

7. Review of penalties and sanctions for learner drivers who break the law

New penalty and sanction options could be developed for learner drivers who break the law to deter them from re-offending.

Unfortunately, some learner drivers break their licence conditions and traffic laws. Usually, monetary fines and restrictions such as licence suspensions are used as a deterrent.

However, approaches that may stop learners from breaking the law could be:

- extend the learner licence period (for example, by an extra 3 months) after a licence has been suspended or as an alternative to the licence being suspended
- require them to resit the learner licence test when reapplying for the learner licence
- increase the severity of all penalties and sanctions for learner licence holders (eg, longer suspensions or higher penalties).

Pros

- Stronger deterrence for learner drivers against breaking the law

Cons

- Increased risk of unlicensed driving

HAVE YOUR SAY

What do you think about Queensland investigating innovative penalties and sanctions for learner drivers who break the law?

Have your say on page 21.

8. Review current Q-SAFE practical driving assessment

The Q-SAFE practical driving assessment could be reviewed and updated to suit the changed licensing system and ensure more modern testing practices are used.

Queensland Transport could review the current practical driving test to make sure it fits in an improved system.

Existing educational and learning materials for learner drivers would also be reviewed to ensure they progress through the system based on ability. Licence tests are important and they need to ensure that people are competent to be on the road. They also help supervisors understand the skills that will be assessed. This test may need to be experienced to assess other driving related skills.

New South Wales and New Zealand have recently revised their practical driving tests and testing procedures which reflect more modern testing procedures.

Pros

- Continual improvement in the licensing system
- Updating the testing procedures to reflect modern practices

Cons

- Research shows conflicting evidence about the usefulness of practical testing procedures

HAVE YOUR SAY

What do you think about reviewing the current Q-SAFE practical driving test?

Have your say on page 21.

9. Introduce competency based training and assessment (CBTA) for learner drivers

Queensland could examine introducing CBTA for learner drivers to assist in the management and operation of the Queensland licensing system.

CBTA could allow young drivers to get their provisional licence after completing a competency-based training course. This is similar to how the Q-RIDE process currently works for motorbike licences. CBTA provides a better adult learning environment.

Under a CBTA regime, once all competencies have been achieved and recorded in a logbook by an authorised driving instructor it is presented to the licensing authority and a provisional driver licence could be issued without further assessment.

This process is generally popular with learners and parents. However, while CBTA may be worthy of consideration on administrative and access grounds, research has shown that this process does not necessarily produce safer and more proficient car drivers. It is important to note that CBTA is not a substitute for supervised, on-road experience.

In rural areas, CBTA may be difficult to access, so alternative arrangements may be required.

Pros

- Provides a standardised learning process
- Generates efficiencies in the licensing system

Cons

- Research shows there is no evidence that this initiative reduces crash rates or produces better drivers.
- More expensive for learner drivers than the current system

HAVE YOUR SAY

What do you think about CBTA?

Have your say on page 22.



10. Peer passenger restrictions

A peer passenger restriction, of no more than one passenger aged under 21 who does not hold an open licence, could be introduced for at least the first 12 months of solo driving. Exemptions could be considered for family members to be carried as passengers.

A young driver's risk of crashing is higher when they have more than one peer passenger. The risk grows with each additional peer passenger. A peer passenger is generally described as someone who is under the age of 21 and not a family member. Passengers aged over 21 with open licences do not seem to have this negative effect on provisional drivers.

Peer passenger restrictions could be introduced to reduce the likelihood of crashes involving provisional drivers and multiple passengers. These restrictions have reduced deaths and injuries in countries where they have been introduced.

A restriction could mean that for the first 12 months of a provisional licence drivers may not carry more than one passenger aged under 21 who does not hold an open licence.

Peer passenger restrictions may limit the mobility and convenience of provisional drivers, their families and their friends. Exemptions for driving with family members would need to be included in the system. Drivers who are required to transport children, siblings, parents or other family members could be exempt from such a restriction.

Peer passenger restrictions may negatively impact on drink driving by making it very difficult for young people to have a "designated driver" on a social outing. For example, a group of five young people travelling to a party would need three vehicles and three drivers to remain alcohol free, this is potentially unrealistic.

Driving solo can, however, present its own problems. Many young drivers, particularly women, may feel uncomfortable driving alone at night for safety reasons if a crash or breakdown occurs.

Around the world

Recent research conducted in the USA suggests that peer passenger restrictions are most effective in reducing crashes, deaths and injuries. USA analysis showed that even if compliance with peer passenger restrictions was only 20% among provisional drivers, crashes would still drop by almost 10%.

Research in Victoria and North America showed that while this restriction may have resulted in more provisional drivers on the road, significant crash reductions still occurred.

New South Wales and Victoria use peer passenger restrictions as a penalty for drivers who have been disqualified while on their provisional licence. However, the original intent of a peer passenger restriction was to reduce risk for all novice drivers, not to act as a penalty for poor driving behaviour.

Western Australia is currently assessing whether to introduce a peer passenger restrictions for the first 6 months of their provisional licence.

Both New Zealand and Canada have peer passenger restrictions which have been found to be effective. If police find a driver

breaking the restriction they will insist on passengers leaving the car and using alternate transport. However, police exercise discretion and may allow the trip to continue where it would be unsafe for passengers to leave the vehicle.

To ensure the enforcement of these restrictions P plates would more than likely need to be displayed for the period of the restrictions (see initiative 13).

Pros

- Research strongly indicates it reduces crash rates of young drivers
- Exemption system allows carriage of family members such as parents, siblings and children

Cons

- Reduces mobility and access of young people
- Inconvenience for family and friends who may be required to travel with young drivers
- May affect other programs such as anti-drink driving designated driver programs

HAVE YOUR SAY

What do you think about peer passenger restrictions?
Have your say on page 22.

11. Late night driving restrictions

A late night driving restriction could be introduced for at least the first 12 months of solo driving. Exemptions could be made for work, educational and family purposes.

Provisional drivers often drive at night with their friends in the car going to parties, clubs or just driving around for fun. The risk of young drivers having a fatal car crash is high at night. To reduce these crashes, deaths and injuries, night time restrictions could be imposed.

Late night driving restrictions for provisional drivers could restrict driving between 11pm and 6am or 12am and 5am.

Restricting provisional drivers from late night driving could reduce mobility and cause inconvenience to young people, their families and their friends. An effective and workable exemption system would need to be put in place to make allowances for work, educational and family purposes.

Australian Bureau of Statistics industry data for 2004, indicates that approximately 65% of young people aged 15 – 24 years old work in the retail or hospitality industries. This employment may require travelling at night and late night driving restrictions would have a significant impact.

Late night driving restrictions may increase the reliance of young drivers on passenger transport at a time when service levels are typically lower. In Brisbane, all night trains and buses and better taxi services at the busiest times deliver safety and convenience for late night travellers.

However, these are on a trial basis and for Friday and Saturday nights only. Further, restrictions will create difficulties in rural areas where late night passenger transport options are limited.

Police would have difficulty identifying young drivers who would be legitimately exempt from the late night driving restrictions for reasons such as work or study. Identification could take the form of permits which would require details to be regularly updated by young drivers. The considerable cost of a compliance system that reduced abuse of any restrictions would need to be met by young drivers and taxpayers.

Restrictions on late night driving could create personal and road safety issues, for example if young drivers become stranded at a party or nightclub. There is also a possibility that they could speed or drive under the influence of alcohol to get home before the late night driving restriction period commences.

Around the world?

Late night driving restrictions have been shown to reduce young driver crashes by up to 60% in the USA.¹

The most common restriction is between midnight and 5am. However, research from the USA shows that greater crash reduction effects would result if the restriction covered from 11pm to 5am.²

In New Zealand and Canada where restrictions apply, drivers caught breaking the restriction are made to lock the car up at the side of the road (as long as a safe alternative can be arranged – for example, parents, public transport). Police exercise discretion in some circumstances and allow the trip to continue where it would be unsafe for the driver to walk during the restricted hours. In both New Zealand and Canada these restrictions are recognised as being valuable.

What about in other states?

South Australia now requires provisional drivers, who have lost their licence for a serious offence, to have restrictions placed on their driving. These drivers will be unable to drive between the hours of midnight to 5am for 12 months from the time they get their licence back. New South Wales has recently decided to defer any introduction of late night driving restrictions.

Pros

- Reduces crash rates of young drivers
- Exemption system would allow travel for work, study or family reasons
- May encourage increased use of public transport

Cons

- Reduces mobility and access of young people
- Inconvenience for family and friends who may be required to drive young people
- May have negative effect on personal safety

HAVE YOUR SAY

What do you think about late night driving restrictions?
Have your say on page 22.

¹Hedlund, J. & Compton, R. (in press). Graduated Driver Licensing Research in 2004 and 2005. *Journal of Safety Research*

²Williams, A.F. (2003). Teenage drivers: patterns of risk. *Journal of Safety Research*, 34, 5-15.

12. Split provisional phase (P1 and P2)

The provisional licence stage could be split into two phases (P1 and P2). The first phase could be subject to greater restrictions and conditions than the second, ensuring newer drivers were more thoroughly monitored.

The split system would ease new drivers into solo driving by minimising the high risk situations they could get themselves into.

Phase one (P1) could cover the first 12 months of driving on a provisional licence. This is the time when the crash risk is highest for new drivers so additional restrictions could apply.

Phase two (P2) could cover the last two years of driving on a provisional licence. It may not have night or peer passenger restrictions but may still have the current zero blood and breath alcohol concentration. Splitting the provisional licence into P1 and P2 phases would require a mechanism to identify the different drivers, such as different plates, or at least plates for P1 drivers.

The P1 driver could automatically graduate to the P2 level after 12 months or alternatively, they could be required to pass a test to advance. This test may measure the driver's ability to recognise potentially dangerous situations on the road and react accordingly. Tests like these are generally called Hazard Perception Tests and are mostly administered at a computer, most likely at the venue where other licence tests are taken.

Pros

- Provides increased restrictions for most dangerous time of driving (first 12 months unsupervised)
- More easily enforceable if P plates introduced
- Enables improved administration of the provisional phase

Cons

- Increased burden on young drivers if further assessments are required before progressing to next licence stage

HAVE YOUR SAY

What do you think about a split provisional licence phase?
Have your say on page 22.

13. P plates

Provisional drivers could be required to display P plates for the duration of the provisional period to ensure they are recognised as novice drivers and to assist enforcement of any restrictions.

P plates tell other drivers that a provisional driver is operating the vehicle. This allows other drivers to exercise caution around provisional drivers. It may also provide the provisional driver a measure of protection as other drivers will not assume that they will behave like fully licensed drivers.

P plates are also a good reminder to the young driver that they are still gaining experience and do not yet have the skills, competencies or privileges of an open licence driver.

If P plates were introduced it is important that the community be supportive of the scheme and of novice drivers who display them. To create a supportive and tolerant environment for young drivers, we could develop a campaign encouraging other road users to be courteous toward provisional drivers. An evaluation of the L plate trial will examine whether L plate drivers experienced negative behaviour, and this information will be considered if P plates are implemented.

While displaying P plates may not directly save lives, it will make it simpler for police to identify provisional and learner drivers and therefore enforce licensing conditions such as late night or peer passenger restrictions. It would not be possible to enforce restrictions on provisional drivers, without an identification mechanism such as P plates. Without this, it would be necessary for the police to intercept all vehicles driven by young drivers.

While some drivers may remove the plates to escape detection, Victorian research suggests that about 80% of provisional drivers display P plates about 80% of the time. Fines and other penalties such as extension of the provisional period apply for failure to display P plates in other states and territories that require them.

Pros

- Warns other drivers of an inexperienced driver
- Enables enforcement where restrictions apply

Cons

- May make provisional drivers targets for abuse
- There has been no evaluation of the benefits of P plates
- Provisional drivers may not wear plates or may remove plates

HAVE YOUR SAY

What do you think about P plates?
Have your say on page 22.

14. Screen-based hazard perception test (HPT)

The process of graduating from one licence level to the next could include a HPT to ensure new drivers have the skills required at that level.

Under the P1 and P2 system, provisional drivers could be required to pass a screen-based HPT to move from P1 to P2 or from P2 to their open licence. A driver's hazard perception skills are best developed and assessed once they have had some on-road experience as solo drivers. So, it would make sense to conduct a HPT after the driver has accumulated at least 12 months of solo driving experience. Alternatively it could be a good "exit" test once they have completed their 3 provisional years.

Screen-based HPTs involve a touch-screen computer-based test which measures the ability of drivers to recognise potentially dangerous situations on the road and to react appropriately. Implementation of screen-based HPTs may be an issue for young drivers living in rural areas, however this could be addressed using the internet, as is done in New South Wales.

HPTs are used in New South Wales, Victoria and Western Australia. Generally if participants fail a HPT they are required to resit the test until they pass before moving to the next phase. Most states allow testing the following day but each additional test incurs a fee.

Specialised handbooks may be required to prepare for the test. The cost of the test ranges from \$13.50 (Victoria) and \$33 (New South Wales) per test in other states.

These tests are different from conventional licence tests which concentrate on road rules and vehicle control. They generally occur at a licensing centre on a computerised screen. New South Wales has an option to take the test online. Under this option, candidates book a session through the licensing centre and then conduct the test during this allotted time in the privacy of their own home. An example of a screen-based HPT can be seen on the New South Wales RTA website at <http://www.rta.nsw.gov.au/licencingtests/hazardperceptiontest/buildyourskills/index.html>.



Photo courtesy of RTA.

While HPTs do encourage the development of novice drivers the crash reduction value of intermediate and exit tests is yet to be fully established. They also take time and money to develop and may be seen as an extra imposition on young drivers.

Pros

- Potentially encourages the development of hazard perception skills in novice drivers
- Testing ensures novice drivers have the skills to progress to the next level of licensing

Cons

- Increased financial cost for young drivers
- No research evidence of reduction in crash rates
- Increased burden on young people
- Expensive to develop and operate

HAVE YOUR SAY

What do you think about screen-based hazard perception tests to ensure drivers have ability before moving up a level?

Have your say on page 22.

15. Working with driving instructors after changes to the GLS

Working with driving instructors after changes to the GLS are implemented could ensure they clearly understand the new requirements.

About 75% of Queensland learners receive some paid lessons from driving instructors. Queensland Transport requires driver trainers to have Certificate IV in driver instruction and meet standards related to their vehicles such as dual controls. Q-RIDE registered service providers must also meet business standards set in legislation.

Queensland Transport works with the driver training industry and other relevant agencies (such as the RACQ) to evaluate existing driver training and education programs, to identify the best training methods, and to promote and support the development of effective driver training in Queensland. Queensland Transport currently provides information to both driver instructors and Q-RIDE providers as required via the relevant industry bodies or direct mail.

If changes are made to the Queensland licensing system, driving instructors will need to be provided with information and training on how these changes will affect their current training practices.

The education and training may include:

- coaching and mentoring to help instructors develop key skills
- training techniques so trainers can develop hazard detection and response skills in their novice drivers.

Depending on what changes are made to the Queensland GLS, the driver training industry may require customised in-service programs, or restructure of their training programs and qualifications to extend the abilities of instructors.

Pros

- May assist in improving the quality of driver training to young drivers
- Increases knowledge and support within the industry

Cons

- May increase financial costs for driving instructors
- May create increased time burdens for driving instructors

HAVE YOUR SAY

Should Queensland Transport assist instructors with education and training after changes to the licensing system?

Have your say on page 23.

16. Develop an education and media campaign on driver distraction

An education and media campaign to inform the community on the dangers of driver distraction and inattention could be developed.

Young and inexperienced drivers are more susceptible to distractions inside and outside of the car. While some distractions cannot be avoided some can be reduced or eliminated.

Many events and activities both inside and outside the vehicle can take a driver's attention off the road. Some may be temporary distractions that are difficult to predict or control (such as an unusual event along the roadside, a loose object moving inside the vehicle, attending to a upset child, a sudden noise) while others may be distractions that are engaged in voluntarily (such as selecting and changing a CD, interacting with passengers, making or receiving a mobile phone call). Any event that interferes with a driver's attention to driving may result in a crash.

Due to these dangers it may be useful to consider the development of a targeted media and education campaign to inform young drivers of the dangers of driver distractions and inattention.

Pros

- Will inform young drivers of the dangers of driver distractions and inattention

Cons

- Distractions are varied and addressing all possibilities may be difficult or costly

HAVE YOUR SAY

What do you think about an education program and media campaign on driver distraction issues?

Have your say on page 23.

“Research shows that young and inexperienced drivers, particularly those in the first year of solo driving, are more susceptible to distractions inside and outside of the car.”

17. Prohibit all mobile phone use for learner and provisional drivers when driving

To limit the risk of distraction, it may be useful to prohibit learner and provisional licence holders from using their mobile phones, while they are driving (including the use of hands-free kits).

Australian research shows hand-held mobile phone use while driving increases the risk of driver fatality by four to nine times for all drivers. Penalties for use of a hand held mobile phone while driving in Queensland have been increased but to reduce distractions, mobile phone use for provisional (and learner) drivers may not be allowed while driving. It is already against the law to use a hand-held mobile phone or send a text message/SMS while driving. This restriction would also prohibit the use of hands-free kits for young drivers.

This initiative may be popular with the general community on safety grounds, but will be unpopular with young drivers as it deprives them of access to hands-free mobile phone use while on the move, making them different from other drivers. Drivers would be able to use their phone when stopped with the engine switched off. This restriction could be enforced with the re-introduction of P plates in the first 12 months of a provisional licence.

Victoria is also considering introducing this restriction as detailed within its young driver discussion paper. Penalties for hand-held mobile phone use while driving have been increased recently in Queensland.

Pros

- Potentially reduce the risk of less experienced drivers from being involved in a crash

Cons

- May be seen as unnecessary impost on young drivers
- No research evidence of a reduction in crash risk for young drivers

HAVE YOUR SAY

What do you think about prohibiting all mobile phone use for learner and provisional drivers when driving?

Have your say on page 23.

18. Review of penalties and sanctions for provisional drivers who break the law

Deterring provisional drivers from breaking the law or their licence conditions could be helped by reviewing the current penalties and sanctions.

Evidence shows disqualified driving is increasing. There is a continuing increase in the number of court convictions and infringement notices issued for unlicensed/disqualified driving by all drivers. Therefore it is important we continue to encourage individuals to stay within the licensing system.

Unsafe and illegal acts like speeding, drink driving and driving dangerously are common in young driver crashes. The penalties provisional licence holders get for breaking their licence conditions and traffic laws must be harsh if they are to be an effective deterrent.

Intervention programs for repeat offenders could also be explored, particularly for repeated speed or alcohol related offences.

Other approaches that could be applied to licence holders who accumulate the maximum number of points, include:

- extend their provisional licence period when they regain their licence or as an alternative to licence suspension (for example an additional 12 months)
- allow them to retain driving privileges but on a learner licence so they would have to be supervised
- following a suspension period, require that they resit their practical driving test when reapplying for a licence.

For more serious offences courts could be granted the power to order a licence holder to attend a speeding/drink driving program as part of their penalty.

Pros

- Further deter provisional drivers from breaking the law

Cons

- Increased risk of unlicensed driving

HAVE YOUR SAY

What do you think about Queensland Transport reviewing the penalties for young drivers who breach the rules?

Have your say on page 23.

19. Incentive and reward options for provisional drivers

Rewarding young drivers who continue to comply with road laws and their licence conditions could be an option for Queensland.

A common concern among young drivers is that there is too much focus on restriction, regulation and control and not enough on incentives for good driving behaviour. There may be some value in exploring ways of rewarding young drivers who do the right thing on the road.

Examples of incentives include:

- a free first open licence to drivers who remain offence free during the provisional level
- a free learner licence to learners who undertake first aid training
- a reduction in the time spent on a provisional licence after undertaking an approved driver development program. However, Canadian research shows that there is an increase in crash involvement for young drivers who complete driver education and are allowed to exit the system early. This highlights that it is the experience gained under a licensing system that helps protect young drivers from crash risk.

Typically young drivers, based on their high crash involvement, pay higher insurance premiums than the general community. Insurance companies could consider offering lower premiums for young drivers with good driving records to encourage safer driving. This would be unlikely to be effective in the critical first few years before a driver had time to demonstrate a good driving record.

In light of the results from the research in Canada other jurisdictions that have featured this in their GLS such as New Zealand are reviewing their position. This same pattern has been found in other North American GLS and suggests that it is the experience gained under a GLS regime that helps protect novice drivers from crash risk and not driver training.

South Australia currently operates a program where provisional drivers can undertake a driver awareness course to reduce their provisional licence period from three years to two years (providing they are also offence free).

Incentives across the nation

The DriveRight program used in Victoria for provisional drivers periodically gives away a new car to a safe driver. Drivers are drawn from a pool of drivers spotted driving safely and within the law by police, ambulance and fire officers. The DriveRight scheme requires drivers to “opt-in” by putting a special sticker on their car. Other prizes such as new tyres, hotel accommodation and fuel are also offered. More information on DriveRight is available at www.tacsafety.com.au/jsp/driverright.

Pros

- Young people would appreciate being recognised for good driving behaviour

Cons

- Research shows no evidence of road safety benefit
- Incentives like progressing faster through the system early may have negative road safety impacts

HAVE YOUR SAY

What do you think about incentive and reward options to encourage drivers to do the right thing?

Have your say on page 23.

20. Education and training support for provisional drivers

Education and training support could be developed for provisional drivers to help them understand issues including safe following speeds, hazard perception and vehicle maintenance.

Basic driver training for learner drivers concentrates on fundamental car control skills and road rule knowledge.

While most drivers develop additional skills such as hazard perception and the ability to manage distractions through experience and practice, more advanced programs could be developed.

However, international and Australian research shows that the driver training beyond that required to gain an initial driver licence may not decrease crash risk, particularly among young males.

For example, training that concentrates on car control (involving skid recovery and emergency braking) may increase risk among young drivers by making them overconfident, and want to test their driving abilities.

It would therefore be important to ensure that we do not offer training or development programs to novice drivers that may interfere with this experience-based learning.

Programs and resources could be developed that deal less with the physical driving task and more with things such as hazard perception, distractions, risk taking, risk management and the relationships between lifestyle and driving that affect young drivers.

Both international and Australian research suggests that there is no particular need for skills based education and training programs (for example, involving skid recovery and emergency braking) to supplement a GLS.

Scientific evaluations of off-road novice driver training in Australia, Norway, Sweden, USA and Canada over the last three decades have shown no worthwhile crash reduction effects compared to on-road programs. Some have actually shown such training may lead to an increase in crashes through overconfidence, particularly among young males. Off-road driver training facilities are also expensive to build, operate and maintain.^{3B4}

In December 2004 the Federal Transport Minister announced a 2-3 year project development and trial of a world's best practice provisional driver training course in New South Wales and Victoria, focusing on vehicle maintenance, safe following speeds and distances, and hazard perception. The program is designed to provide young drivers with an understanding of their own limitations and an insight into how they can reduce the risks they face on the road. The trial is based on a program from Finland which focuses on behaviour and motivation related to driving.

Queensland could experiment with programs of this nature, or wait for the evaluation of the trial and then make a decision about what may benefit our young drivers.

Given the extensive nature of the Commonwealth trial and conflicting research recommendations on what information should be provided to young drivers at this stage it may be better to wait for the evaluation of the trial before implementing a new education program. Access and cost of further education and training for provisional licence holders would be difficult for young drivers in some rural areas.

Currently government does not regulate the post-licence driver training industry on what content can be delivered to new drivers. If this training was made compulsory it would be necessary to regulate this information to ensure consistent information is provided.

A support program for the parents of provisional drivers known as "Checkpoints" is being trialled in the USA. Preliminary evaluation shows that it may be having a positive effect on GLS compliance among novice drivers.

Pros

- May have a positive effect on GLS compliance among novice drivers

Cons

- Driver training beyond that required to gain an initial driver licence may not decrease crash risk, particularly for young males.

HAVE YOUR SAY

What do you think about innovative education and training support for provisional drivers?

Have your say on page 23.

21. Restricting the cars that provisional drivers may drive

Vehicle restrictions could be introduced to stop provisional licence holders from driving certain types of high-powered cars such as V8 or turbo charged cars. Modified vehicles could also be banned.

Exemptions could be granted where the family car or an employer's vehicle is a restricted vehicle.

Australian research shows that all drivers appear to be at slightly greater crash risk when driving high-powered vehicles. However, newer larger family cars often have extra safety features that can provide added protection in a crash.

It may be difficult for police to identify prohibited vehicles and this may limit them in enforcing the restriction and therefore undermine the potential effectiveness.

Further, driver attitudes may be more important than vehicle power. High speeds can be reached by a wide variety of cars and many young drivers will take risks regardless of the vehicle type.

Rural areas may be particularly disadvantaged by a power restriction as many families within rural areas have 4WD vehicles as a family car.

As mentioned previously in this paper common contributing factors in provisional driver crashes are inexperience, alcohol and speed. Young driver crashes in Queensland occur in all vehicles and there is no evidence that the power of the vehicle can be attributed to an increased crash risk.

Both Victoria and New South Wales do have vehicle restrictions for provisional drivers. However, although Victoria has had power-to-weight restrictions since 1991 there has been no evaluation of its effectiveness since its introduction.

The implementation of power restrictions are achieved differently in Victoria and New South Wales. Victoria has a system of power-to-

weight restrictions where they produce a list of restricted vehicles. This list is required to be regularly updated. However, New South Wales has recently introduced a restriction on engine size where V8, supercharged or turbo vehicles are banned for provisional drivers.

As engine capacities or power to weight ratio are not normally displayed on cars, detection and enforcement may present significant issues for police.

Pros

- Research shows greater crash risk for all drivers when driving high-powered vehicles

Cons

- New high-performance cars have extra safety features that provide added protection
- Administrative burden associated with updating banned vehicle list
- There is no evidence in Queensland that high-powered vehicles are a higher crash risk for young drivers

HAVE YOUR SAY

What do you think about restricting the type of car a provisional licence holder can drive?

Have your say on page 24.

22. Speed limit restrictions

Queensland could consider limiting the speeds at which learner and provisional drivers are allowed to drive.

Whilst speed contributes to crash risk and severity for all drivers, 20% of all speeding infringements are attributed to young drivers. On average 1,500 high speed suspensions (travelling 40km/h over the speed limit) are issued each year to young drivers.

Limiting the speeds that young drivers travel at and banning them from freeways may sound safe, but in reality, it may not be.

Victorian research has shown that requiring young drivers to travel at 20 to 30km/h below the posted speed limit on these roads could actually increase their crash risk. Allowing all traffic to travel at much the same speed on a road or highway is generally safest for all drivers.

These limits would also prevent young drivers from gaining experience on freeways and motorways – roads that are often the safest roads despite their higher speed limits.

Drivers in remote or rural areas would be particularly affected by such restrictions because they often need to drive on highways that have 110km/h speed limits.

If a speed restriction was implemented for young drivers they would be at an increased risk of crashes as many rural areas have single lane roads with 100km/h or 110km/h speed limits. A young driver with a speed restriction, for example of 80km/h, would create an increased crash risk as more drivers could try to overtake on these narrow roads.

Queensland statistics indicate that crashes occur at all speeds and in all conditions. Table 2 shows that 52% of all young driver deaths were under the 100km/h speed limit.

Table 2 – Queensland crashes occurring at all speeds and in all conditions

Speed Zone	Year					Total
	2000	2001	2002	2003	2004	
0 - 50 km/h	2	5	2	7	6	22
60 km/h	14	28	24	24	30	120
70 km/h	3	4	6	3	3	19
80 - 90 km/h	10	12	12	17	10	61
100 - 110 km/h	34	41	56	35	39	205
Total	63	90	100	86	88	427

Pros

- Speed contributes to crash risk and severity for all drivers

Cons

- Allowing young drivers to travel at 20 – 30 km/h below posted speed limits could actually increase their crash risk
- Rural and remote drivers may be particularly affected
- These limits would prevent young drivers gaining experience on freeways and motorways which are considered safer roads

HAVE YOUR SAY

What do you think about speed limit restrictions for provisional drivers?

Have your say on page 24.

Feedback and comment sheet

We would appreciate your feedback and comments on the initiatives in this paper. For each statement below please indicate your level of support by circling the appropriate number:

1 = Strongly Oppose 2 = Oppose 3 = Neutral 4 = Support 5 = Strongly Support

After each statement please write any additional comments you may have. If you need more space please use the back of the comment sheet.

After completing the feedback sheet detach and return to:

Queensland Youth – on the road and in control

Reply Paid

PO Box 673

Fortitude Valley

QLD 4006

No stamp is required. Please return this form by 10 March 2006.

Pre learner phase

Strongly Oppose	Oppose	Neutral	Support	Strongly Support
1	2	3	4	5

1. Develop and trial a pre-learner education package for potential drivers 12 months before minimum learner licence age.

2. First aid training at the pre-learner level to promote awareness of risk among young people.

1	2	3	4	5
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Learner licence level

Strongly Oppose	Oppose	Neutral	Support	Strongly Support
1	2	3	4	5

3.a) Require learner drivers to gain 120 hours of supervised on-road experience.

b) Supervised on-road experience be recorded and certified in a logbook for learner drivers.

1	2	3	4	5
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c) If learner drivers lose a partially completed logbook they can re-enter previous information.

1	2	3	4	5
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d) Any supervising driver, who has had their open licence for 12 months, can sign the logbook eg. parents, driving instructors, siblings etc.

1	2	3	4	5
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Strongly Oppose	Oppose	Neutral	Support	Strongly Support
1	2	3	4	5

4.a) Encourage supervisors of learner drivers to attend an information session on how to supervise learner drivers.

1	2	3	4	5
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b) Develop a multimedia guidance and educational package for learner drivers and parents.

1	2	3	4	5
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5.a) Hold a learner licence for at least 12 months (to support the 120 hour experience requirement).

1	2	3	4	5
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b) Increase the learner licence validity from one year to three years (to support the 120 hour experience requirement).

1	2	3	4	5
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6. Reduce the minimum learner licence age from 16 1/2 to 16 years (to allow time to gain 120 hours of experience).

1	2	3	4	5
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7. Investigate penalty and sanction options for learner drivers who breach traffic laws or licence conditions.

1	2	3	4	5
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8.a) Review the Q-Safe practical driving assessment.

1	2	3	4	5
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b) The current practical driving test adequately tests the necessary driving actions. If not please comment below.

9. Introduce competency based training and assessment (CBTA) for learner drivers.

Strongly Oppose	Oppose	Neutral	Support	Strongly Support
1	2	3	4	5

Provisional licence level

10. Introduce a peer passenger restriction of no more than one passenger aged under 21 who does not hold an open licence.

Strongly Oppose	Oppose	Neutral	Support	Strongly Support
1	2	3	4	5

11. Introduce a late night driving restriction for the first 6-12 months of solo driving.

1	2	3	4	5
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12. Divide the P level into two phases (P1 and P2) with additional restrictions in the first phase.

1	2	3	4	5
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13. Require display of P plates on vehicles driven by provisional licence holders.

1	2	3	4	5
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14. Develop an education campaign encouraging tolerance for all drivers, particularly novice drivers.

1	2	3	4	5
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15.a) Use a screen-based hazard perception test (HPT) for P1 drivers to “graduate” to P2 licence phase.

1	2	3	4	5
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Strongly Oppose	Oppose	Neutral	Support	Strongly Support
1	2	3	4	5

b) Use a screen-based HPT for provisional drivers to “graduate” to the open licence level (as an exit test).

16. Provide training and support programs to driving instructors to support the improved GLS.

1	2	3	4	5
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17. Introduce an education and media campaign on the dangers of driver distraction and inattention.

1	2	3	4	5
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18. Prohibit all mobile phone use for learner and provisional drivers when driving.

1	2	3	4	5
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19. Develop penalty and sanction options for provisional drivers who breach laws or licence conditions.

1	2	3	4	5
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20. Develop incentive and reward options for provisional drivers who comply with road law and licence conditions.

1	2	3	4	5
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21.a) Develop and trial new education and training support for provisional licence holders.

1	2	3	4	5
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b) Develop new skills based training programs for provisional licence holders.

1	2	3	4	5
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Strongly Oppose	Oppose	Neutral	Support	Strongly Support
1	2	3	4	5

22. Introduce power restrictions for provisional drivers.

23. Introduce speed limit restrictions for provisional drivers.

1	2	3	4	5
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24. Parents should be more involved in the education and training of their children to learn to drive.

1	2	3	4	5
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25. There should be more information for parents on supporting their children in learning to drive eg. DVD, CD-Rom.

1	2	3	4	5
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Additional comments

Thank you for your comments on the young driver's discussion paper. We appreciate your input and your help in developing the future direction for the GLS in Queensland. To help us organise and make good use of the comments from Queenslanders, we would like some very basic information about you. Please tick the description that best applies to you.

I am: Male Female

I am in the following age group: 13-16 17-20 21-25 26-29 30-39 40-49 50-59 60 and over

I currently hold the following type of car driver licence: Learner Provisional Open (Full) Not applicable

What role do you play in teaching young drivers? Parent or guardian Grandparent Professional driver trainer
 Learner driver Sibling Other, please specify: _____

The postcode where I live is: _____

For further information

Web: www.transport.qld.gov.au/youngdrivers

Phone: 1800 681 636 (during business hours)