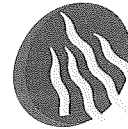




Hon. Paul Lucas MP



Queensland
Government

Our ref: MC13184


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LAID UPON THE TABLE OF THE HOUSE
THE CLERK OF THE PARLIAMENT

Minister for
Transport and Main Roads

01 JUN 2006

Mr Neil Laurie
Clerk of the Parliament
Parliament House
George Street
Brisbane Qld 4000



Dear Mr Laurie 

Re: Travelsafe Report No. 40: *Reducing the road toll for young Queenslanders – is education enough?* and Report 41: *Provisional driver and rider licence restrictions.*

I refer to my letter of 13 April 2006 where I submitted for tabling a copy of my letter of 9 March 2006 to Mr Jim Pearce MP, Chairman Travelsafe Committee, which referred to a progress report on the implementation of recommendations for the above reports.

Mr Pearce has advised that the Travelsafe Committee recommend that the progress report be also tabled to fulfil recommendation 20 from Report 41 which states;

That Ministers report annually to Parliament on the implementation by the departments of supported or partially supported recommendations in this report.

In accordance with the *Parliament of Queensland Act 2001, s.107(5)(b)*, I attach to be tabled in the Legislative Assembly a copy of the Implementation of Travelsafe Reports No.s 40 and 41.

Yours sincerely



PAUL LUCAS MP
Minister for Transport and Main Roads

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Implementation of Travelsafe Reports No.s 40 and 41

This document is intended as a way of clearly identifying responsibilities and progress on the implementation of recommendations from the Select Committee on Travelsafe's Reports No.s 40 and 41.

Summary response to the recommendations of the Parliamentary Select Committee on Travelsafe report on *Reducing the Road Toll for Young Queenslanders – is Education Enough?*, Report No. 40, December 2003

Abridged Recommendation	Progress
1. That Queensland Transport devise, trial, and evaluate a post-licence driver/rider education course for provisional drivers and riders with six months solo driving/riding experience to address higher level skills such as hazard perception, visual scanning and risk assessment. The course shall be modelled on the <i>Road Ready Plus</i> program implemented by the Australian Capital Territory Government and incorporate elements of the insight training approach.	<p>This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i>: a community discussion paper on young driver safety.</p> <p>The Federal Government trial due to report in 2007. The evaluation of the project will inform future direction.</p>
2. That Queensland Transport liaise with the driver and rider training and education industry, the automotive industry and other transport agencies to establish a research program for driver and rider education and training. This program would source funding primarily from external sources and its primary objectives are to evaluate existing programs, identify best practice curricula and methods and disseminate information to practitioners to enhance the road safety value of driver and rider training and education.	The Driver Training and Education Working Group has been established and has met four times. The Terms of Reference have been approved, and the group has developed a list of agreed action priorities, including investigation of curriculum for pre-licence training.

<p>3. That Queensland Transport publish guidelines for education and training providers, consumers and other third parties to provide advice on the curricula and training/education techniques that are most beneficial for young and novice drivers and riders.</p>	<p>QT also has assisted with the establishment of the Driver Training Industry Working Group (DTIWG). It was established for Queensland driver trainers as an advisory forum to Government to promote and support the development of effective driver training.</p> <p>In December 2004 the Federal Government announced that New South Wales (NSW) and Victoria (Vic) will participate in a trial of a driver development program using curriculum developed based on the Finnish model. Under the proposed program, provisional licence holders who have between six and twelve months of solo driving experience will undertake a series of on-road driving assessment sessions and off-road discussion groups.</p> <p>The 14,000 course participants, 7,000 in NSW and 7,000 in VIC, will be recruited on a voluntary basis. An additional 14,000 young drivers will be recruited as a comparison group. The other funding partners which include NRMA insurance, Royal Automobile Club of Victoria and the Federal Chamber of Automotive Industries.</p> <p>QT will wait for the evaluation of the trial and then make a decision about what may benefit young drivers.</p>
<p>4. That Queensland Transport, in consultation with providers of post-licence training and industry, explore the need for compulsory accreditation, registration and minimum standards for post-licence education and training providers.</p>	<p>Progress on this recommendation is pending outcomes of the federal government trial.</p>
<p>5. That Queensland Transport continue to encourage learner drivers and riders to achieve 120 hours of</p>	<p>This issue is under consideration as part of the</p>

supervised driving/riding during the learner licence stage including night driving, highway, wet weather and dirt road experience.	<p><i>Queensland youth – on the road and in control</i>: a community discussion paper on young driver safety.</p> <p>QT continues to promote the concept through a kit for all newly licensed provisional drivers – "Never the Same Again" has been distributed since November 2004. Information is also available through the internet and 'Ready to Guide.'</p>
6. That Queensland Transport commission a survey of learners to determine the extent of their supervised driving/riding practice prior to licensing, and identify if strategies designed to increase the amount of supervised experience are working.	Survey was undertaken in September 2004. Results are being utilised in the review of the Graduated Licensing Scheme.
7. That Queensland Transport amend the Transport Operations (Road Use Management – Driver Licensing) Regulation 1999 to reduce the minimum age an individual is eligible for a learner licence to 16 years.	This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i> : a community discussion paper on young driver safety.
8. That Queensland Transport revise the learner logbook included in the <i>Ready to Guide</i> and attached to <i>Your keys to driving in Queensland</i> to ensure it meets the needs of young and novice drivers/riders and their supervisors.	Is under consideration as a minor revision is currently in progress. However, the role of the guide is under consideration as part of the Graduated Licensing Scheme project.
9. That Queensland Transport examine methods using on-line interactive sites to engage with and support learners to achieve 120 hours of supervised driving/riding experience.	This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i> : a community discussion paper on young driver safety.
10. That Queensland Transport increase the period a learner licence is valid to three years. Extensions of learner licences after three years shall be conditional on applicants re-sitting and passing the learner theory test.	This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i> : a community discussion paper on young driver safety.
11. That Queensland Transport provide resources to assist schools and community groups establish driver mentoring programs based on the Driver Experience Enhancement Program (DEEP) to provide learner drivers with greater access to supervised driving experience.	In February 2004, Queensland Transport (QT) released the School Road Safety Education Framework to provide teachers and other agencies with a comprehensive and consistent approach

	<p>regarding the concepts and processes for effective road safety education.</p> <p>The SRSEC will be accessible through the internet via Queensland Transport's website. QT is also investigating the future of DEEP program.</p>
<p>12. That section 57E of the Transport Operations (Road Use Management) Regulation 1995 be amended to require the display of L-plates on all vehicles driven or ridden by holders of learner licences, not just commercial driving school vehicles while a learner is under instruction.</p>	<p>The reintroduction of L-plates to Queensland on a trial basis started on 31 January 2005 and will run until 30 January 2008.</p> <p>Evaluation of the trial will take place over the trial period. The evaluation will look at impacts on crash patterns, drivers' attitudes, infringement patterns, and enforcement activity.</p>

Summary response to the recommendations of the Parliamentary Select Committee on Travelsafe report on *Reducing the Road Toll for Young Queenslanders – is Education Enough?*, Report No. 41, December 2003

Abridged Recommendation	Progress
1. That Queensland Transport introduce a two-stage provisional licensing system, in conjunction with additional licence restrictions, on a three year trial basis.	This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i> : a community discussion paper on young driver safety.
2. That Queensland Transport evaluate the two-stage provisional licensing system periodically (every twelve months) and comprehensively at the end of the three year trial period.	This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i> : a community discussion paper on young driver safety.
3. That Queensland Transport implement a late night driving/riding restriction for provisionally licensed drivers and riders aged under 25 years.	This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i> : a community discussion paper on young driver safety.
4. That Queensland Transport inform parents and provisional licence holders of the dangers of night driving and riding. This information should encourage provisional licence holders to limit their driving and riding that occurs at night. This information should be provided to provisional licence holders at the time a licence is granted.	<p>Information has been provided on the QT internet of the dangers of night driving , particularly for provisional licence holders.</p> <p>Provisional licence holders are also provided with the DVD <i>Never the Same Again</i> which highlights these dangers.</p>
5. That Queensland Transport monitor and evaluate passenger restrictions on provisional licence holders in other jurisdictions to identify if they assist in reducing crashes, and the possible road safety benefits if implemented in Queensland in the future.	<p>Continuing to monitor evaluations of passenger restrictions in other jurisdictions.</p> <p>This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i>: a community discussion paper on young driver safety.</p>

Abridged Recommendation	Progress
6. That Queensland Transport develop methods to effectively measure the involvement of provisional drivers and riders in crashes while carrying passengers. For instance, rather than just recording the number of injured passengers, officers of the Queensland Police Service could note the number of passengers present, whether injured or not, in the vehicle for all crashes they attend.	The RoadCrash Database allows for the number of passengers present in a vehicle in a crash to be recorded.
7. That Queensland Transport introduce a peer passenger restriction for provisionally licensed drivers under the age of 25 who lose their provisional licence for serious traffic offences and the accumulation of demerit points.	This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i> : a community discussion paper on young driver safety.
8. That Queensland Transport inform parents and provisional licence holders of the dangers of driving and riding whilst carrying passengers. This information should encourage provisionally licensed drivers and riders to limit the amount of driving and riding they undertake with passengers present, at least during the first year of driving and riding solo. This information should be provided at the time a provisional licence is granted.	A kit for all newly licensed provisional drivers was developed and is being distributed from mid November 2004 for two years. This included a guide for parents about how they can assist their children to drive safely. Information is also available through the internet. The information package includes information about driving safely with passengers.
9. That Queensland Transport monitor power restrictions for light vehicles that provisional drivers may drive in other jurisdictions with the aim of identifying if they assist in reducing crashes and the possible road safety benefits if implemented in Queensland in the future.	Continuing to monitor implementation and evaluations of power restrictions in other jurisdictions. This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i> : a community discussion paper on young driver safety.
10. That Queensland Transport retain the current cubic capacity restriction for motorbikes that provisionally licensed riders can ride.	No further action required.
11. That Queensland Transport investigate the factors contributing to motorbike crashes in Queensland to identify the extent to which factors such as riding experience, rider age, motorbike design, competency-based licensing and traditional licensing contribute to crash risks.	Phase 1 completed – examination of motorbike crashes in Queensland. Phase 2 commenced – exposure survey to determine riding patterns in Queensland, and determine key risk areas.
12. That Queensland Transport monitor and evaluate towing restrictions for provisional drivers and riders in	Continuing to monitor implementation and

Abridged Recommendation	Progress
other jurisdictions to identify whether they assist in reducing crashes and the potential road safety benefits if implemented in Queensland in the future.	evaluations of towing restrictions in other jurisdictions.
13. That Queensland Transport inform parents and provisional licence holders of the dangers of towing. This information should include measures to minimise the risks, and be provided at the time a provisional licence is granted. Outlets offering trailers and other vehicles requiring towing for hire should also distribute this information.	This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i> : a community discussion paper on young driver safety.
14. That Queensland Transport introduce an additional speeding penalty for provisional licence holders under 25 years travelling more than 15 kilometres per hour above the posted speed limit. This additional penalty would operate in a similar manner to the existing penalty for all drivers and riders travelling more than 40 kilometres per hour above the posted speed limit. The additional penalty shall be introduced on a three year trial basis, and reviewed in terms of its road safety and other impacts prior to further implementation.	Final evaluation yet to be undertaken of new speed penalties and sanctions. A decision will be made following this evaluation.
15. That Queensland Transport require all provisional drivers and riders to display a P-plate at the front and rear of their motor vehicle and on the rear of motorbikes as a minimum, whilst driving or riding on a provisional licence. The colours used for the P-plates shall be the same as in New South Wales – red for P1, green for P2. The requirement to display P-plates shall be introduced on a three year trial basis and reviewed in terms of its road safety and other impacts prior to further implementation.	This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i> : a community discussion paper on young driver safety.
16. That Queensland Transport introduce an incentive for provisionally licensed drivers and riders who complete basic first aid training and one of the following: <ul style="list-style-type: none"> • a post-licence driver education course supplied by a provider accredited by the department (refer to Report No. 40 for information regarding an accredited driver education program); or • remain offence-free for 12 months of their provisional licence. This incentive shall take the form of removing the requirement to display P-plates after the first 12 months of the provisional period. The incentive shall be introduced on a three year trial basis, and shall be reviewed in terms of its road safety and other impacts prior to further implementation.	This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i> : a community discussion paper on young driver safety.
17. That Queensland Transport introduce a hazard perception test for provisionally licensed drivers and riders under the age of 25 at the conclusion of the second provisional licence stage. In developing the test Queensland Transport should: i: monitor on-going developments in jurisdictions with a hazard perception test component such as Victoria, New South Wales and Great Britain to ensure the hazard perception test introduced into Queensland conforms to best practice;	Continuing to monitor evaluations of hazard perception testing in other jurisdictions. This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i> : a community discussion paper on young driver safety.

Abridged Recommendation	Progress
ii: develop the appropriate infrastructure and procedures to ensure the test can be administered equitably across all areas of the state, including those living in rural and remote locations; and iii: develop two hazard perception tests, one for provisionally licensed drivers and one for provisionally licensed riders.	
18. That the Queensland Police Service enforce the recommended restrictions when police attend crashes, conduct RBT operations and other on-road traffic enforcement activities.	As the proposed restrictions, such as peer and night driving restrictions, are still being considered by government, the Queensland Police Service is not required to enforce them.
19. That officers of the Queensland Police Service conduct a licence check of all drivers and riders of vehicles displaying a P-plate involved in crashes or pulled over by the police for a RBT or other traffic offences such as speeding.	This issue is under consideration as part of the <i>Queensland youth – on the road and in control</i> : a community discussion paper on young driver safety. Support for this recommendation subject to provisional drivers and riders displaying P-plates, supportive legislation and operational policing.
20. That Ministers report annually to Parliament on the implementation by their departments of supported or partially supported recommendations in this report.	A report to Cabinet will occur after the consultation phase for the <i>Queensland youth - on the road and in control</i> discussion paper closes in March 2006.
21. That Queensland Transport implement the supported or partially supported recommendations in this report by 1 January 2008.	Refer to individual recommendations for timetables.