

**Submission  
No 22**

## **REVIEW OF ROAD SAFETY ISSUES FOR FUTURE INQUIRY**

**Organisation:** Occupational Therapy Australia

**Date Received:** 17 September 2018

Dear Mr Hale and Members of the NSW Staysafe Committee,

Occupational Therapy Australia thank you for the opportunity to contribute ideas about issues which our members consider to be worthy of parliamentary scrutiny. Our issues consist of both suggestions that may improve general population health and safety (suggestions 1 -4), and those that may assist with process issues for people who are undertaking driver assessment and rehabilitation (suggestions 5-7) and are as follows:

1. Bicycle Provisions. This includes the maintenance and upkeep of available paths, general lack of paths and, where there are paths, width issues, obstacles in the path such as entry and exit barriers, and the suitability of path placement generally (e.g. next to freeways etc). Cycling is both a means of transport to a key activity in most people's lives (school, college/university or work), as well as to leisure activities, and is in itself an important leisure occupation for many, including those with a range of disabilities who may use some adaptations to participate in cycling and in particular require accessible paths. Cycling is an active, outdoor based pursuit which also may play a role in increasing population activity and managing issues such as obesity and chronic conditions, as well as playing a role in improving liveability and decreasing pollution rates in cities (Rojas-Ruede et al, 2011). The NSW government is, according to its road safety strategy and plan, wanting to increase safety for all road users and identified improving infrastructure as a way to achieve this in the 2014-2016 Cycling Safety Action Plan.

2. School zones: Exploration of the need to put dragon's teeth through the whole length of a school zone, so drivers remain reminded that they are in a school zone - some school zones are very long. This may help reduce school gate accidents and is in line with the NSW road safety strategy.

3. Consideration of the future of autonomous vehicles, and how all drivers will be prepared to operate modern vehicles.

4. Consideration of lowering the age of regular testing of driving skills to age 70.

5. That the relevant authority consider the granting of a specific class of temporary licence in certain circumstances, e.g. only valid for one day, which enables a suitably qualified person, such as a driver trained occupational therapist, to complete a driving assessment, similar to schemes that exist in other states such as SA. This enables the driving assessment, but restricts the person's access to driving in the run up to the assessment, to ensure safety of the person and other road users. Note - this is relevant in certain circumstances only.

6. The issue of the change over from Temporary Mobility Parking Permits to Permanent Mobility Parking Permits - at present the holder has to surrender the temporary permit, but they don't receive the permanent permit straight away; it can take up to ten days. This is a significant amount of time for a person to be without a parking permit and may curtail their access to significant and important activities such as work, healthcare appointments, family needs and crucial daily activities such as shopping for food and supplies.

7. That consideration is given to whether people actually need to repeatedly visit the RMS to get their photo retaken every time there is even a small change on their licence, as is currently the case.

Thank you for your consideration of these issues. We would be happy to provide any further information as required. Occupational Therapy Australia