment in road infrastructure has remained fairly constant; greater investments are needed in order to produce greater benefits;

- the uptake of technology to encourage seat belt use and increase speed awareness (such as audible alerts) and the installation of electronic stability control in new cars has been slower than anticipated; and
- other factors such as 'learning effects', whereby motorists learn where enforcement is likely to occur and driver distraction, including the use of mobile phones, has increased.

Young people and the national strategy

The current Action Plan takes the approach that broad road safety measures, such as making roadsides safer, improving vehicle occupant protection and targeting drink and drug driving, are particularly important since they hold promise not only for vulnerable road user groups, such as young people, but also the wider population.



Nevertheless, the Action Plan does identify some actions that are specific to *novice drivers*—who are also generally *young drivers*.

Highest-impact actions

- Implement and evaluate best practice educational programs and graduated licensing systems for novice drivers.
- Encourage community and industry participation in key graduated licensing initiatives.
- Increase public awareness of the safety benefits for novice drivers of:
 - extensive supervised experience before solo driving is permitted; and
 - limiting access to higher risk driving, such as late night driving, driving with peer passengers, and drinking and driving.

Supporting actions

- Develop better methods for engaging young people in road safety issues.
- Monitor and report on research into novice driver development, risk factors, and the effectiveness of different interventions.

Novice driver performance indicators

- Monitor crash and injury incidence for the 17–25 year age group, including data on crash circumstances.
- Establish and report on a matrix of graduated licensing provisions.

State and Territory strategies

Each State and Territory also has a road safety strategy that is specific to the State or Territory and which broadly aligns with the National Strategy. These strategies can found at the following addresses:

- NSW, Road Safety 2010: www.rta.nsw.gov.au
- VIC, arrive alive!: www.vicroads.vic.gov.au
- QLD, Road Safety Strategy 2004-2011: www.transport.qld.gov.au
- SA, Road Safety Strategy 2003-2010: www.transport.sa.gov.au
- WA, Road Safety Strategy, 2003-2007: www.officeofroadsafety.wa.gov.au
- TAS, Road Safety Strategy, 2002-2006: www.transport.tas.gov.au
- NT, Road Safety Strategy, 2004-2010: www.ipe.nt.gov.au
- ACT, Road Safety Strategy, 2001-2005: www.tams.act.gov.au

National novice driver education trial

In December 2004, the Australian Government sponsored a Young Driver Forum, at which the Transport Ministers of the Australian, New South Wales and Victorian Governments announced a trial of a special novice driver education program involving 14,000 young drivers in New South Wales and Victoria. A further 14,000 will be selected for a control group. The trial will be the largest of its kind ever undertaken.

The program will provide novice drivers with an understanding of their own limitations and an insight into how they can reduce the risks they face on the road. It is to be aimed at reducing the shocking number of young deaths on Australia's roads. The trial will be jointly funded by the three governments, the Victorian Transport Accident Commission (TAC), the Federal Chamber of Automotive Industries (FCAI), NRMA Insurance and the Royal Automobile Club of Victoria (RACV).

At the time of writing, contracts for the development of the curriculum, the operational management of the trial and evaluation of the trial were being finalised.

The trial is due for completion in 2010.

Recent initiatives for young drivers

All of the States and Territories in Australia now have some form of Graduated Licensing Scheme (GLS) scheme in place or planned for implementation. A summary of the schemes as they stood in mid-2006 is provided in a separate document. Many of the schemes have evolved throughout recent years, and some of the most recent initiatives are summarised below.

New South Wales

From 1 July 2007:

- P1 drivers—those on their first year red p-plates—will only be able to carry one passenger under the age of 21 between 11pm and 5am.
- Any P1 driver caught speeding will automatically lose their driver's licence for at least three months.
- All mobile phone use will be banned for P1 drivers.
- P plates will have to be displayed on the exterior of cars—and not, for example, inside the windscreen.
- The mandatory period of supervised driving for Learner drivers will increase from 50 to 120 hours. The 120 hours includes a requirement of 20 hours of night supervised on-road driving.
- All Learner drivers will have to have their L plates for a minimum of one year before they can apply for a P plate licence (the minimum age for L's is 16). This is a 100 per cent increase on the current six month minimum while the validity of the Learner's licence will also be extended from three to five years.
- A new test focusing on hazard perception and how novice drivers respond to these hazards will be introduced. The test has been developed by the Roads and Traffic Authority (RTA) to prepare new drivers for a more demanding driving environment and ensure they have the basic skills for a lifetime of safe driving.

Additionally, the RTA will release two new resources to support all NSW high schools to teach driver education for years 9 and 10, and years 11 and 12 students.

A new TV advertising campaign targeting P plate drivers, working in conjunction with NSW Police's Operation Novus, has also begun.

For more information: www.rta.nsw.gov.au

Victoria

Victoria is implementing the following changes to its GDL scheme in three phases between 1 January 2007 and 1 July 2008.

From 1 January 2007:

- Licence loss mandatory at (or above) a Blood Alcohol Concentration (BAC) of 0.05.
- After paying fines and having their licence cancelled, P-plate holders, and any driver under 26 caught driving with a blood alcohol concentration of 0.07 or higher, now will have an alcohol interlock fitted to their vehicle for a minimum of six months when they return to driving.
- A person under the age of 26 years who holds any driver licence must have the licence in his or her possession at all times while driving or in charge of a motor vehicle.

From 1 July 2007:

- No mobile phone use, hands free or hands held, or any messaging of any kind.

- For learners under 21 years of age, a minimum of 120 hours of supervised driving experience (including 10 hours at night) with an official practice diary and declaration to be signed by the learner and supervising driver.

From 1 July 2008:

- Drink-driving offenders will have to fit an alcohol ignition interlock for a minimum of six months when re-licensed.
- Restrictions on driving high powered vehicles such as eight cylinder cars, cars with turbocharged or supercharged engines, and nominated high performance six-cylinder cars. Offences will attract a fine and three demerit points.
- For P1 drivers, no towing (unless for work or if under instruction).
- For P1 drivers, any licence suspension, drink-driving offence with a BAC up to 0.05, or drug driving offence, will result in an extension of the P1 period for six months, plus the period of suspension. A passenger limit will apply for the balance of the P1 period.
- For P2 drivers, any licence suspension, drink-driving offence with a BAC up to 0.05, or drug driving offence, will result in an extension of the P2 period for six months, plus the period of suspension.



For more information:

<http://www.arrivealive.vic.gov.au>

Queensland

Changes to the Queensland GLS will be rolled out from 1 July 2007 and include the following:

- Lowering the minimum learner age to 16 and extending the licence period to 12 months.
- Gaining 100 hours of certified, supervised driving experience for under-25 learners.
- Restricting all mobile phone use, including hands-free, blue-tooth accessories and loud-speaker functions, for learner and P1 provisional licence holders under 25.
- Restricting mobile loud-speaker functions for supervisors and passengers of learner and P1 provisional licence holders under 25, while they are being instructed.

- o Motorbike learners will be required to hold a car provisional licence for 12 months before obtaining a motorbike learner licence.
- o Introduction of a two-phased P1 and P2 provisional licence system.
- o Compulsory L plates and P plates (a red plate for P1 and green plate for P2).
- o Peer passenger restrictions (only carrying one passenger aged under 21) from 11pm to 5am for P1 under 25.
- o High-powered vehicle restrictions for provisional drivers under 25.
- o After 12 months on P1, licence holders must pass a hazard perception test to progress to P2.
- o Late night driving and other restrictions for disqualified and suspended young drivers.

For more information:

[http://www.transport.qld.gov.au/Home/Licensing/Learn to drive/Young drivers/](http://www.transport.qld.gov.au/Home/Licensing/Learn%20to%20drive/Young%20drivers/)

South Australia

From 31 October 2006, L and P plate drivers in South Australia disqualified from driving 'regress' through the GDL scheme.

After disqualification Learner's Permit drivers go backwards to:

- o passing the Learner's Permit Theory Test again, prior to being re-issued with a permit.
- o passing the Basic Ridersafe course if you are a motorcyclist.
- o holding the permit for a total period of nine months.

After disqualification P1 Provisional Licence drivers go backwards to:

- o applying for a Learner's Permit (no theory test required).
- o passing a practical driving test again (Vehicle on Road Test, Competency Based Training or Advanced Ridersafe), prior to being reissued with another P1 licence.

After disqualification P2 Provisional licence drivers go backwards to:

- o being issued with a P1 Provisional licence.
- o passing the Hazard Perception Test again before regaining their P2 licence.

For more information:

http://www.stopthink.sa.gov.au/stopthink/l_p_licence_regression.asp

Western Australia

New provisions of the Western Australian novice driver scheme are:

- o Restricting driving between midnight and 5 am for the first six months;
- o Restricting passengers under 25 in the first six months of the probationary period;
- o Zero BAC (Blood Alcohol Content) for learner and P-plate drivers for the entire two-year P-plate period;
- o A graduated demerit point system – no more than three demerit points for the first year and no more than seven for the second;

- o Six months minimum on Learner Phase Two;
- o Learner's permit to be valid for three years – instead of the one; and,
- o Tightened requirements for supervisory drivers, including zero BAC.

For more information:

<http://www.officeofroadsafety.wa.gov.au>

Northern Territory

In 2006, the NT Government announced a raft of new road safety initiatives that affect all road users from 1 January 2007.

Penalties for a range of road safety related offences will be increased:

- o drink driving infringement penalties for offences under 0.08 will double;
- o speeding infringement penalties will double and a new infringement penalty of \$500 for travelling more than 45 km/h above the speed limit will be introduced;
- o seatbelt penalties will double;
- o penalties for disobeying red traffic lights will double and penalties for disobeying yellow traffic lights will be increased; and
- o penalties for not displaying an L or P plate when required will double.

Speed limits will be introduced:

- o a 130 km/h speed limit will apply where signed on the Stuart, Barkly, Victoria and Arnhem Highways; and
- o a new default 110 km/h limit will apply on all other rural roads unless otherwise signposted.

A dedicated NT Police traffic branch known as the Northern Traffic Operations was launched on 18 December 2006.

In terms of young drivers specifically, the government will develop a comprehensive GLS. In the knowledge that a comprehensive GLS will not be implemented before 2008, the government will take the following initial steps:

- o provide for a minimum Learner licence period of 12 months, including for motorcycle licences, for all drivers under the age of 25 and six months for drivers 25 years or older;
- o provide for a Provisional licence period of two years or 12 months for drivers 25 years or older; and
- o mobile phone use in any form while driving be prohibited during the Learner and Provisional phases.

The government will also develop of a road safety education curriculum as part of the transition to Year 10 curriculum framework.

For more information:

<http://www.saferoadusers.nt.gov.au>

Anti-hoon legislation

Anti-hoon laws are in place throughout most of Australia. The laws are designed to deter offences such as excess noise, street racing, refusal to leave a public place, exhibitions of acceleration and burn-outs. The key feature of the laws is that they enable police to have the offender's vehicle towed and impounded (usually for 48 hours for first time offenders) at the offender's expense. The laws generally target at younger drivers.

In Victoria, an average of nearly five vehicles a day have been impounded since the laws were introduced in July 2006. According to Victoria Police crash studies, hoon driving contributed to 41 serious crashes between January 2003 and November 2004, resulting in 28 deaths.

Random roadside drug testing

There has been a longstanding prohibition on drug driving in Australian States and Territories. However, in December 2003, Victoria passed landmark legislation that enables Police to conduct random roadside drug testing for THC and methylamphetamine.

According to VicRoads, a driver who has recently consumed cannabis or an amphetamine based substance is at the same risk of having a crash as a driver with a blood alcohol concentration above 0.05.

A driver caught driving while under the influence of drugs for the first time is fined \$322 and loses three demerit points.

Similar laws were introduced in South Australia in July 2006. In South Australia between 2003 and 2005, more than 23% of drivers or riders killed and tested for the presence of the drugs THC, methylamphetamine and ecstasy, had detectable levels of one or a combination of these drugs.



Other States and Territories have been monitoring the success of the Victorian and South Australian schemes. From July 2007, Western Australia is expected to implement random roadside tests.

Speed in advertising

In August 2002, the Federal Chamber of Automotive Industries (FCAI) introduced the Voluntary Code of Practice for Motor Vehicle Advertising (the Code). This was largely in response to government and community concerns that vehicle advertising was undercutting road safety messages, particularly on speed.

The Code is administered by the independent Advertising Standards Board (ASB).



The Code was last reviewed in August 2006 by the Australian Transport Safety Bureau (ATSB), with input from state and territory road safety agencies, the Australian Automobile Association (AAA), the FCAI and its member companies and the ASB. The ATSB also consulted with the members of the National Road Safety Strategy Panel.

The review found that the Code has reduced the depiction of unsafe or inappropriate driving behaviours in vehicle advertisements. Independent research by CARRS-Q lends support to these observations. Furthermore, while trends in complaint numbers are not a reliable indicator, the continued low number of advertisements attracting complaint is an encouraging sign.

However, all stakeholders strongly affirmed the need for continued monitoring and review of industry self-regulation.

What's being done by the clubs?

Who are the motoring clubs?

The Australian Automobile Association (AAA) represents Australia's motoring clubs, who have a combined membership of some 6.5 million, making AAA one of the largest consumer organisations in Australia.

Club	Members
NRMA, NSW & ACT	2,400,000
RACV, VIC	1,600,000
RACQ, QLD	1,300,000
RAA, SA	562,000
RAC, WA	521,000
RACT, TAS	103,000
AANT	15,000

Driver training and education

Australia's motoring clubs play an active role in providing driver training and education for young people. During 2005, the clubs delivered the following services:

- Learner/novice/supervisor lessons 134,300
- Learner's test website hits 840,000
- Youth/high school sessions 5,250
- CDs distributed 20,000
- Magazine readership 31 million

Young / novice driver training

A number of the motoring clubs offer professional driving lessons specifically tailored for learner drivers, and focused on the underlying values, attitudes and thought processes that form the basis of safe driving.

Instructors take participants through a mixture of classroom discussion and practical on-road activities conducted in a range of real traffic environments. Training is often tailored to individual needs and can include personalised reports.

Parents and supervising drivers are also catered for, as clubs provide them with important information and useful advice on how to help their learner become a safe and responsible driver.

By way of acknowledgement for the important role supervising drivers' play, the RACV's Parent Plus program offers an incentive to encourage parents/carers to attend one of the early sessions with the learner driver.

As another example, RACT is Tasmania's largest statewide novice driver training provider, employing 12 driving instructors and delivering some 18,000 lessons a year.

Driver education and awareness

Education programs delivered to senior school students are designed to improve their road safety behaviour and attitudes. Australia's motoring clubs ensure their road safety education programs are integrated into the school curriculum.

Transmission – senior secondary students learn about road safety and use their imagination to create a Community Service Announcement for television. Winning entries are produced and aired on metropolitan and regional commercial television stations in Victoria. In 2006, more than 100 secondary schools are participating in this program.

Radio Transmission – following in the footsteps of the outstanding success of the Transmission program, senior secondary students create and record a Community Service Announcement script for commercial radio broadcast.

School visits – senior school students receive tips on getting their licence, a quick quiz, giveaways to keep interest levels high, and audio/visual material especially targeted for audiences on the verge of finishing school. The RACWA provides nearly 600 such presentations to high schools each year.

Youth & Road Trauma forums – dramatic crash rescue re-enactments presented to 4,000 senior school students on each occasion, involving all emergency services, interactive displays on vehicle safety (seatbelts, airbags, ESC, tyres), drug and alcohol teams, Red Cross, guest speakers with a brain injury resulting from a crash, and demonstrations of 40km/h and 60km/h stopping distances in wet and dry conditions.

free2go – designed for Year 12 students and 17 year olds, free2go offers a range of specially tailored club benefits and road safety advice for young people as they prepare to gain their licence and buy their first car.

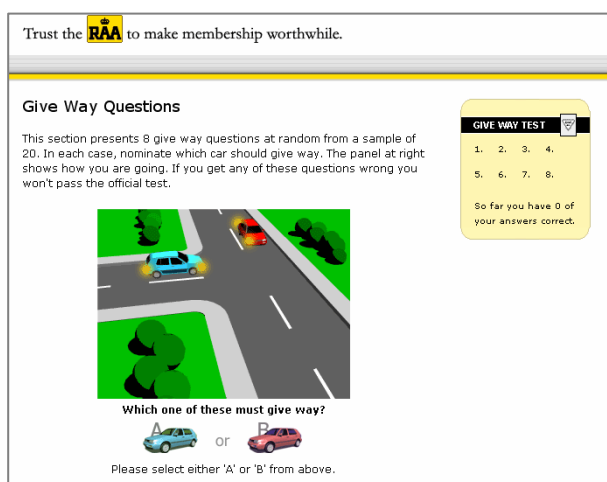
Online resources



Each club has specific web pages and some have completely dedicated websites for young and novice drivers, as well as for young people who are yet to obtain their licence.

Online tests, based on the questions that appear in a jurisdiction's official Learner driver tests, are one of the easiest ways to increase the chance of passing a Learner's permit examination by practising for the written component of a driving test.

The RAA's animated, interactive online Learner driver's quiz is consistently the most frequently visited section of the club's website, recording more than 70,000 visits a month. Friends can even challenge one another to beat their scores!



The RACQ also offers older drivers an online self assessment about their health, driving and other relevant issues which, based on the responses given, automatically generates information and advice on safety issues that the participant may need to address.

Extensive information can be downloaded from many club websites, on:

- o Applying for a licence – Learner's, Provisional and motorcycle
- o Conditions for licence holders – Learners including motorcycle, and Provisional
- o Getting your Open/Full licence
- o Graduated Licensing Systems
- o Infringement penalties and demerit points
- o How to select a driving instructor
- o Making the most of professional instruction

Driving simulators

NRMA Motoring & Services has opened a learner driving school incorporating two high-tech driving simulators, imported from The Netherlands, to teach absolute novices how to drive a manual vehicle.

The Safer Driving School offers learner drivers the opportunity to take their very first lessons in the totally safe environment of a driving simulator, then

gradually move to on-road lessons with experienced instructors in vehicles that exactly match the platform used in the simulators.

DVDs & CDs

Tightrope: your future is in the balance

A film designed to help Year 12 students think about the choices they have to make every time they get in a car, whether as a driver or a passenger. This film is available to all Queensland high schools, universities, community and youth organisations.

Safer Driving

Although ideal for novice drivers, safety techniques and road rules are relevant to anyone interested in becoming a safer driver, regardless of age or experience. It is an equally valuable resource for company fleets and driving schools.

SHIFT 2nd Gear

An award-winning, interactive multimedia CD that demonstrates the complexity of driving forms part of the NSW school curriculum. Young and aspiring drivers can put themselves in the driver's seat, make certain decisions for themselves, and then see the consequences of their actions.



Advice & information – handbooks, guides, fact sheets

Fact sheets

The clubs produce facts sheets on every road safety issue imaginable!

Getting There

A comprehensive guide for those who are teaching someone to drive. This booklet provides important information on how to be a passenger in your own car and how to help get a learner driver on the road to success. Getting There is widely distributed by road safety officers during Graduated Licensing System workshops.



RACQ Refresh

A handbook designed to help all drivers drive safely for longer by covering issues such as road rules, safe driving techniques, and sharing the road.

Research

The DRIVE Study – supported by NRMA Motoring & Services and being undertaken by the Institute for International Health, is the largest study in the Southern Hemisphere to examine the driver training method, mental health, attitude, gender, region and much more for 20,000 new P-plate

drivers. Participants are subsequently being 'tracked' to determine crash involvement.

Transforming Drivers – a joint NRMA Motoring & Services/University of Western Sydney/Australian Research Council study exploring messages derived by young people from media representations of cars and driving and road safety campaigns. The first component of the study also examined cultural and gender influences.

In the Driver's Seat: understanding young adults' driving behaviour (2005) – findings from the Australian Temperament Project, a longitudinal study of the development and wellbeing of 1135 Victorians from infancy to young adulthood. A joint project between the Australian Institute for Family Studies, RACV and the Transport Accident Commission, the study identified factors and pathways associated with risky driving, crash involvement and speeding offences.

Fatigue and Young Drivers (2006) – emphasised the importance of lifestyle and motivational factors in driving while tired.

Driver Behaviour Survey (2005) – NRMA Motoring & Services/Monash University research into the effects of text messaging on the driving performance of young and novice drivers.

Young Drivers and Road Safety (2004) – looked to gain a better understanding of some of the underlying issues contributing to the involvement of young drivers in crashes. A range of hypotheses was tested, along with possible remedial measures.

Young Driver Licensing (2005) – This RACV report aimed to contribute to the debate and ultimately the development of measures to reduce the crash involvement of young Victorian drivers.

National road safety programs

The Australian Automobile Association also supports and coordinates the clubs' roles in three significant road safety programs: ANCAP, UCSR and AusRAP. Although these programs don't focus specifically on young people, safer cars and safer roads benefit all road users.

Australasian New Car Assessment Program (ANCAP)

ANCAP crashes new cars in a controlled environment and awards them a star rating for how well they will protect the car's occupants and any pedestrians. Four key tests are used: frontal, side impact, pole impact and pedestrian.



For more information: <http://www.ancap.com.au>

Used Car Safety Ratings (UCSR)

Drawing on crash records from over 1.7 million police-reported crashes in New Zealand and Australia between 1987 and 2004, the used car safety ratings are calculated according to a car's potential to protect drivers and harm other road users. Ratings are provided for 305 vehicle models.

For more information: <http://www.aaa.asn.au/downloads/ucsr06.pdf>

Australian Road Assessment Program (AusRAP)

AusRAP produces maps showing the risk of road crashes that cause deaths and injuries and rates roads for safety. It highlights improvements that could be made to roads to reduce the likelihood of crashes—and to make those that do happen survivable.



For more information: <http://www.ausrap.org>

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