

**Submission
No 6**

DRIVER EDUCATION, TRAINING AND ROAD SAFETY

Name: [REDACTED]
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ATTENTION MR GREG APLIN MP

I refer to the publication in the Sunday telegraph (11 December 2016) concerning the number of senior drivers that have contributed to the unfortunate rising road toll in NSW. This seems to be an annual event.

Firstly, my history of driving is that I am 74 years of age, my experience is a driving period of 57 years, without any driving infringements or accidents, and over that period, would have driven in excess of 1M kilometres, with a mix of city and country driving, the latter being on the Pacific Highway. My wife has held her licence for 48 years, and also driven a lot of kilometres, mixed between city and country also. Without any infringements or accidents. I believe this comes from:

Following road rules
Driving to the weather/road conditions
Respect for other drivers.

Turning to the latest newspaper article and your proposed review, I think the following should be investigated and published:

- The increase in number of deaths of senior drivers (those aged over 70 years) from the same period last year.
 - The percentage of that increase, compared to the percentage of the overall increase in fatalities
 - The number of senior drivers, as detailed above, who were deemed to be at fault in accidents that resulted in their deaths
 - the number of deaths incurred by senior drivers, that were not their fault.
 - the number of senior drivers that were deceased in pedestrian accidents
- Similar percentage for all age groups, being under 20 years of age, and for each decade up to 70 years.

The media article made mention of treating doctors, suggesting they issue medical clearances, when they should not have. I do not believe that to be a problem and any instances would be minimal. and from what I hear from friends, their doctors take an objective assessment of such practices. What I do suggest, is that there should be greater emphasis, when an elderly driver suffers a disabling illness/injury, the treating medicals should be pro active in reporting the incapacity, at that time, so as a licence can be suspended for a period, or even permanent cancellation.,. I have witnessed cases such as this, when the doctors showed no initiative, and this is something that should be reinforced. If drivers recover to a level to drive, they get their licence back, if not, the hard decision may have to be made.

Looking at the issue overall, there is no doubt road congestion is playing a part in these terrible statistics, however, driver behaviour, and I have to say it, from younger drivers who cannot reconcile the dangers of their actions on others. We live in a street just over seven meters wide, with parking on both sides, with a school adjacent, and we regularly see students, with "P" plates attached, just flying between the parked cars, well above the 50KMP speed limit, horns blazing, and this is only one area. At night, we hear cars, obviously from irregular behaviour on nearby Victoria Road, at speed. What about that categorically. I also suggest something pro-active is done about drivers texting while driving, your messages are not being accepted by those who continue to do it. On many occasions, there will be a line of traffic banked up at street lights, the lights change, and no one moves on, then with some horn blowing, of they go, what were they doing,? texting, only causes frustration. Fines/immediate licence suspensions have to match the problem

,You note from the above, that both of us have had extensive experience on country Roads, and from what I hear, there are many deaths on country roads. How many of these were from the younger generation. There is a big difference in country driving as opposed to the city, the open spaces brings relief and away they go, but on many arterial roads, conditions are still single

lane, and I question, do some of these city dwellers appreciate what road signs/ instructions really mean. There are large trees on corners, single lane bridges and so on. Perhaps there has to be education programmes.

Finally, I believe that statistics on causation of road accidents/ deaths should be published periodically, e. g included with licence renewal or vehicle registration. From experience with audits, in a major Bank, the results of audits, were published periodically, showing the main areas of error and losses, with a notation of what the correct procedures should be, with reference to the regulations., this being an education programme. The frequency of reported errors decreased substantially. In motoring this could be a jolt some drivers need.

I note that many car manufacturers are now providing safety monitoring in new vehicles. We have experienced this with a car in the family, its great and something that must be implemented across all new vehicles. It provides for awareness of what is going on around you, , the only down side is when you get used to a safety monitoring vehicle, and step back into non safety monitoring, you must be aware of the change. If it becomes a requirement, then is say 5 years time, the great majority of drivers will be in much better safety environments

Thanking you

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