

**Submission
No 11**

DRIVER EDUCATION, TRAINING AND ROAD SAFETY

Name: Mr Peter Macpherson
Date Received: 30/01/2017

Peter Macpherson.

21st January 2017

Mr. Greg Aplin.
Chairperson,
Joint Standing Committee on Road Safety,
C/o NSW Parliament House.
Macquarie Street.
Sydney. NSW 2000,

Dear Sir,

Regarding the "Inquiry into driver education, training and road safety".

Would you send your child to school in 2017 that was teaching the 1990 curriculum? Would you go to a Doctor that had not kept up with current practices and standards in health care and did not know of new medicines to treat the condition you or a family member had? Would you have your tax return processed by a tax agent that was using tax law from two years ago? Would you buy a vehicle for a member of a loved one that had 1985 crash protection, no Airbags, no ABS, cross ply tyres, which at that time was "state of the art"?

I suggest that you would answer "NO" to each of those questions.

Why do most professions, industries and businesses have "Professional Development and staff training" and once you qualify for a licence there is no requirement for you as a driver to know and learn about new road law as it changes over the year?

Currently there is a onetime training period and test to be qualified for a (Black Licence) Drivers. I do understand that the "L's", "Red P" & "Green P's" are three steps and not one, but they are usually all completed before you reach twenty five years of age. Then there is no more testing till the date you die at maybe seventy.

I know of several drivers that have had (car to car) accidents that describe some of the "accident details" as "I was only doing 60KPH & hit the brake when the other car appeared and my car started shuddering so I took my foot of the brake and that is when I hit the other car". I believe they were describing the effect of the "ABS" fitted to their car.

Why is that we have drivers on our roads that have NOT kept up with changes in "NSW Road law" and are not aware how their vehicle will perform when they react to "an emergency situation"?

We have cars (Motorbikes, Trucks and other vehicles) that have multiple "Safety Features" and most drivers do not know how they work or when they do work the driver panics and disengages (stops using the likes of the ABS brakes) so the feature so that is of no benefit to them.

In some years past when a conversation topic came round to "Cars, Driving, Road Rules, Other Drivers" etc.. I would often ask "If you had to go to do your licence test tomorrow, would you pass the test"? More than Nine times out of Ten, the answer is "NO". I might continue on and ask have you looked up any changes to NSW Road Rules in the last five years? More than Nine times out of Ten, the answer is "NO".

I qualified for my car licence in the late 1970's. I joined the Army Reserve and was instructed in driving a Land Rover & four & six-wheeled drive trucks to gain my Military Licence (an "AAF G11") and went to the RTA (now RMS) to have my civilian licence to a "3B" (now a "HR"). A few years back I qualified for my Motorcycle Licence (Class "R").

During the intervening years I would log on to the RTA website and do the Learner & "P Plate" tests as a way of keeping up with changes to the NSW Road Rules.

I believe that it is past time to introduce an ongoing training and qualification process for all drivers that use public roads. If every fifth (5th) driver was tested on a rotating basis, all drivers would be tested every five (5) years. If as there is now there were cases where a driver were to lose their licence for any offence they too should have to pass a Driver Knowledge & Practical Driving test prior to their licence being handed back to the driver or being issued with a licence.

I do understand that that this will cost and it will be a lot of money. We are told that having a (car) licence is a privilege and not a right. It may be especially hard for those that do not have adequate public transport to replace their driving to work or personal trips if they were to lose their licence.

Continued training and up-skilling should have the effect that it will raise the average level of knowledge and skills for all drivers. For those that don't pass (after maybe three tests) they have the option to hand in their licence or go back to "L"s and re-qualify for a Driver's Licence. For people like myself I should be tested on all three Licenses (C - Car, HR - Heavy Rigid & R - Motorbike). If I were to qualify for my "C Class" licence and not my "HR" or "R" licence I can go back to "L's" and pass the test for each or hand each in and not be allowed to operate vehicles of that class.

I usually ride a motorbike in excess of 20, 000K / year, and drive in a car almost the same distance.

As I look back over this letter I realise that to explain some points it may take many more pages. I do hope that you understand what I'm trying to say. I would be happy to explain it better in person if that were needed.
I do thank you for taking the time to read my letter.

Yours sincerely,


Peter Macpherson.

P.S. I would like a
Reply