

## **INQUIRY INTO YOUNG DRIVER SAFETY AND EDUCATION PROGRAMS**

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30 November 2007

Mr Geoff Corrigan MP  
Chair Staysafe Committee  
Parliament of New South Wales  
Macquarie St  
Sydney NSW 2000

Dear Mr Corrigan

Council appreciates your invitation to contribute to the Committee's inquiry into Young Driver Safety and Education Programs.

For the past few years Council has been very active in promoting safe driving for all drivers, in particular, drivers in the 17-25 years age group. Through our work with NSW agencies such as NSW Police, PCYC, Dept of Education, NSW Health and the RTA we have learned a great deal with respect to what works and what doesn't work when trying to deliver road safety messages to young people.

Much of our experience has been reflected in the attached report that has been developed by Council's Road Safety Officer in conjunction with Traffic Engineers and our Community Worker – Youth.

For further information on this matter, please contact Mr Rudi Svarc, Manager Traffic and City Projects on 9839-6000.

Your sincerely

Ron Moore  
General Manager

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File: 148-11-1B-15



## **Submission to StaySafe Committee**

### **Blacktown City Council**

Author: On behalf of Council  
David Tynan Road Safety Officer

November 16 2007

**a) The current incidence of road crashes involving young drivers in NSW.**

- 1 The current incidence of road crashes demonstrates, without question, that when compared to other age groups young drivers are overrepresented. However, it is accepted by many researchers and practitioners that the most likely primary cause for this is a lack of experience in detecting and managing a road hazard in the first year of driving. However, in terms of hazard perception when driving, recent research (Tynan 2007 – Macquarie University) indicates that during the first year of driving (P1) hazard perception is improved to the level of drivers with several years experience. That is, as a driver gains more experience in the first 12 months of driving they realise that their early understanding is incorrect. Their repertoire of responses to specific situations is “upgraded”.
- 2 However, in terms of the number of licensed young drivers and the kilometres travelled the actual risk of a fatality or injury crash is very low, even to the young driver.
- 3 The affordability of cars seems to have improved for young people. It appears that a larger percentage of young people are able to afford expensive and/or modified cars. This has led to the emergence of new elements within the “car culture” in various suburbs of Sydney. The effect of car affordability as a factor in crash risk needs to be assessed in some detail.
- 4 Road crash information needs to be seen in terms of other health issues facing the community and young people in particular. NSW and Australian Health data shows that when compared to other causes of injuries sustained by young people such as suicide, injuries at work and through sport, etc, injuries caused by road crashes is a low priority (road transport trauma is only number 14 out of 20 for young males and not even in the top 20 for young females).
- 5 This presents a significant challenge to road safety educators as Gov’t spending at each of the three levels needs to be allocated to the area of most need.

***Conclusion***

- The ever reducing funds and the ever increasing number of young drivers suggests that to reduce the crash rates, alternative and more cost effective measures must be developed.
- Additional research is required into car affordability for young drivers, the type of cars being purchased and the relationship (if any) with crash risks.

**b) Underlying risk and major factors contributing to such crashes.**

- 1 The RTA generic risk factors are speed, fatigue, alcohol and seat belts. Unfortunately, there are limitations with how these factors are represented to the general public. A recent study from the USA indicates that using the above RTA causal factors actually masks the dominant causal factor for most crashes (NHTSA – Examination of Crash Contributing Factors Using National Crash Database). This report supports the conclusion by several Western Sydney Road Safety Officers that more effort needs to be placed on dominant causal factors such as rear end crashes. RTA crash data demonstrates 26% of all crashes in the Blacktown LGA are “nose to tail” crashes. It is of serious concern to Road Safety Officers in Sydney that in recent weeks the RTA Sydney region has demanded that education projects related to rear end crashes are to be

terminated. This demand from the RTA Road Safety Managers is made despite the overwhelming crash data to the contrary, and advice from the RTA Driver Licensing Unit that using the 3 second gap to avoid rear end crashes is a key message that all driving instructors need to promote and reinforce.

### **Conclusion**

- There is a need to review the road crash data in terms of what actually causes a crash rather than the traditional view of “speed, fatigue and alcohol” promoted by the Road User Safety management within the RTA.
- 2 There are also discussions in the media that promote an older driver’s perception that all young drivers are “hoons” or are people who “just don’t care”. This has led to misguided responses by some Govt advisors. Recent education projects and research indicates that rather than being “hoons” or people who “just don’t care”, young drivers are simply unaware of the potential cost of their actions should something go wrong. In addition, their recent driving experience may have also led them to believe that nothing will actually go wrong.

### **Conclusion**

- There is a need to present to the media a more accurate picture of the number of older drivers who are being caught for “hooning”.
- 3 Speed
- 3.1 Discussions with local young drivers indicates they have received mixed messages as to how the word “speed” has been used in the road safety context. It appears that many young people have interpreted the various messages to mean that “exceeding the speed limit is bad” without understanding the reasons behind the statement.
- 3.2 The clear distinction between the concepts of “speed compliance” and “appropriate speed for the conditions” have not been adequately taught either through the RTA school resources, or through other programs, or through driving schools. More information is required to clearly articulate the difference between “speed compliance” and “appropriate speed”, the reasons why both concepts need to be understood and practical methods to assist in driver decisions related to both concepts.
- 3.3 In addition to having not been taught about the above concepts, each day young drivers witness many older drivers exceeding the speed limit without either being “caught” by the Police, or having a crash, or even having a “close call”. The daily lesson to young drivers is that exceeding the speed limit is not only OK, but is also accepted driving behaviour. Young drivers often say they are just doing what everyone else gets away with.

### **Conclusions**

- There is a need for the NSW Dept of Education and the RTA to adopt a more focused and consistent education to ensure young drivers understand that in terms of road safety (not speed compliance), the appropriate speed is related to the time available for the driver to recover from a mistake, and, the increased potential damage and injury that may be caused by increasing the speed of impact.
- There is a need for additional Police resources to be dedicated to traffic enforcement to increase the expectation that “you might be caught”.

## 4 Alcohol

- 4.1 The zero alcohol message appears to have been understood by most young drivers. Discussions with local youth indicates many are still unaware of the risk of a positive BAC reading on the morning after a big night.
- 4.2 The new passenger restrictions for young drivers is of particular concern as the RTA research indicated young people were actually very good at using the Designated Driver system. There is a distinct lack of practical alternative strategies options available for young drivers to balance the new regulations and assist them to avoid drink driving.
- 4.3 Without a positive and constructive alternative, the new regulations send the message to young drivers that they are all “bad drivers” and they will be forced to behave. This will lead to many young drivers adopting additional undesirable driving behaviours to “get around” the new laws.

### **Conclusions**

- Social educators know that young people are adept at uncovering ways around any new regulation. As a result, we are expecting to see an increase in drink drive offences for young drivers from July 1 2007.
- Additional practical methods to assist young people to avoid drink driving are required.

## 5 Fatigue

- 5.1 While the influence of speed and alcohol are relatively easy to determine at a crash scene through skid marks and BAC testing, the influence of fatigue can be difficult to determine and as a result has been grossly misrepresented. It has been accepted by the RTA that the Police data recorded at the crash scene is very limited. “Fatigue” is often used as a “catch all” factor when other factors are not obvious.
- 5.2 Regardless of whether the data is accurate or not, many young people have a lifestyle that indicates they are often subject to fatigue while driving. A combination of intense study and or/work, late night (early morning) social engagements, sporting commitments and multiple part time jobs saps the energy of even the most enthusiastic young driver. Unfortunately, young people are provided with very few, if any, practical options to either avoid or manage fatigue while driving as the car is the main form of transport to implement their busy schedule.
- 5.3 The new passenger restrictions will lead to more young drivers driving during the late evening and early morning. Research into workplace accidents indicates the 1:00am to 4:00am time frame is the time where people are most likely to make mistakes that result in injury.

### **Conclusion**

- As a result of the new passenger restrictions, it is likely that significantly more young drivers will be suffering from fatigue when driving, particularly on Thursday, Friday and Saturday between 6:00pm and 6:00am. This in turn is

expected to lead to an increase in crash rates during this time period for young drivers.

## 6 Other “causal factors” to be considered

6.1 For young drivers in particular, at least two additional risk factors need to be considered and commented on by Police as part of their crash investigations. These factors can be referred to as “Conditioned Response” and “Road Design”:

### 6.2 “Conditioned response”.

6.2.1 This is a well known psychological pattern that describes that as a person learns a new skill, early experience creates the expectation that a specific behaviour will result in a specific consequence. Some researchers incorrectly refer to this as “over confidence” or “risk taking”.

6.2.2 A recent example where conditioned response may have had a large influence occurred in the triple fatality in the Blacktown LGA (Glendenning) last year. It appears that although everyone involved (parents, driver, passengers, etc) were doing the right things a mistake was made. Police advise that speed and alcohol were definitely not factors. The time of the crash (7:00 am) and the fact that it followed a night of celebrations, suggests that fatigue may have been a factor. It is reasonable to assume that driver was tired after a night of celebrations. However, conditioned response may also have been a factor. It is reasonable to assume that due to his most recent experience on the number of trips he conducted in the previous hour, he may have come to believe there would be no traffic at that intersection. When fatigue and conditioned response are combined as factors it is relatively easy to understand that the driver may have actually seen the truck coming, but being tired and of the belief that the road had been “empty” every other time, he was unable to process the information correctly and accelerated into the intersection instead of braking. Examples of this type of conditioned response mistakes are commonplace on industrial sites with both experienced and new employees.

6.2.3 This is a similar situation for illegal street racers who choose to conduct illegal races at night in apparently deserted streets. The assumption that the street is “safe” for a race and the spectators are “safe” is based on very limited experience with what can go wrong with a high powered car/bike or during a race.

### 6.3 Road design

6.3.1 Road Design has led to significant reductions in crash rates over the past 30 years. Small changes such as adding a “recovery zone” at the edge of a road has allowed many drivers to overcome simple mistakes often caused by in-car distractions.

6.3.2 While many experienced drivers are quite capable of anticipating and overcoming design problems on Australian roads, young people lack this same capability. As the design issues are a harsh reality of the current road system, this skill deficiency needs to be addressed during training.

6.3.3 Two serious crashes involving young drivers illustrate this point. At the southern end of the Kangaroo Valley one particularly large tree was struck by many vehicles over the past few years. Eventually, the tree was removed in late September 2007. Two crashes at this one tree illustrate the need to clearly define road design as a contributing factor separate to speed and alcohol. Damage to the vehicle, injuries to the occupants and subsequent Police investigations at the first crash in 2003 clearly indicated high speed

and alcohol were the primary factors. However, the second crash in 2005 was at less than 60 kph, in the morning, driver only and was caused by an in-car distraction that resulted in the car moving slightly to the left. The P plate driver was simply unable to recover after the wheels on the left side rolled off the edge of the bitumen. With the tree being less than a metre from the bitumen, in the direct path of the car and no room to recover, the car hit the tree. In both crashes, road design should have been listed as a factor. If the tree had been removed before the 2003 crash, the crash would still have occurred but it may have been listed as an injury crash and not a multiple fatality. The 2005 crash may not have happened at all if the road had a “recovery zone” installed instead of a large tree.

### **Conclusions**

- It is a gross oversimplification to relate any one crash to only speed, fatigue and alcohol. The US research indicates these are secondary factors and not the primary factors.
- There is a need for local research by one of the four independent and leading road safety researcher institutes in Australia to either validate or disprove the findings of the US research.
- If the US research is validated, an immediate change to the Government priorities for road safety is required.
- Police require additional training in crash scene investigation to ensure improvements to the quality of recorded information relating to fatigue, conditioned response and road design.
- There is a need to investigate methods of assisting learner drivers to “fast-track” their skill development in issues related to driving on “poor” roads.

### **c) Differences in driving behaviour, crash outcomes and relevant trends in urban and rural areas of NSW.**

- 1 Blacktown LGA has a percentage of its youth population who are “at-risk” in terms of:
  - Dropping out of formal education.
  - Engaging in crime.
  - Becoming long term unemployed.
  - Driving unlicensed.
  - Mental health issues.
  - Low participation levels in recreation.
- 2 It appears that the most significant issues for these at-risk young people in Blacktown revolve around the social requirements of their friends and family that include:
  - 2.1 The need to transport family and friends to the shops, school, social events etc. Despite being unlicensed, many young drivers are the only driver in the family and are pressured into driving long distances with multiple passengers over unfamiliar roads.
  - 2.2 Many young people do not have access to a supervising driver or a suitable car necessary to complete their Log Book hours. In addition, many families and individuals do not have the financial means to pay for driving lessons.
- 3 Some of the young drivers have lost their licence due to traffic infringements or have been banned from holding a licence due to previous and often unrelated law enforcement issues related to the Office of State Debt Recovery. Anecdotal evidence from NSW Police Crime Prevention and Youth Liaison Officers



indicates that many young people continue to drive unlicensed and become resigned to the belief that they have no alternative.

### **Conclusions**

- As a result, many “at-risk” youth in the LGA engage in unlicensed driving both in and around Sydney and on trips to rural communities. This behaviour starts at the age of 14 or 15 years.
  - Assistance schemes are required to provide a positive and constructive alternative to assist youth to not only obtain and keep a drivers licence but also to avoid/minimise local crime issues.
  - Assistance schemes need to allow young people to regain their license and car registration status with dignity. This style of program has been trialed and found successful in the Blacktown LGA.
- 4 Blacktown LGA also enjoys the economic benefits of a major motor sport precinct. In contrast to the economic benefits the precinct also represents other potential risks as the surrounding industrial areas provide ideal illegal street racing sites.
- 5 Police operations at the Western Sydney International Dragway (WSID) indicate an interesting outcome that requires further investigation. Each Wednesday night WSID conduct the Off Street Drags where street legal cars can race in a controlled environment. Records from Police Operations at WSID indicates that the majority of drivers exiting WSID at the end of the night who attract the attention of Police (burnouts, speed, etc) are predominantly the spectators and not the competitors. This suggests that the opportunity to engage in organised and legal racing events may lead to less anti-social driving behaviour.
- 6 Due to a lack of Police resources, Highway Patrol Officers are unable to monitor and/or provide enforcement in and around the Motor Sport Precinct.

### **Conclusion**

- There is a need to introduce additional numbers of Highway Patrol Police resources to:
  - Enable ongoing 24 hour operations to be conducted at “high-risk” locations without restricting normal patrols.
  - Enable Highway Patrol Police to be actively engaged in education programs with “at-risk” young drivers – eg, PCYC, Traffic Offenders Programs, Reconnect, etc.
  - Enable Highway Patrol Police to conduct pro-active education programs in conjunction with the motor sport providers at Eastern Creek.

#### **d) The availability and appropriateness of current diversionary and educational programs for young offenders involved in serious traffic violations.**

- 1 After being caught, many young drivers are offered the chance to attend a Traffic Offender Program (TOP). The number of young drivers attending a TOP in NSW (over 50% since 1992) indicates that Magistrates are willing to offer young drivers an opportunity to undertake a structured education program.

- 2 In 1999, the consultant David Saffron was engaged by the RTA to evaluate the Mt Penang and Blacktown TOPs using 2,532 offenders who attended either programs during 1993, 1994 and 1995.
- 3 At that time a senior RTA Manager was quoted as saying that:
  - o 'these were better than expected results clearly indicating that TOPs have a significant effect on reducing the re-offending rate'
  - o 'the results of the evaluation are extremely encouraging in terms of exploring the potential for TOPs to reduce re-offending'
  - o 'TOP is a strategy that targets a particular group and the evaluation showed that this target group is responding'
- 4 The primary measure of effectiveness used by the evaluation was if an offender had a higher or lower likelihood of re-offending if they attended a TOP.
- 5 The re-offending rate if they DID NOT attend a TOP was 30%. This result has encouraged the 'social norm' argument in that it indicates that 70% of offenders will learn by their mistake and not re-offend.
- 6 The re-offending rate if an offender DID attend a TOP was only 19%. This result demonstrates clearly that the 'social norm' can be drastically improved through education programs. It is interesting to note that the RTA Road Safety management has stated on many occasions that they believe that education programs on their own do not produce and road safety benefit. TOPs provide scientifically valid evidence that the approach of the RTA is incorrect.
- 7 In the RTA's *Drink Driving Problem Definition and Countermeasure Summary* (August 2000) the statement is made that "A recent evaluation has shown that TOPs participation reduced the probability of re-offending by 25%. More research will be conducted into the effectiveness of TOPs". To date, this research has not been forthcoming. In addition, due to the success reported in the RTA evaluation the PCYC's TOP and the Probation and Parole "Sober Driver" Programs were developed.
- 8 Another study was conducted by the Bureau of Crime Statistics & Research and examined the sentencing patterns of Magistrates in terms of how they applied the Section 10 ruling. One of their conclusions was that those Courts who regularly sent offenders to a TOP provided harsher penalties than Courts that did not use a TOP.
- 9 In addition, the penalties imposed, whether or not they were a reduced sentence, were seen by the community as being an appropriate penalty. This study demonstrates that when the Courts work with the TOPs they are providing the general community with fair and appropriate method of managing serious driving offences.
- 10 TOPs have provided a practical and apparently successful means to educate traffic offenders. Blacktown TOP has educated over 10,000 first time offenders since 1992. Records show over 50% of these offenders were in the 16-25 years age group. This indicates magistrates are more willing to provide education to young drivers compared to older drivers who should know better.
- 11 Given the changes introduced since 2000 (Graduated License Scheme) the Blacktown TOP and PCYC TOPs need to be evaluated in terms of how well TOPs address current traffic offence issues.

- 12 Be that as it may, a recent evaluation of a provisional license traffic offender education program in South Australia (Driver Intervention Program) indicates that although TOPs achieve a reduced repeat offence rate, an important question remains unanswered - How much do TOPs influence crash rates for first time offenders?
- 13 NSW PCYC and Blacktown TOP are in possession of easily accessible and verifiable data for thousands of young drivers who have already qualified themselves as drivers who have committed serious traffic offences. This data can be assessed to determine, without question, if the “current diversionary and educational programs for young offenders” are actually delivering a positive “road safety” outcome as well as a positive “traffic compliance” outcome.
- 14 NSW PCYC and the Blacktown TOP will continue regardless of whether and evaluation is conducted as the anecdotal evidence indicates strong positive results.

### **Conclusion**

- An evaluation is urgently needed to assess the true level of success of current TOP style programs.
- Additional research into current offender programs is required to specifically separate the results/outcomes in terms of whether they reduce crash rates or only reduce re-offending rates.

### **e) The efficacy of young driver education programs and the potential for development and expansion of these programs, subject to proper evaluation.**

- 1 In addition to taking lessons from professional driving instructors, there are several opportunities for young people in the Blacktown LGA to receive driver education. These include activities organised through their school such as:
  - Attending a RYDA program.
  - Attending the NRMA & Westmead Hospital Forum at Homebush.
  - Attending the Blacktown RSL Forum.
  - Practicing the RTA Driver Knowledge Test on the school computers.
- 2 Council has also been an active stakeholder in local programs since 2004. These programs have been derived from the Blacktown TOP and adapted to meet the needs of local youth. It is a concern that the RTA Road Safety management in Sydney Region have instructed Council withdraw from all young driver programs except those that deal primarily with Aboriginal youth. Currenty Blacktown Council programs include:
  - Driver Education For Youth (DEFY)
  - Youth Motorsport Expo (YME)
  - Keep Aboriginal Youth Safe (KAYS)
- 3 Unfortunately the DEFY “program” was not effective at attracting the interest of a sufficient number of young people to justify continuing the program. However it did provide an opportunity to trial a range of concepts and education elements. The DEFY program was a series of “education/theory” sessions and included the incentive of \$200 in prizes for participants who kept their license “clean” for 12 months. Anecdotal evidence from the DEFY program Council indicates that:

- The potential for prizes does not gain or maintain the interest of young drivers in terms of improving their driving.
  - As a topic of discussion, “road safety” is quite boring to young people.
  - Young people are interested in the effect of a crash on their ability to enjoy their social life and their overall “freedom” whether or not they drive legally or unlicensed.
  - Different groups of young people respond to different messages such as crash analysis, insurance, car modifications, car racing, crash scene photographs, etc. The factor that sparks their interest usually relates to decisions/issues they are facing at the time.
- 4 The DEFY elements became critical components in the KAYS program and YME event. Both of these programs are not “sold” to young people as a road safety intervention. KAYS and YME are sold in terms of how a driver’s license provides a “gateway” to education, social activities and employment that in turn enables their personal freedom.
- 5 KAYS is a whole of government project initiated by Sydney West Area Health and Dept of Education following a report into injury prevention in the Blacktown LGA. KAYS now includes active involvement of eight state Govt agencies (including the RTA and TAFE), Council and two local private sponsors.
- 6 KAYS and YME contribute to the development of a detailed understanding of how to obtain a drivers license and then how to keep the license. In depth discussions are conducted on issues such as:
- The RTA Graduated Licensing System
  - Demerit points system.
  - Avoiding demerit points, alcohol, drugs and car modification offences.
  - Speed, alcohol and car worthiness enforcement practices used by Police.
- 7 The KAYS program is also “sold” as providing the means to:
- Clear debt with the NSW State Debt Recovery Office. Some young people have debts of over \$1,000.
  - Gain sufficient experience and confidence to attempt the RTA Driver Knowledge Test. Many of these young people have grown up in an environment that has not supported or encouraged the development of literacy and numeracy skills and/or high self-esteem.
  - Obtain their Learner License.
  - Access a car and a supervising driver to complete their Log Book hours.
- 8 A long term evaluation of the KAYS program is being conducted by The George Institute as part of the Blacktown Aboriginal Safety Promotion Program.
- 9 Despite a lack of scientific evaluation, anecdotal evidence from a range of Council programs and other programs mentioned above, suggests that:
- 9.1 Local communities are keen to offer young people a range of positive options that balance the new RTA restrictions. To this end, it is important to publicly recognise the attempts by the community to “do something constructive”.
- 9.2 Although attending a single day or half-day activity can influence the beliefs of young people, these new beliefs will probably be “overwritten” a few months later due to the natural “leak-down” effects that erode long term memory. This conclusion is supported by the recent DRIVE study evaluation.

- 9.3 Providing a range of activities that potentially can influence behaviour (even though they may be untested) is better than providing nothing at all. Young people feel that they are at least being provided with some options.
- 9.4 Presenting or “selling” a driver’s license as a gateway to personal freedom and employment seems to attract and maintain a great deal of interest from young people.
- 9.5 The most effective programs are those implemented with the active cooperation of several agencies and/or stakeholders. This enables synergies to be used to obtain resources and overcome problems that would otherwise cripple the project.
- 9.6 Young people are interested in practical solutions to problems they face in their daily life. Once they see the benefits provided in terms of resolving their day-to-day problems, young people become very interested and motivated to learn more. “Road safety” needs to be translated into constructive solutions, not demeaning advertising campaigns. Eg, the “Please Slow Down” campaign has received a positive response from local young drivers as it is perceived as a “polite request”.
- 9.7 Young people appreciate it when the local community works with them to find solutions to their problems.

### **Conclusions**

- There is a need to undertake additional marketing research with the intention of “repackaging” road safety issues into positive and constructive strategies that are relevant to the needs of young people, not their fears or inadequacies.
- There is a need to develop apprenticeship and traineeship programs endorsed by TAFE and Dept of Education that utilise the completion of driving instruction, courses and licensing as key “gateway” elements.

### **f) Other initiatives to improve young driver safety.**

- 1 Blacktown City Council is a stakeholder in a long-term project aimed at providing disadvantaged youth with a positive and constructive approach to assist them gain employment, maintain their employment and stay safe on the road.
- 2 This project “Drive to Live to Drive” is currently in the business planning stage and is being funded by a private foundation.
- 3 Despite a demand from the RTA to withdraw all support, Council continues to supports the project due to the potential to achieve several complimentary outcomes including:
  - Providing a positive influence of young driver safety.
  - Providing opportunities for disadvantaged youth to gain employment in the LGA.
  - Attract new business to the LGA.
  - Contribute to a reduction in youth related crime and antisocial behaviour.

### **Conclusions**

- There is an urgent need to review the Local Government Road Safety Program with the intention of providing guidelines for Local Government to

- encourage strategic relationships with local industry as a means of funding positive and constructive young driver programs.
- There is an urgent need to enhance the current strategic relationships between RTA, TAFE and Dept of Education to deliver long term employment solutions to local youth.

**g) Any other relevant matters.**

- 1 Currently, there are very few forums where any one community group or Council representative can access a database that summarises or overviews up-to-date information on the latest attempts to improve driving performance and/or crash statistics.
- 2 With the recent advances in information technology it is now possible to create a single point of contact to provide a “road safety library” or “community road safety program” that is accessible to all Australian, NSW and local groups. As a primary objective, this program should actively promote current local road safety initiatives from around Australia. It would act as an “information broker” to enable:
  - 2.1 New ideas and projects to be reported.
  - 2.2 Successful old ideas to be rediscovered.
  - 2.3 Failed projects as well as successful projects to be assessed for to ensure widespread education amongst road safety practitioners in regards to what does and does not work and why..
- 3 The program would encourage Local Councils and interested business groups to be actively involved in the areas of road safety that are most important to them in terms of local community health, the environment and economic development.
- 4 Due to recent media attention and the need to not let the facts get in the way of a good story, issues relating to driving behaviours, crash outcomes and P platers have been blurred into one “grey” issue.
- 5 When separated these issues should always be discussed and clarified as distinct and separate issues such as:
- 6 Driving behaviour
  - Compliance with the regulatory signs and road rules.
  - Driving decisions based on prevailing conditions.
  - Anti-social (not illegal) driving behaviour
- 7 Crash outcome
  - Injury – permanent disability or not.
  - Damage to vehicles and other property
  - Personal cost of the above and if covered by insurance or not.