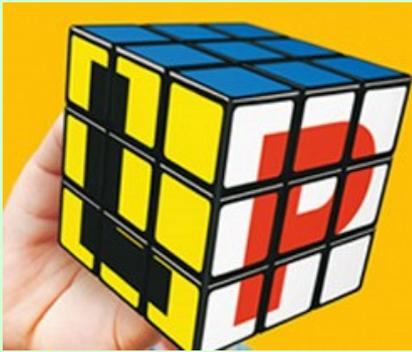




# Talkin' Road Safety

## SPECIAL EDITION

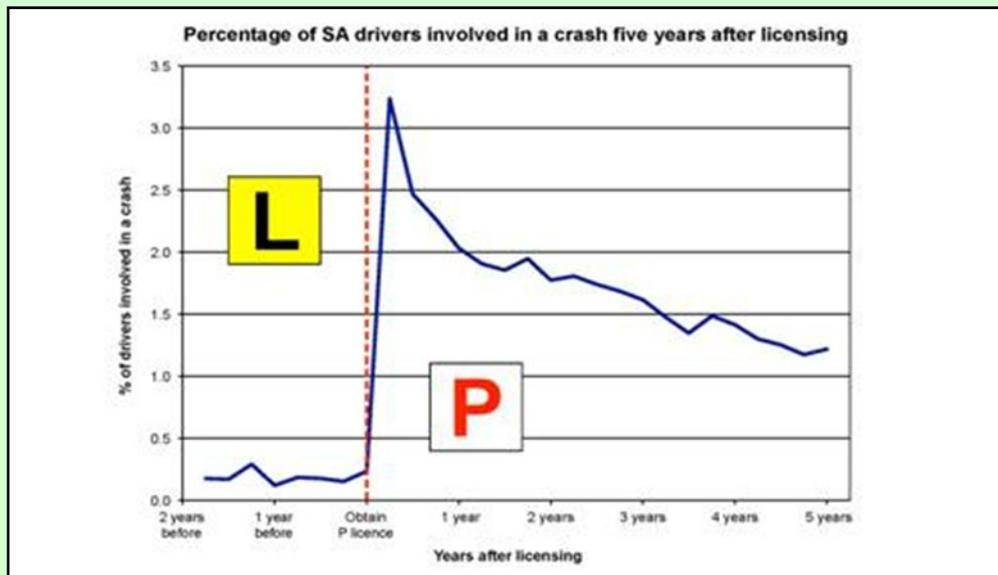


### PROPOSED CHANGES TO GRADUATED LICENSING SCHEME

Paula Norman from the Department of Planning, Transport and Infrastructure (DPTI) recently provided an overview of the proposed changes to the Graduated Licensing Scheme for driver's licence in South Australia. It explains the reasoning behind the changes and how they would be practically applied. It is well worth the read. Bear in mind that this is not current law and has only been introduced into parliament as a bill.

Despite significant reductions in South Australia's road toll over the past decade, young drivers continue to be over-represented in the road trauma statistics, much more so than older age groups. South Australia currently has the second-worst fatality rate per population for 16 to 19 year-olds in the country; almost double that of Victoria and New South Wales. In South Australia young people aged 16 to 19 make up five per cent of our population, however they account for 12% of our road deaths and serious injuries. Lack of experience, night-time driving and the presence of peer passengers all contribute to younger drivers having an increased risk of road crashes. Young drivers are also most at risk of a crash in their first year of unsupervised driving.

To view proposed licence changes FLYER, click image below.





### PROPOSED CHANGES TO GRADUATED LICENSING SCHEME continued...

This graph shows that upon gaining a provisional licence and beginning to drive unsupervised, the percentage of young drivers involved in crashes rises eleven times. The proposed changes to the GLS are being put forward to address this problem.

They aim to strike a balance between preserving the freedom afforded to our young drivers and reducing the risks they face. They are initiatives based on sound evidence and a commitment to reducing the number of deaths and serious injuries suffered by our young drivers and their passengers.

Given the high profile of the GLS initiatives, the following further information on each of the four proposals is presented and they explain how they are supported by evidence and will contribute to reducing fatalities and serious injuries for young drivers and other road users.

A passenger restriction for P1 drivers, allowing no more than one passenger aged 16 to 20 years (immediate family members are exempt) for the 12 months on a P1 licence.

Research shows that carrying two to three peer passengers under the age of 21 (who are not family members) increases the risk of a young driver crashing by four to five times compared to driving alone.

In South Australia, 27% of drivers aged 16-19 years involved in fatal crashes from 2008 to 2012 were driving with two or more passengers, compared to 13% of drivers aged 25 and over.

The University of Adelaide's Centre for Automotive Safety Research (CASR) estimates the introduction of these passenger restrictions will prevent between 12 and 17 deaths and serious injuries each year. Victoria introduced a passenger restriction for P1 drivers in 2008, while in NSW and Queensland, similar restrictions have applied from 2007.

This restriction will bring South Australia's licensing conditions more closely in line with other states.

A night-time driving restriction for P1 drivers between midnight and 5 am for the 12 months on a P1 licence (with an exemption system).

Research shows that in South Australia, 16 and 17 year-old provisional drivers are up to seven times more likely to be involved in a serious crash when driving at night.

In South Australia, 31% of drivers aged 16-19 years involved in fatal crashes from 2008 to 2012 crashed between 10pm and 5am, compared to 14% of drivers aged 25 years and over.

CASR estimates this restriction will prevent eight to 12 deaths and serious injuries per year. This proposal exempts P1 drivers from the night-driving restriction if they are driving for employment and training purposes, for example, elite athlete training.





### PROPOSED CHANGES TO GRADUATED LICENSING SCHEME continued...

There will also be exemptions if P1 drivers are police members driving on duty or members of other emergency services, ie SES or CFS, driving an emergency vehicle on duty.

It is important to note that the passenger and night driving restrictions will NOT apply if a provisional driver is aged over 25 or if the passenger is a Qualified Supervising Driver, meaning they have held their full licence for at least two years continuously without disqualification.

Under the proposed passenger restriction, a P1 driver will be able to carry family members, as well as one peer passenger aged 16 to 20. For instance, they will be able to carry their siblings, as well as one peer passenger.

The proposed restrictions will also only apply for the duration of a P1 licence for 12 months. They will not apply to P2 drivers. The proposed restrictions are intended to keep novice drivers safe during their first year of solo driving, when they are at greatest risk of a crash. Inexperience is the most significant contributing factor in young driver crashes, rather than deliberate risk taking or extreme behaviour.

#### Extending the total minimum provisional licence period from two to three years

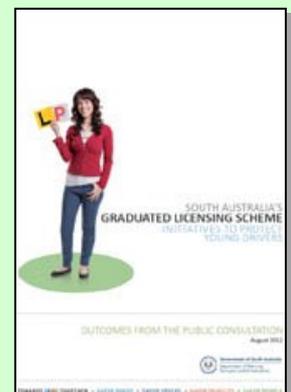
This proposal extends the total length of time a new driver must hold a provisional licence from two years to three. This in turn would extend the duration of conditions such as the zero blood alcohol limit, speed and power restrictions and a lower demerit allowance. Extending these conditions will help to keep our young drivers out of high-risk situations without impinging on their mobility.

#### Removing the requirement for novice drivers who become disqualified to regress to their previous licence stage or pass any tests associated with that previous stage

The requirement to regress to a previous licence stage following a period of driver disqualification is being removed as there is no strong evidence which suggests that this policy leads to young drivers becoming any safer on the road.

In addition, the Hazard Perception Test (HPT) will become a requirement of graduation from L to P1 rather than from the current P1 to P2. This will allow a young driver's hazard perception skills to be tested before they are allowed to drive unsupervised.

These proposals follow an extensive consultation process by the State Government between October and December 2011 so it could listen to the thoughts of the community. A report on the public consultation outcomes was released to the public on August 19, 2012 and is available online at the *Towards Zero Together* website under 'Proposed Initiatives for L & P drivers' (or <http://dpti.sa.gov.au/towardszerotogether/article?item=80>).





# Talkin' Road Safety

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### PROPOSED CHANGES TO GRADUATED LICENSING SCHEME continued...

The consultation process received more than 1,000 submissions from youth interest groups, the health sector, Members of Parliament, local government, road safety groups and the public. The high volume of submissions shows that this is an issue of great importance to the community. The contributions were invaluable in helping shape the proposed changes.

The consultation process revealed two principle community concerns: that these initiatives penalise young drivers for the actions of a few, and that they will disproportionately affect country drivers. These concerns deserve our attention and response.

At present, young drivers are involved in a disproportionate amount of serious road crashes. This fact is repeated in all States and Territories of Australia and adversely affects the entire community. Each time we drive we incur a risk to not only ourselves and the passengers in our vehicle but everyone on the road. Introducing measures which reduce the involvement of young people in road crashes acknowledges that our least experienced drivers are those most at risk. These initiatives are aimed at reducing the devastating effects that the loss of a young life, or the ongoing impact of a serious injury, has on families and communities.

Some of the proposed changes will affect the independence of young drivers, their families and friends, particularly in rural communities. However, it is important to note that young drivers aged 16 to 19 years in rural South Australia are 2½ times more likely to die or be injured in a crash than their peers in metropolitan Adelaide. Saving young people's lives must take precedence over concerns about mobility and inconvenience, particularly when some restrictions would apply only to one year of a person's life.

The proposed changes also have the support of major stakeholders including the health sector, emergency services and the RAA. These bodies concur that the changes are based on solid evidence and will help make our roads safer, not just for our young drivers, but for all road users.

There is no proposal to raise the minimum age a person could apply for a provisional licence from 17 to 18 years of age based on the feedback received from the public consultation.

A Bill was introduced into Parliament on 24 July 2013 and if passed and agreed to by Members of Parliament any changes would be likely to come into effect in mid 2014.

Answers to the frequently asked questions have facts about the proposed changes and can be found at: [www.myllicence.sa.gov.au/](http://www.myllicence.sa.gov.au/).

safer, smarter drivers  
[mylicence.sa.gov.au](http://mylicence.sa.gov.au)

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# FLYER

## proposed licence changes: saving lives



If the proposed passenger and night-time restrictions were in place over the last 5 years this could have prevented:

**22**

**DEATHS**

(an average of 4 per year)



The same as a whole class of students.

**240**

**SERIOUS INJURIES**

(an average of 48 per year)



The same as half the average young person's Facebook friends.  
(18 to 25 year olds have an average of 510 Facebook friends).

**1397**

**MINOR INJURIES**

(an average of 279 per year)



The same as 28 bus loads of people.

Source: Department of Planning, Transport and Infrastructure analysis of South Australia crash data between 2008–2012

### Proposed P1 rule changes will save lives



A passenger restriction for P1 drivers allowing no more than one passenger aged 16 to 20 years (immediate family members are exempt).



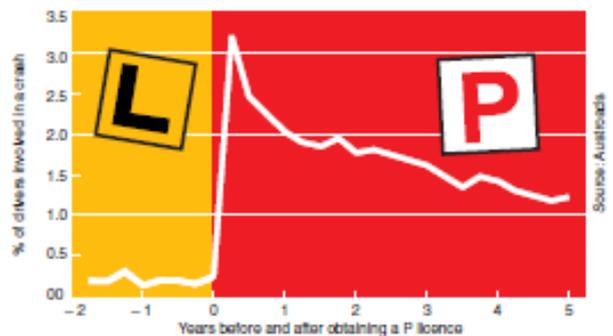
A night-time driving restriction for P1 drivers between midnight and 5 am (with an exemption system).

The proposed passenger and night-time driving restrictions will only apply to P1 drivers. They will not apply to P2 drivers.

For more information go to [mylicence.sa.gov.au](http://mylicence.sa.gov.au)

## young drivers: the facts

Research shows that crashes are most likely to occur during the first 12 months of holding a provisional licence when a driver is least experienced and driving unsupervised.



### Saving young South Australian lives

Young people aged 16–19 are dying on South Australian roads at a greater rate than in Victoria, New South Wales, Queensland, Western Australia, Tasmania and Australian Capital Territory. Many of the other states have passenger and night-time driving restrictions.



Source: Australian Road Deaths Database

**2½**  
times more in  
rural areas

Young drivers and riders aged 16–24 in rural South Australia are 2½ times more likely to die or be seriously injured in a crash than those who live in the metro area.

metro

Source: Department of Planning, Transport and Infrastructure analysis of South Australia crash data between 2008–2012

These proposed changes are supported by:



Government of South Australia  
Department of Planning,  
Transport and Infrastructure

For more information go to [mylicence.sa.gov.au](http://mylicence.sa.gov.au)