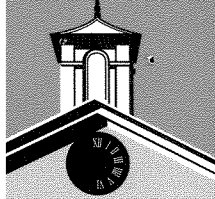


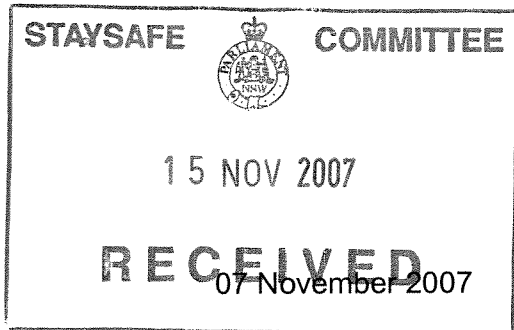
## **INQUIRY INTO YOUNG DRIVER SAFETY AND EDUCATION PROGRAMS**

**Organisation:** Maitland City Council  
**Name:** Ms Leanne Harris  
**Position:** Acting General Manager  
**Date Received:** 15/11/2007

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# MAITLAND CITY COUNCIL



140/16 (553810)

Our Ref.

Your Ref.

4934 9840

Phone Enquiries: (Alison Marshall)

The Hon Geoff Corrigan MP  
Chair Parliamentary Joint Standing Committee on Road Safety (Staysafe)  
Parliament Of New South Wales  
Macquarie Street  
SYDNEY NSW 2000

Dear Sir

**RE: REQUEST FOR COUNCIL COMMENT - INQUIRY INTO YOUNG DRIVER  
SAFETY AND EDUCATION PROGRAMS.**

Please find attached the submission from Maitland City Council for the inquiry into Young Driver Safety and Education Programs addressing the terms of reference as requested.

Any enquiries or requests for further information can be directed to Ms Alison Marshall Road Safety Officer on 4934 9840 or [alisonma@maitland.nsw.gov.au](mailto:alisonma@maitland.nsw.gov.au).

Yours faithfully

**LEANNE HARRIS  
ACTING GENERAL MANAGER**

**Encl  
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**MAITLAND CITY COUNCIL**  
**Submission in response to request for information and comment**  
**Inquiry into Young Driver Safety and Education Programs.**

Maitland City is located in the Hunter Region of New South Wales, about 170 kilometres north of Sydney. Maitland City is bounded by Dungog Shire in the north, the Port Stephens Council area in the east, the City of Newcastle and Cessnock City in the south and the Singleton Council area in the west.

Maitland City is a rural and residential area with some industrial land use. The City encompasses a total land area of nearly 400 square kilometres. With 550km of local sealed roads, 20km of regional roads, 30km of unsealed road and a State Highway dissecting the LGA, the road network is varied.

With approximately 1800 learner drivers in this LGA as at 30 June 2007, young driver safety is an important issue in the Maitland area.

This Council has implemented a number of programs in recent years such as 'Stop the Four O'clock Knock' and 'Your Life – Your Family' sessions aimed at providing young people with important information outlining their vulnerability and increased risk in the road environment together with demonstrating the harsh reality of road crashes. These together with the regular 'Helping young drivers become safer drivers' sessions run biannually and talks every six weeks at the Traffic Offenders Program, Council has shown a commitment to educating young drivers and their families.

As with the State trends, statistics for Maitland LGA demonstrate that this area has significant road crashes for the 17-25yr age group and believe that not enough emphasis is placed State wide on young driver education and implementing education programs that show demonstrated behaviour change in this age group.

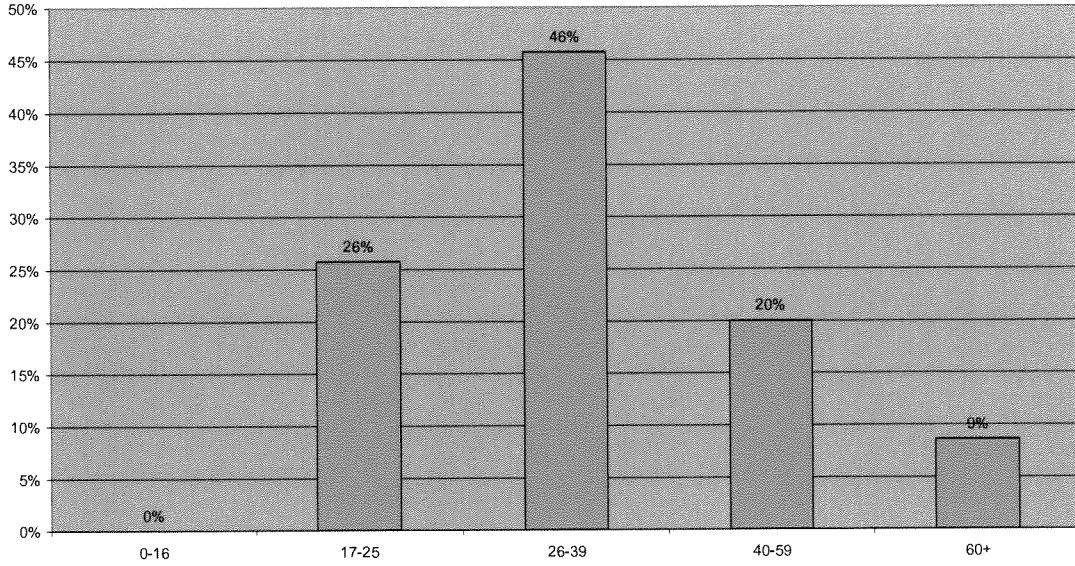
Council recognises the importance of education programs to improve young drivers safety in Maitland and welcomes this initiative of the State Government and the opportunity for Council comment.

The following addresses and makes comment on the terms of reference for the inquiry into young driver safety and education programs.

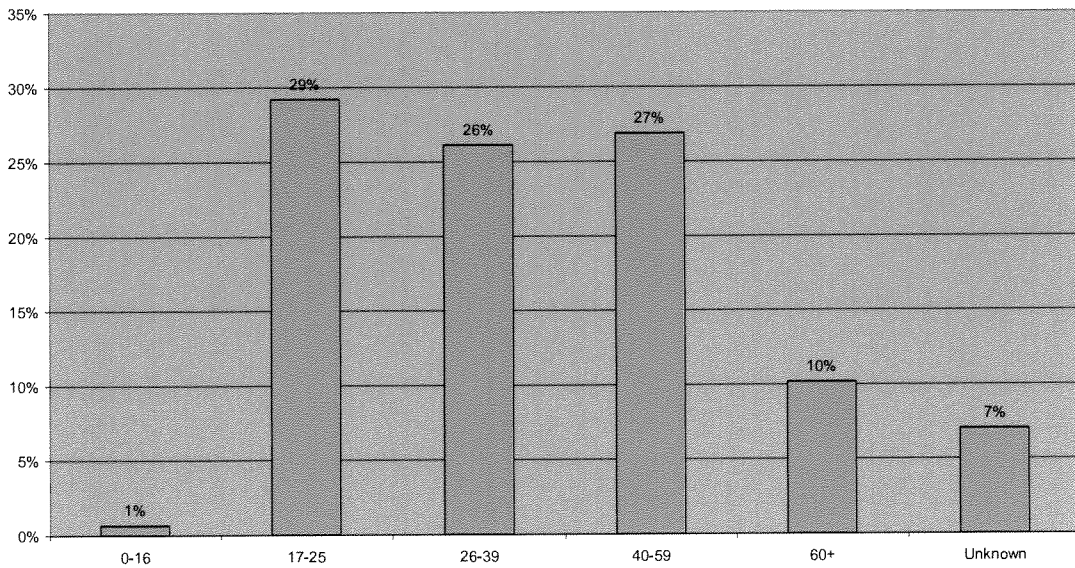
# 1. The current incidence of road crashes involving young drivers.

The following are local statistics for the period 2001-2005.

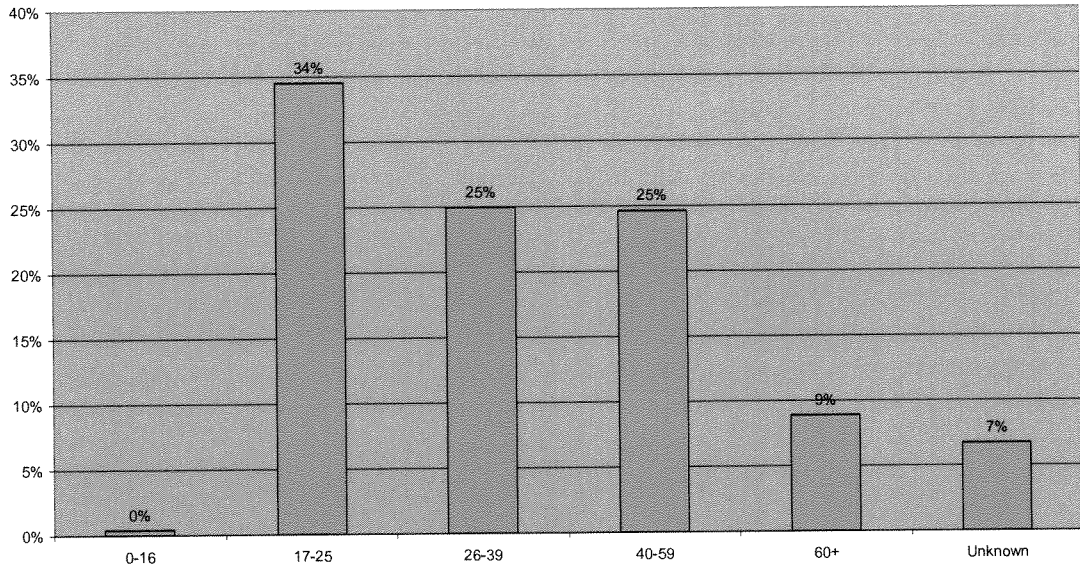
Motor Vehicle Controllers Involved in Fatal Crashes  
2001-2005



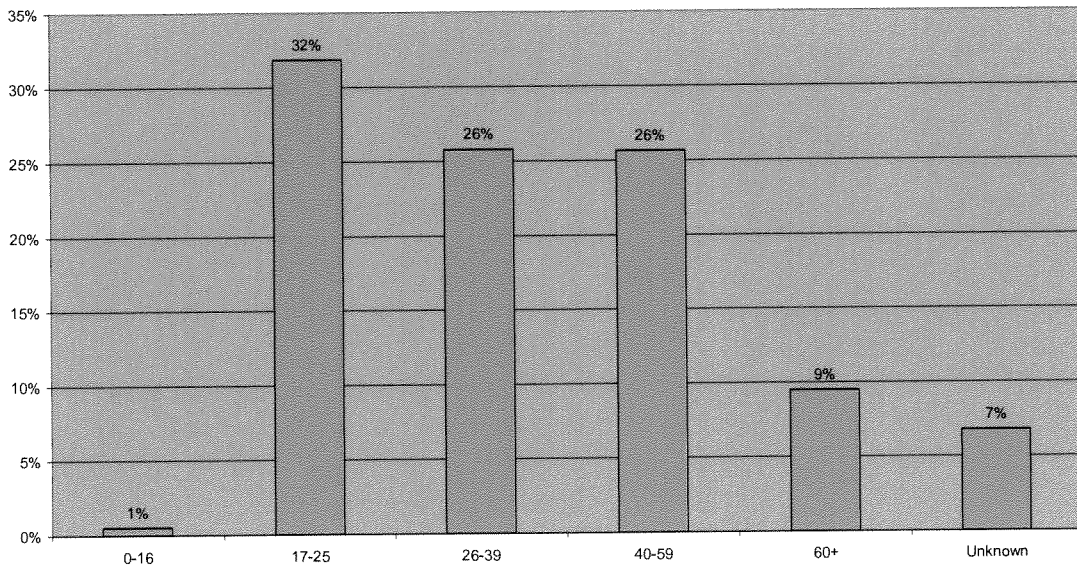
Motor Vehicle Controllers Involved in Injury Crashes  
2001-2005



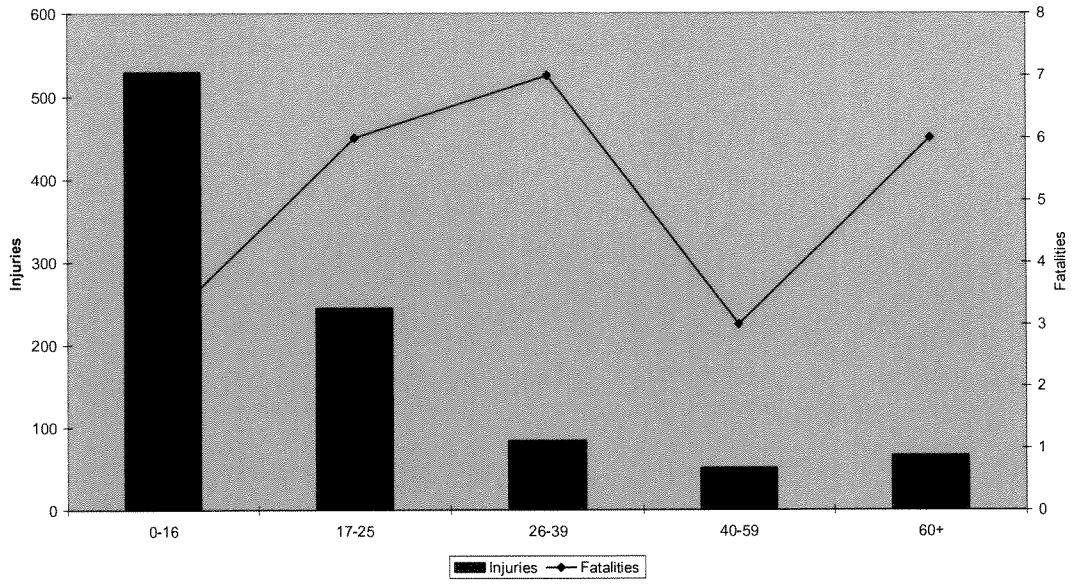
Motor Vehicle Controllers Involved in Non-Casualty Crashes  
2001-2005



% Motor Vehicle Controllers Involved in Crashes  
2001-2005



Casualties by Age Group  
2001-2005



2001-2005

<b>Fatalities</b>	<b>0-4</b>	<b>5-12</b>	<b>13-16</b>	<b>17-20</b>	<b>21-25</b>	<b>26-29</b>	<b>30-39</b>	<b>40-49</b>	<b>50-59</b>	<b>60-69</b>	<b>70 +</b>	<b>Unknown</b>	<b>TOTAL</b>
<b>Motor vehicle driver</b>													
Male	0	0	0	1	1	0	1	0	0	0	0	0	3
Female	0	0	0	1	0	1	1	0	1	0	2	0	6
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	0	0	2	1	1	2	0	1	0	2	0	9
<b>Motor vehicle passenger</b>													
Male	0	0	2	1	1	1	0	1	0	0	2	0	8
Female	0	0	0	1	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	0	2	2	1	1	0	1	0	0	2	0	9
<b>Motorcyclist (inc. pass.)</b>													
Male	0	0	0	0	0	0	1	0	0	0	0	0	1
Female	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	0	0	0	0	0	1	0	0	0	0	0	1
<b>Pedal cyclist (inc. pass)</b>													
Male	0	0	0	0	0	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0	1	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>Pedestrian</b>													
Male	0	1	0	0	0	1	0	0	0	0	1	0	3
Female	0	0	0	0	0	0	1	0	0	0	1	0	2
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	1	0	0	0	1	1	0	0	0	2	0	5
<b>Other</b>													
Male	0	0	0	0	0	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>ALL ROAD USER CLASSES</b>													
Male	0	1	2	2	2	2	2	1	0	0	3	0	15
Female	0	0	0	2	0	1	2	0	2	0	3	0	10
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>25</b>

<b>Injuries</b>													
<b>Motor vehicle driver</b>													
Male	0	0	2	41	38	14	52	33	25	13	5	6	229
Female	0	0	0	54	47	23	47	62	25	12	14	16	300
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	0	2	95	85	37	99	95	50	25	19	22	529
<b>Motor vehicle passenger</b>													
Male	4	9	7	26	8	4	8	5	4	2	3	17	97
Female	6	16	16	17	14	2	13	16	11	4	8	24	147
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	10	25	23	43	22	6	21	21	15	6	11	41	244
<b>Motorcyclist (inc. pass.)</b>													
Male	0	0	0	14	10	6	20	14	6	5	0	4	79
Female	0	0	0	2	0	0	1	0	1	0	0	1	5
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	0	0	16	10	6	21	14	7	5	0	5	84
<b>Pedal cyclist (inc. pass.)</b>													
Male	0	13	10	5	2	2	2	1	6	1	0	4	46
Female	0	2	0	1	0	0	1	0	0	0	0	0	4
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	15	10	6	2	2	3	1	6	1	0	4	50
<b>Pedestrian</b>													
Male	1	11	5	3	4	2	5	3	3	1	3	2	43
Female	0	0	5	3	3	1	1	3	1	2	4	0	23
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	1	11	10	6	7	3	6	6	4	3	7	2	66
<b>Other</b>													
Male	0	0	0	0	0	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	0	0	0	0	0	0	0	0	0	0	1	1
<b>ALL ROAD USER CLASSES</b>													
Male	5	33	24	89	62	28	87	56	44	22	11	33	494
Female	6	18	21	77	64	26	63	81	38	18	26	42	480
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>11</b>	<b>51</b>	<b>45</b>	<b>166</b>	<b>126</b>	<b>54</b>	<b>150</b>	<b>137</b>	<b>82</b>	<b>40</b>	<b>37</b>	<b>75</b>	<b>974</b>



**All Casualties**

**Motor vehicle driver**

Male	0	0	2	42	39	14	53	33	25	13	5	6	232
Female	0	0	0	55	47	24	48	62	26	12	16	16	306
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	0	2	97	86	38	101	95	51	25	21	22	538

**Motor vehicle passenger**

Male	4	9	9	27	9	5	8	6	4	2	5	17	105
Female	6	16	16	18	14	2	13	16	11	4	8	24	148
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	10	25	25	45	23	7	21	22	15	6	13	41	253

**Motorcyclist (inc. pass.)**

Male	0	0	0	14	10	6	21	14	6	5	0	4	80
Female	0	0	0	2	0	0	1	0	1	0	0	1	5
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	0	0	16	10	6	22	14	7	5	0	5	85

**Pedal cyclist (inc. pass)**

Male	0	13	10	5	2	2	2	1	6	1	0	4	46
Female	0	2	0	1	0	0	1	0	1	0	0	0	5
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	15	10	6	2	2	3	1	7	1	0	4	51

**Pedestrian**

Male	1	12	5	3	4	3	5	3	3	1	4	2	46
Female	0	0	5	3	3	1	2	3	1	2	5	0	25
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	1	12	10	6	7	4	7	6	4	3	9	2	71

**Other**

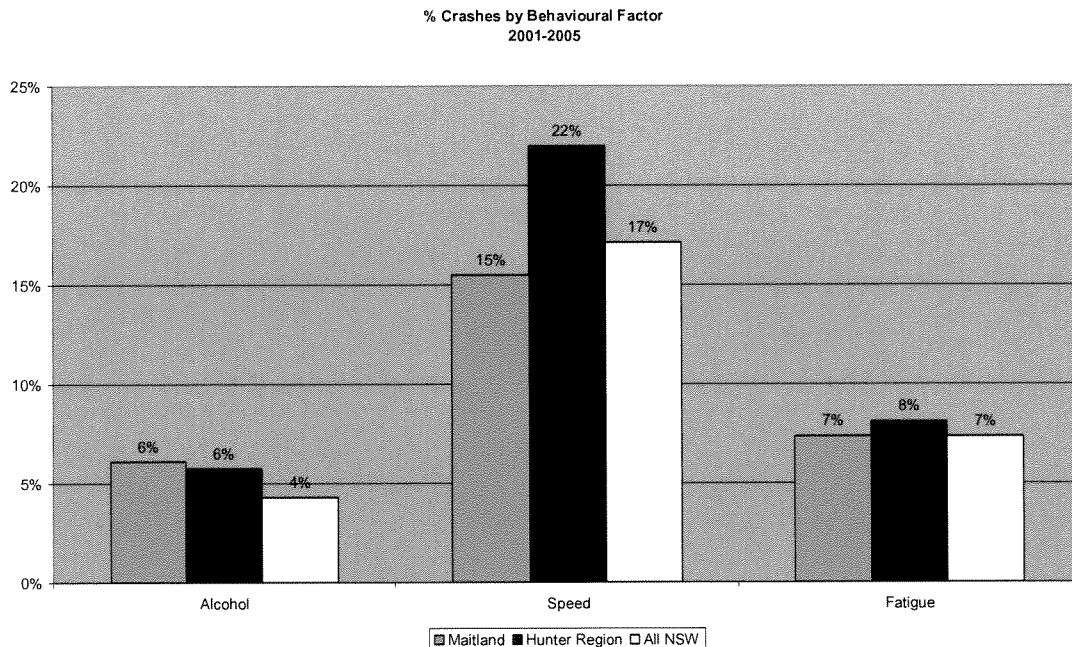
Male	0	0	0	0	0	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	0	0	0	0	0	0	0	0	0	0	0	1	1

**ALL ROAD USER CLASSES**

Male	5	34	26	91	64	30	89	57	44	22	14	33	509
Female	6	18	21	79	64	27	65	81	40	18	29	42	490
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0

<b>TOTAL</b>	<b>11</b>	<b>52</b>	<b>47</b>	<b>170</b>	<b>128</b>	<b>57</b>	<b>154</b>	<b>138</b>	<b>84</b>	<b>40</b>	<b>43</b>	<b>75</b>	<b>999</b>
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## b) Underlying risks and major factors contributing to such crashes.



It is considered that speed is the most significant risk factor for crashes in Maitland involving all age groups. There are however data deficiencies with the reporting of behavioural factors in crashes with a high percentage reported as not known.

The examination of road user movement categories of crash data further indicate that a high percentage of crashes are rear end collisions which indicate inattention and not keeping a safe crash avoidance space from the vehicle in front.

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

- Many roads in rural areas are high speed with the road environment unforgiving to motor vehicle crashes.
- Police enforcement on rural roads is sporadic due largely to staffing and the need for high visibility on major urban roads. This may lead to non compliance of speed limits and risk taking behaviours on rural roads.
- The lack of public transport in rural areas in particular late night transport results in individuals driving with illegal BAC and also without licences as the risk of detection is perceived as being reduced.

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

Current programs for young offenders in Maitland is limited to the Traffic Offenders Program – a six week education and road safety awareness

program coordinated by the Police Citizens Youth Club with offenders referred through the Magistrate at the Local Court. The program involves a number of speakers conducting presentations ranging from victim impact to low risk driving.

**e) The efficacy of young driver education programs and the potential for development and expansion of these programs.**

- Education programs limited due to prescriptive funding guidelines imposed by the Roads and Traffic Authority under their partnership with the Local Government Road Safety Program.
- Road Safety Officers not permitted to conduct education and awareness programs in schools. Road Safety supposed to be part of the curriculum but schools consistently contact Council to request support on this topic.
- 'One off' road safety talks with young drivers not supported by RTA as they are considered not to be effective in changing the behaviour of young drivers.
- A lot of money is expended by Government on mass advertising but localised programs not supported.
- Considerable change has been made with changes to rules and restrictions for young drivers but it appears that little in the way of localised education has been implemented to support these enforcement strategies.
- 'Helping learner drivers become safer drivers' workshops only young driver education support program but as this is not compulsory for supervising drivers misses the majority of parents and other supervisors who directly impact on the teaching of driving behaviours to young people. Two workshops per year held in this LGA with 40-50 parents/supervisors in total attending out of the approximately 1800 learners as at 30 June 2007 being supervised in this LGA.

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

- A clear direction of education programs that are effective for influencing young driver behaviour needs to be investigated and a consistent program brief rolled out that is supported by Government, research based and able to be implemented Statewide. A lot of communication is conducted on what we are not permitted to implement regarding road safety education for young people but no clear strategy for what can be done is forthcoming. A number of Councils run individual programs funded through Council funds but these are often not supported by the RTA.

**g) Any other relevant matters.**

- Rural road funding limited. Blackspot funding is available but road crash evidence based. So for Local Government to access this money there is a requirement of a crash history possibly involving a fatality even though the crash risk may be high due to the nature of the road, it needs to be supported by actual crash data.