

**Submission
No. 39**

DRIVER EDUCATION, TRAINING AND ROAD SAFETY

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I'm 58 and drive a car, walk along and across roads and cycle on roads most days. My daughter has recently taken the tests to move to an unrestricted licence.

My observation of driver behaviour and of the drivers licence process suggests that insufficient attention is given to driver attitude formation and how in a practical sense one makes way for more vulnerable road users. Those that can't demonstrate calmness, patience and consideration, or with aggressive attitudes shouldn't be driving. Lack of calmness and plenty of aggression is demonstrated daily at roundabouts, stop signs and AM peak driving every where in Sydney. In terms of practical driving skills for the benefit of the vulnerable I was surprised about how little of my daughter's test was relevant to driver interactions with cyclists. And nearly a year after the introduction of penalties for passing too close to cyclists, this rule was not in the driver licence test books.

I fear that our lack of willingness to control for driver attitude is a reflection of society's blind spot for motoring generally, as we see in our different attitudes to death and injury through car "accidents" and street violence and the preference for private over public transport and cars and roads over pedestrian and cycle transport. This is also a problem with the attitude of regulatory agencies like the RMS. Every day in local council traffic committees they are speaking against new pedestrian crossings, lower speed limits and prioritising pedestrian and cycle routes over car traffic flow and parking.

The "catch 22" argument that I have heard from RMS representatives is "you can't have more 40kmh speed limit zones because drivers won't obey them". If that is the case, what are we doing to change that attitude in driver education?