



GWYDIR
SHIRE COUNCIL

COMMUNITY SERVICES AND PLANNING COMMITTEE

AGENDA

Thursday 14 July 2022

NOTICE OF MEETING

Notice is hereby given that a **Meeting of the Community Services and Planning Committee** will be held in the Roxy Conference Room on **Thursday 14 July 2022**, commencing at **9:00 am** to discuss the items listed in the Agenda.

Your attendance is respectfully requested.

Yours faithfully,

Max Eastcott
General Manager

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1 OFFICIAL OPENING AND WELCOME - MAYOR

2 APOLOGIES

Apologies received from Crs D Coulton and Matthews

3 CONFIRMATION OF THE MINUTES

RECOMMENDATION

THAT the Minutes of the Community Services and Planning Committee held on 9th June 2022 as circulated be taken as read and CONFIRMED.

4 CALL FOR THE DECLARATIONS OF INTERESTS, GIFTS RECEIVED AND CONFLICTS OF INTEREST

5 COMMITTEE OF THE WHOLE - CONFIDENTIAL ITEMS

Organisation and Community Development Confidential Monthly Report

It is recommended that the Council resolve into Committee of the Whole with the press and public excluded to allow consideration of this Item, as provided for under Section 10A (2) (a) of the Local Government Act, 1993.

Community assets – March to June 2022

It is recommended that the Council resolve into Committee of the Whole with the press and public excluded to allow consideration of this Item, as provided for under Section 10A (2) (a) of the Local Government Act, 1993.

6 OFFICERS' REPORTS

6.1 Executive Services

File Reference: NA

Delivery Program

Goal: 5. Organisational management

Outcome: 5.1 Corporate management

Strategy: 5.1.5 Provision of responsible internal governance

Author: Administration Assistant

STAFF DISCLOSURE OF INTEREST Nil

IN BRIEF/SUMMARY RECOMMENDATION

This report is for reception.

TABLED ITEMS Nil

COMMENT

BUILDING SERVICES – JUNE 2022

The Department continues to receive enquiries and provide advice on a range of planning and building matters including:

- Minor structure construction e.g., sheds
- Commercial opportunities and construction
- Basix (Building Sustainability Index)
- Bushfire requirements
- Building construction standards and requirements
- Stormwater
- Licensing and owner builder requirements
- Fees and charges

The following Construction Certificate (C/C), Complying Development Certificate (CDC), Building Information Certificate (BIC) and S68 applications have been approved for the month of June 2022.

No.	Property Description	Development/Work	\$	C/ C	CD C	BIC	S68
53/2021	82 High Street Warialda	Attached carport	\$4000	✓			
18/2022	26 Bombelli Street Bingara	Detached garage	\$19,000	✓			
19/2022	25 Dinoga Street Bingara	New dwelling and detached garage	\$517,380	✓			
23/2022	31 Market Street	Demolish and replace fence	\$1500	✓			

	Warialda						
12/2022	1 Arndell Street Upper Horton	Installation of pre-manufactured dwelling, connect to OSSM and sanitary plumbing					✓
17/2022	25 Dinoga Street Bingara	Carry out water supply, sanitary plumbing and stormwater works in association with new dwelling					✓
18/2022	3674 Cobbadah Road Dinoga	New aerated wastewater treatment system to replace old OSSM					✓
20/2022	Bingara Orange Festival	Amusement devices					✓

NO. OF COMPLAINTS/INSPECTIONS June 2022

Type	No.	Yr. to Date	Actioned	Pending
Building	43	354	342	12

BUILDING MAINTENANCE

The Department continues to receive requests to carry out minor maintenance and these are generally dealt with in a timely manner. Otherwise, the works are scheduled into maintenance staff building activities including new works for attention.

Projects Worked On

Staff worked on the following projects during June 2022:

- The new Animal Impounding Facility is nearing completion and an inspection for Councillors will be arranged in the near future.
- Alterations to the Warialda Council Chambers and the external public toilets, including the addition of Mayor's Office and accessible Councillor and Staff amenities. It is anticipated that the Council's Ordinary Meeting in September 2022 will be held in the completed refurbished Chambers.
- Bingara Pre-School – construction of the additions and renovations has commenced.



Bingara Pre-School



Warialda Council Chambers



Warialda Council Chambers

Planning

The planning report will be submitted to the Council Meeting.

Town Services Monthly Report for XX 2022

Water and Sewer

Water and Sewerage operators attended 15 service line repairs, 2 repairs to water mains, and 12 sewer blockages during June 2022.

Regular weekly tasks carried out by Water and Sewerage staff include grounds maintenance at the Warialda Truckwash ponds, both sewerage treatment plants, maintenance of grounds at pump stations and water treatment plants and reservoirs, flushing mains and trucking biosolids from Warialda Truckwash to landfill.

Other work was undertaken at the Bingara Showground and tennis courts, Warialda Caravan Park, Captain Cook Park, Coolatai toilets, The Living Classroom, Gwydir Oval, Warialda truckwash, Naroo and Touriandi, Whitfeld Place, Bingara Preschool, Cunningham Park, Bingara Caravan Park and Warialda cemeteries.

Warialda Truckwash

The truckwash facility was used by 134 trucks during June with an average wash down time of 60 minutes and total water used was 972KL. The estimated income for June is \$8,012.00 less monitoring fees and expenses.

Grant Projects

Federal Drought Program

Upper Horton water supply – the bore has been drilled and cased the solar pumping system has been installed. Since the picture below 100mm gal post and rail fence has been installed to protect from cattle.



Upper Horton Solar bore pump system

All Abilities Park – landscaping of the western end of the park including terracing and sandstone retaining wall has been delayed due to the availability of the contractor.
Cunningham Park – project completed.

Covid Stimulus Funding

Batterham's Lookout – the guardrail installation has been delayed due to resourcing issues.

Showground Stimulus funding

The refurbishment of the Bingara Showground Grandstand has been completed as part of Phase 2 Showground Stimulus Funding.

Grant Application was submitted for multipurpose administration building for the Bingara showground to Crown Reserves Improvement Fund. The funding amount requested in the application is \$46,131.80 and a council contribution of \$19,710 for onsite works. Funding of the grant will be announced in October 2022.

Regional Sports Facility Program

The covered netball court at Gwydir Oval has been ordered and construction is scheduled to commence in September 2022. Asphalt has been ordered and cracking sealing is scheduled to be undertaken in August 2022. The Aluminum seating has been delivered and will be assembled at completion of the project.

Recreation Fishing Trust

A grant application was submitted to recreation fishing trust for \$9500 for supply and installation of two solar powered LED lights along Gwydir River near the boat ramp.

Maritime and Roads

An application was submitted for construction of all ability access pontoon located at the Bingara Boat ramp. Funding amount requested was \$62,040 (75%) of the project and council contribution of \$20,680 will be funded through the maintenance budget for the onsite works.

Transport for NSW

A funding application for walking and cycling paths was submitted to Transport for NSW to the value of \$339,735. This is 100% project funding. Announcement of grants is due August 2022.

Parks and Gardens

All parks and gardens continue to be maintained. Council undertakes weekly inspections of playgrounds and cleaning of handrails and touch areas. Mowing, weed control, irrigation, hedging, and trimming were routinely undertaken during May. Council continues to mark and maintain the fields for the community groups using Council's ovals. Myall Creek and the Glacial area are inspected on a weekly basis.

The Parks staff undertook vegetation control at Upper Horton in June to assist the Northern Slopes Landcare prepare for a tree planting project adjacent to the club along the Horton River banks.

Parks and Gardens staff continue to erect guards around the street trees as time permits. In preparation for the Orange Festival Maitland Street footpaths were pressure cleaned and streets were swept.



Continual maintenance on recently planted trees in Bingara

A new shade sail was installed at the park in Warialda Rail during June to replace the original sail which was damaged by wind earlier in the year.



New shade sail at Warialda Rail

Gwydir River foreshore area has been expanded to the West of the side of the bridge. A new fence, shelter and table were erected in the expanded area. Positive feedback for this work is flowing in and many visitors and locals are using the area. It is planned to install one more shelter and table this financial year in the area.



New fence and shelter under the bridge on the Gwydir River in Bingara

Workshops and Depots – June 2022

Workshop Services and Jobs	Apr	May	Jun
Total number of services in Workshops	20	21	23
Total number of repairs in Workshops	131	128	140

Major Repairs and maintenance undertaken in the workshops during June included:

- P1691 loader differential repairs
- P 1475 – Rubber Tyred roller – cooling system repairs
- P 1944 – transmission repairs
- P1945 – differential repairs
- P1686 – Compactor fuel pump repairs
- P1717 – Ute – clutch replacement

Plant replacement

New Water truck was delivered in June this truck replaces the old garbage compactor truck that was set up as a water truck. The old water truck was an insurance write off due to flood waters at North Star last year, as with all new plant there is a minimum 6 months wait on new orders.



P2011 – new water truck

Plant Disposal

In June three RFS vehicles and the old Komatsu grader P1464 were disposed of through pickles auctions. The grader was sold for \$136,000

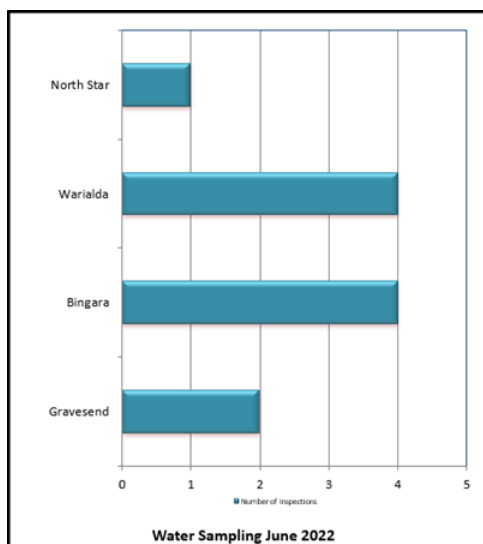
Environment & Sustainability Department 30 May 2022 to 26 June 2022

The Department continues to receive enquiries and provide advice on a range of health matters including

- Overgrown properties
- Food premises design and fit-out
- Food handling practices
- Mobile food vendors
- Food business notification
- Pet Ownership

Water Surveillance

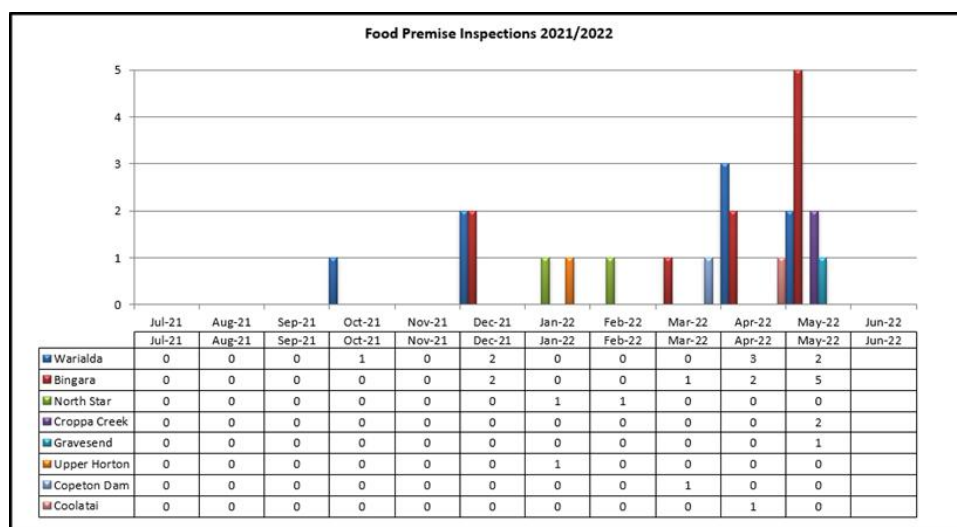
The Department continues to carry out routine sample collection for microbiological and chemical testing of the water supplies in the towns of Warialda and Bingara, fortnightly sampling of Gravesend and monthly sampling at North Star.



Food

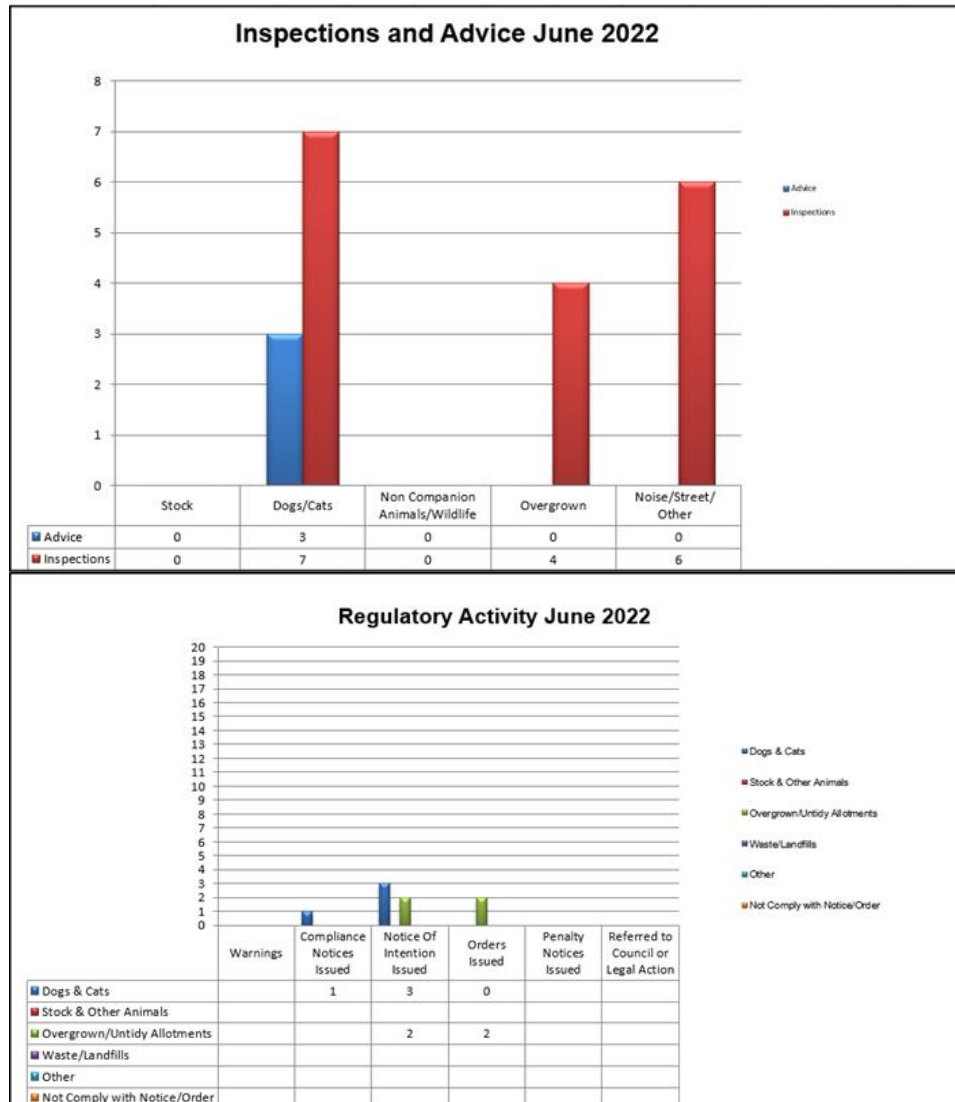
Food Premise Inspections are carried out on an annual basis for each food business. There are approximately 40 registered food service businesses within the Council area including supermarkets, clubs/pubs, motels, bakeries, cafés and takeaway food shops, mobile food vendors and school canteens. Depending on the nature of the food being served some businesses are exempt from inspection unless a complaint or issue arises.

The graph below shows inspections that have been carried for the current financial year. Enquiries or complaints are actioned as necessary.

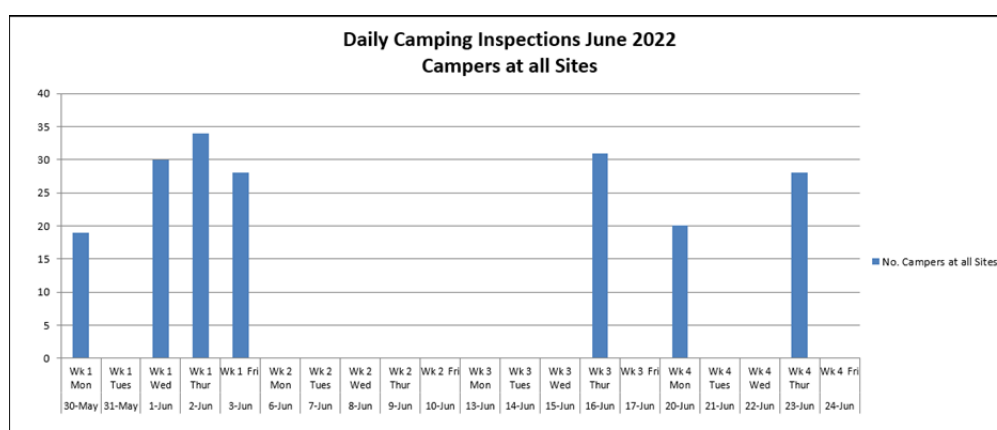


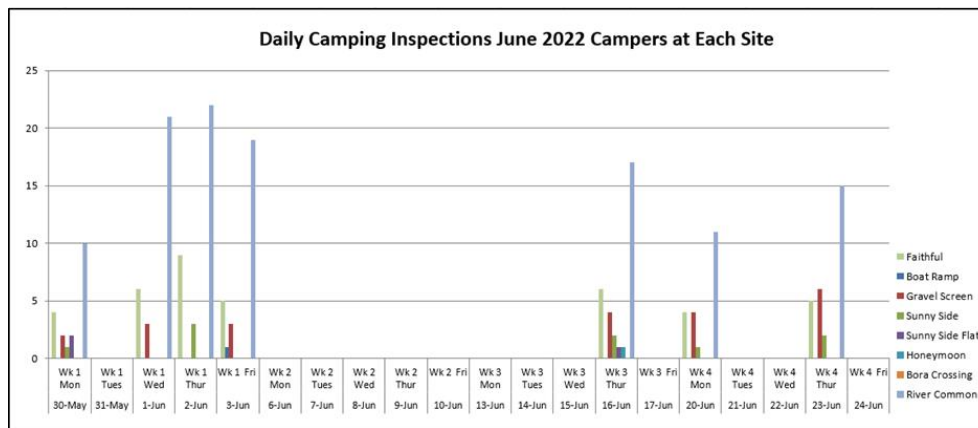
Compliance and Regulatory Control

Council received customer requests regarding overgrown block, roaming dogs, roaming stock, noise, the keeping of animals and other concerns during the month of June 2022. These are investigated and actioned as necessary.

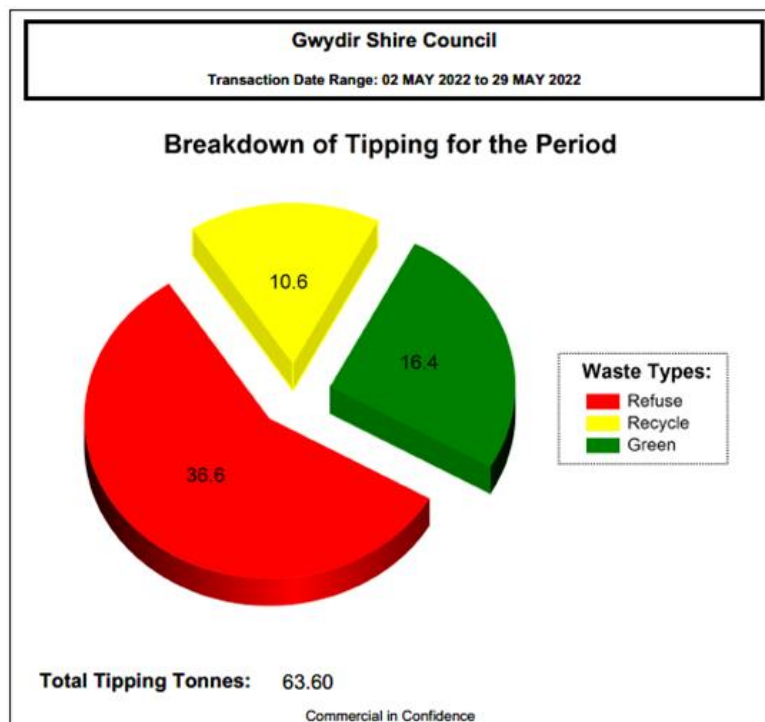


Camping Inspections June 2022

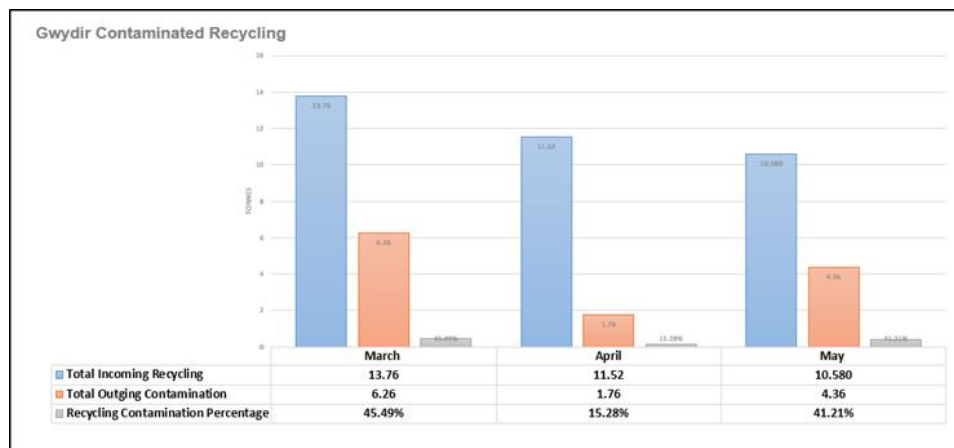




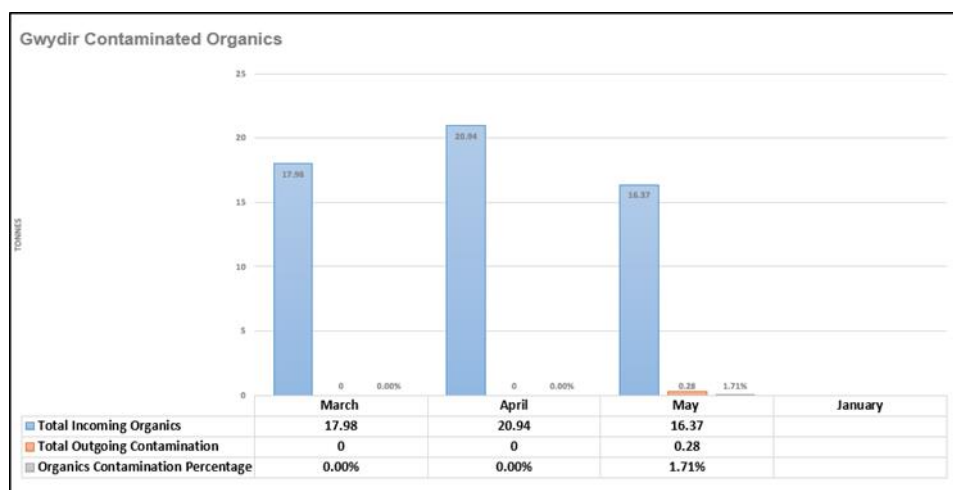
Waste Contract Services – May 2022



Recycling Contamination



Organics Contamination



Comment from Cleanaway

There were large amounts of bagged rubbish that were found in the recycling at Challenge during May which was accompanied by the usual contaminants of needles, nappies, soft plastics, food waste and clothing.

Priority Weed Control

Property Inspection Program

Staff continue to assist farmers and the community with:

- Priority weeds advice
- Property inspections
- Spraying of priority weeds and emerging weeds
- Property inspections are currently being undertaken in Section E.
- Authorised Officers are participating in ongoing Rapid Response Task Force in response to Parthenium Weed incursions in the Croppa Creek region and surrounds

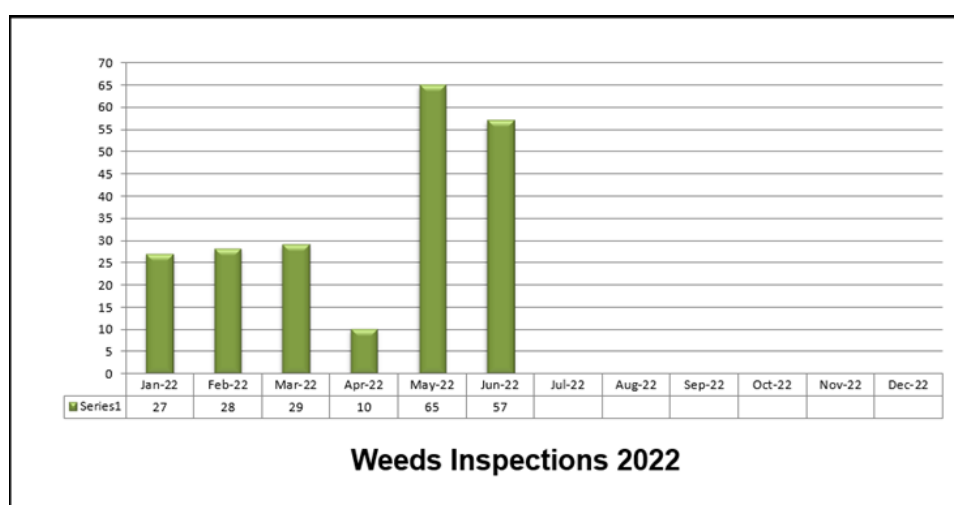
Section 28 Noxious Weeds Certificates

No Section 28 Certificates were issued for the month of June 2022.

Weeds Inspections

Property inspections are being undertaken in Section E during June 2022 with property owners being offered support and advice on managing weeds. Due to COVID-19 public health orders, private property inspections had been postponed until the restrictions were lifted. The parthenium outbreak at Croppa Creek continues to be inspected and monitored to ensure it is contained and then eliminated.

The following graphs and charts show the priority weeds inspections carried out in 2022.



Priority Weeds Inspections for the Month of June 2022

Areas Inspected	No.	Ha	Rd km	Weeds Present
Private Property	3	713	-	None found
Private Property – High Risk	7	439	-	Parthenium
Private Property – High Risk Re-inspection	1	80	109.41	None Found
Roadside – High Risk Pathways	13	1493.9	298.78	Pattersons Curse, Tree Pear, Sweet Briar, Blackberry, Mimosa Bush, African Boxthorn, Common Pear, Cats Claw Creeper, Green Cestrum, Rope Pear, Tiger Pear, Noogoora Burr, Harissa Cactus
Roadside	16	842.05	168.41	African Boxthorn, Blackberry, Tree Pear, Pattersons Curse, Mimosa Bush, Common Pear, Green Cestrum
Waterways – High Risk	1	40	8	None Found
Other Council Lands	1	13.5	0	Tiger Pear, Common Pear, Mother of Million, African Boxthorn
Rural Outlets	1	1	0	None Found
Dept of Lands	1	5	0	Tiger Pear, Common Pear, Golden

				Dodder
NWLLS Reserves	9	219	0	Tiger Pear, Noogoora Burr, Mimosa Bush, Silver Leaf Nightshade, African Boxthorn, Blackberry, Green Cestrum, Golden Dodder
Quarries	8	19.75	0	Mimosa Bush, Common Pear, St Johns Wort, Tiger Pear, African Boxthorn, Silver Leaf Nightshade
Recreational Areas	1	0.3	0	None Found
Truckstops	1	1	0	None Found
State Forest	1	10	0	None Found

Priority Weeds Control Works for June 2022

Road/Property	Weed Code	Area Ha	Road km	High Risk Road	Council Road	Other
Bingara Common	Green Cestrum	20				1
Honeymoon Camping Area	Green Cestrum	10				1
Warialda Landfill	General Weeds	10				1
North Star Road	African Boxthorn, Tree Pear	411.25	82.25	1		
Eden Forest Road	African Boxthorn, Tree Pear, Common Pear, Tiger Pear, Snake Cactus	61.15	12.23		1	
Gragin Road	African Boxthorn, Tree Pear	121.25	24.25		1	
River Road (6 days)	African Boxthorn, Tree Pear, Tiger Pear, Common Pear	113.9	22.78		1	

The Planning & Environment Department report for June 2022 was compiled with information available at the time of preparing the report.

OFFICER RECOMMENDATION

THAT the report be received.

ATTACHMENTS

Nil

6.2 Organisation & Community Services

File Reference: NA

Delivery Program

Goal: 5. Organisational management

Outcome: 5.1 Corporate management

Strategy: 5.1.5 Provision of responsible internal governance

Author: Administration Assistant

STAFF DISCLOSURE OF INTEREST Nil

IN BRIEF/SUMMARY RECOMMENDATION

The monthly Organisation and Community Services Report details the activities carried out by the Department during June 2022.

TABLED ITEMS Nil

BACKGROUND

The monthly Organisation and Community Services report forms part of a regular reporting regime. The purpose of the report is to inform Council of the activities carried out within the Department.

The Aged Services' component will not be included due to the covid outbreak at Naroo.

COMMENT

SOCIAL SERVICES

Bingara Neighbourhood Centre

Funding body – NSW Department of Communities and Justice

Bingara Neighbourhood Centre continues to assist community groups with grant applications and attend to the needs of the general public through advocacy and referral to other services.

Centrelink

Centrelink maintained normal operational hours throughout June.

Youth Services

Funding body – NSW Department of Communities and Justice

In June the program GirlGLOW continued to run on a Thursday afternoon at the Roxy Theatre. Team building skills and communication were the key themes as they

prepare for high school. The participants enjoyed the games and challenges set for them so they could build their skills, doing this over a few weeks certainly showed the improvement.



Staff have arranged a social/disco for the July holidays. Warialda Rotary Club will assist with catering and Shire staff will provide supervisory support on the night. Youth Service Staff, a local Mental Health Practitioner and a local GP co-facilitated youth forums at Warialda High and Public Schools. The purpose being to identify current knowledge of mental wellbeing, to gather input from the youth on activities that would enhance mental well-being and to share information supports available. The facilitators will collate the data, develop and deliver appropriate programs, sourcing grant funding if required to implement.

This month, the Social Services assistant received a special letter in the mail from The Hon. Adam Marshall recognizing her efforts in organising this year's Youth Week event back in April. The Hon. Adam Marshall provided this Community Recognition Statement in the NSW Legislative Assembly on Tuesday 7 June 2022.



Youth Council

Youth Service staff have redesigned the Youth Council application forms to better reflect the role, the new name (Youth Advisory Council) and the Council requirements. Staff will continue to promote the virtues of the role to the Shire's youth.

Supported Playgroup Development Worker

Funding body – Dep of Community and Justice

Numbers of children and families attending the service picked up again this month, with families attending who have not been since last year. We were also fortunate enough to have a toy library member donate some items used for newborns and babies which can be useful if we have a family join that may need extra support, this included a travel cot, baby bath, and blankets and clothes.

Warialda Toy Library	April 2022	May 2022	June 2022
Total daily attendance count for children, (calculating each child, each day over the month –total points of contact).	59	44	56
Full borrowing members (new and/or renew)	0	0	0
Non borrowing members (new and/or renew)	2	0	1
Casual borrowing members (new and/or renew)	0	0	0
Commemorative Birth Certificate applications received	0	0	0
Toys returned	11	9	11
Toys borrowed	9	9	8
Groups using the service (FDC carer, Pharmacy)	0	0	0
Tuesday group activity morning x 4	9	9	24
Wednesday group activity morning x 4	18	10	11
Thursday group activity morning x 4	27	19	16
Friday group activity morning x 2	5	6	5

To celebrate June as the start of winter, the children engaged in a fun craft activity of creating a snowman using cotton balls and pom poms. Some of the children were putting specific coloured pom poms onto the snowman's eyes and mouth. This was an activity enjoyed by the children, being able to add other collage pieces to the snowman.

Children enjoyed learning about what colours you can mix to make other colours using the colour mixing charts. They began experimenting by making their own colours. They used cotton tips for this activity which helps with the development of their fine motor skills.

A council staff member donated a tub of cotton sand to the service for the children to use. The children and families were quite intrigued into how it worked. Children liked picking it up and watching it all drop slowly. We extended on this activity and added

small animals into the sensory trays, by doing this, the children began to build homes in the cotton sand for the animals as it was stable enough to do so.

A child showed interest in a puzzle, the Social Services assistant sat down and began to assist the child, explaining the straight edges go to the side and your other pieces go in the middle. The child used her fine motor skills and hand-eye coordination to put the pieces into the correct place.



Bingara Toy Library

Funding body – NSW Department of Education and Communities

Particulars	APRIL 2022	MAY 2022	JUNE 2022
Total daily attendance count for children who utilised the service for the month	44	53	101
Full borrowing memberships - New/renew	0	0	1
Non borrowing memberships - New/renew	0	1	1
Casual borrowing memberships. New/renew	0	0	0
Commemorative Birth Certificate - voucher memberships	0	0	0
Toys returned	13	20	6
Toys borrowed	23	4	0
Children & Groups using toys	14	1	0
TUESDAY x 4	15	0	17
WEDNESDAY x 4	39	16	28
THURSDAY x4	11	5	9
KSK Program x4	6	41	66

Very cold weather started the month, with the reverse cycle air conditioning being very much appreciated by staff and families. Families mentioned that they came in as is warmer here and lots of fun to be had rather than being in their cold house. Sickness amongst families is still quite high as is expected with this change in weather which in turn led to lower numbers attending. Families are still being very

mindful of not attending whilst sick which is very much appreciated by the other families and staff.

The local town fire brigade truck and three officers visited on 15 June to demonstrate to the children how the truck works, give them a try at using the hose, see the lights, hear the siren, try on the uniform, use the two-way radio, and sit in the driver's seat. The firemen also gave out a colouring in book, toy fire hat, bandana and wooden spoon to each child who attended, with extras being left to give to families later who could not make it on that day.



Kool Skool Kids Program is running well with ten children each session Tuesday and Thursday booked in. The children are always excited on the days programmed, to play with all the toys in the main toy room, as it brings back memories of when they borrowed, visited as a toddler or pre-schooler. Lego is very popular, as is drawing on the whiteboard, playing with the various resources on the shelving unit, and playing outside just before home time. Plans have been made, notes gone home, and children booked in for the school holiday fun, slotted into two afternoons over the holiday break for the children to cook, watch a movie, play, enjoy treats and catch up.



This month the playgroup sessions have included, sensory play, scissor skill building, art n craft, threading, playdough, fine motor skill boosting activities, pretend play, and fun hand-eye coordination games. Every area of the room is explored and enjoyed each session.

Bingara Preschool

*Funding Body – Early Childhood Education and Care Directorate
NSW Department of Education and Communities.*

Days	June 2022
Tuesday	22
Wednesday	22
Thursday	24
Friday	20

Professional Development and Training: Work Placement - Studying Certificate 111.

The work placement student that has been attending Bingara Preschool over the months of May and June has now successfully completed the work placement component of her Certificate 111 in Education and Care.

Bachelor of Education – Work Placement.

The Director successfully completed her final practical work placement for her Bachelor of Education. It was a 10-day practical, where the aim was to work with children to 0-2 years. This needed to be completed in another service. The Director found this work placement very beneficial as it provided her an insight into another services delivery and practices.

Diploma Work Placement:

An Educator at Bingara Preschool completed more of the required work placement hours to complete her Diploma in Education and Care qualification. On the 24th June, the TAFE Assessor and the Work Place Supervisor (the Director) marked the Educator competent in all areas of her work placement tasks.

Italy Republic Day 2022:

To celebrate the 'Italy Republic Day' on the 2nd of June, the Educators offered a range of activities to embrace this countries culture. Activities facilitated included: the children cooked and ate their own pizza, a pasta sensory table to explore and drawing under the table like the artist Michelangelo. The Educators also showed and discussed images from Italy including artworks on a ceiling of a Chapel and the Piazza dei Miracoli. The children also learnt about what the country looked like and what it would be like to live there.



New Classroom:

Construction has commenced on the Bingara Preschool’s new classroom. The Gwydir Shire Council Building Services team have been working on building the new classroom, throughout the month of June. This project is to be completed by the end of July.



Tharawonga Mobile Resource Unit

Funding body – Australian Government Department of Education, Skills and Employment.

Days and Venues	June 2022
Monday at Yetman	6 (1 casual)
Tuesday at North Star	10 (1 casual)
Wednesday at Yallaroi	6 (2 casual)
Thursday at Gravesend	4
Friday at Croppa Creek	10

Significant celebrations – Tharawonga has participated in some significant events in the last few weeks including holding our biggest morning tea which was previously postponed. The service has raised money for this event and will send it to the biggest morning tea organisers. We were able to have this event across the week at each of our venues we attend daily. National reconciliation week was celebrated

across each of the venues. For week 10 we are celebrating NAIDOC week before Term 2 concludes with the children participating in many learning experiences that reflect this celebration.

Assessment & Rating – Tharawonga undertook for the very first time their assessment and rating visit from Monday 16 May, 2022 through to Friday 20 May 2022. We have now received a final report for this process and were Meeting National Quality Standard in all seven quality areas. Quality Area one and four did have some exceeding themes highlighted.

Emergency Evacuations – Each venue at Tharawonga has taken part in different scenarios to implement a practice emergency evacuation so that the children are familiar with what they need to do when we are participating in these situations.

Yetman – This month at Yetman one of our families have been utilising the service for casual days. The children have showed an interest in learning about processes about are things real or pretend. We have extended this learning by providing the children with opportunity to explore experiences that provide information on learning this concept.

The children have been very interested in the pretend play opportunities particularly the doctor's surgery. The children have displayed confidence in being able to transfer knowledge from one setting to another and implement this into their play experience. We were able to extend on this by adding in a reception area for the children to record the information.

We have been focusing on extending the children's fine motor skills and matching colours by providing the magnetic maze puzzles. The educators have been intentional teaching the children transitional learning experiences including Shapes, opposites, and letter recognition. We have been singing songs to promote the children to learn about letters such as singing our Alphabet.



North Star – This month at North Star the children have shown increasing interest in observing and caring for the worms in our worm farm. They are growing braver holding the worms and feeling how they move. The children are also caring for our recently planted and maintained garden beds – watering the plants, noting how they are growing or struggling to grow, weeding, and enjoying being involved in the process of growing.

This month children learning through manipulative magnet puzzles, moving the pieces through the force of magnet. The puzzles draw on their knowledge of shapes, colours, and movement. Educators challenged children understanding and application of colour and size categories through matching games and educational iPad applications.

Children used a range of gross motor equipment and sporting gear. Engaging in risky play helps children judge risk and consequence for themselves.

Children became doctors and receptionists in dramatic play. They booked appointments, rang clients on the phone and wrote in their diaries. Children administered needles, repeating experiences they have had at the doctors themselves. During imaginative play children are repeating phrases and words they hear during visits to the doctor or hospital, or during phone conversations. They are exploring and taking control within their world.

During group times, educators encouraged children to repeat parts of the story and predict what is coming next based on the pictures. This builds their multimodal literacy to read both text and pictures together. Intentional teaching continued around numbers: rolling two dice and counting them together (1-12) and learning about counting on! Children are learning the one-to-one principle, counting on and the cardinal rule (the last number counted us how many are there).



Yallaroi – This month at Yallaroi the highlight was making pumpkin soup! Children cut the roasted pumpkin with no cut knives or butter knives, added the ingredients to the pot and observed the process of cooking on the stove top and blending the soup. They also tasted the pepper and nutmeg spices. Children set the table, and everyone shared pumpkin soup at lunch (or at least tasted it).

Children continued caring for the garden: weeding and watering the garden, learning and reinforcing to check the soil for moisture, identify which plants are weeds and our garden plants, and covering the soil with straw to help protect the plants.

We found 3 frogs in the toilets and brought them to our frog hotel. The children wet their hands and then held the frogs. They giggled and squealed in delight and surprise during their interactions with the frogs. They hopped and ran with the frogs. We left the frogs in our frog hotel, to make sure we didn't tire the frogs out or scare them too much!

Painting has continued to be popular this month. Educators are supporting children to take ownership and agency in selecting the painting colours and setting up the paint pots and easels. Children are beginning to work collectively and show consideration for each other's art. They showed one another their work and provided positive feedback – "yours looks good" (M), "it's mud...black mud" (F), "come and look at mine, it's finished" (A, to her peers), "orange and this is black" (S). Children are learning the roles and responsibilities of participating in groups and how to show kindness and support to each other.

Intentional teaching included writing names and tracing numbers, in particular practicing the correct pencil grip; completing large floor puzzles; and numbers.



Gravesend – This month at Gravesend the children have been engaging in experiences which promote their turn taking skills. The children have been very interested in the pretend play opportunities particularly the shop area. The children have displayed confidence in being able to transfer knowledge from one setting to another and implement this into their play experience such as selling their pizza at the shop. The children participated in Intentional teaching learning experiences which included sensory play with small dinosaurs and sand, fishing and bug catching for number recognition, large floor puzzles assembling a number train, making patterns with hippos, and drawing numbers with number cards and markers, identifying numbers with the puzzles, number and clock puzzles, threading and playdough for fine motor skills and hand eye coordination. The educators have been intentional teaching the children transitional learning experiences including opposites, counting, similarities and differences, name, object and colour recognition. Our group experiences have been a game of Duck Duck goose and cosmic Yoga. The educators have been reading the following stories Were going on a bear hunt, The very super bear, Were going on a croc hunt, There was an old lady

who swallowed a Mozzie, When I'm feeling disappointed, Where's the Green sheep and Hattie and the fox.



Croppa Creek – This month at Croppa Creek the children are building towers using a range of resources and working cooperatively. The children are learning to work collaboratively, negotiate roles, co construct learning, and work together to achieve a common goal. They are demonstrating joy in shared play experiences and pride in their work. They also learned about the push and pull forces of the magnets and how they interact. Children used trial and error method as well as reflecting on their learning and constructing learning by talking about how the magnetic attract and repel each other.

Children are exploring how to use and achieve success with sporting equipment. They tried different ways to throw balls, how to strike the ball with the cricket bat and throwing balls into the basketball hoop. Children are developing fundamental movement skills, which are important for school and for playing sport. Patrick became the cricket coach, saying the score and commenting positively on how and what his peers were doing. Children were also learning to take responsibility for roles in the game by chasing the ball and bringing it back to the batsman. Educators supported them to use their agency to develop rules together to make the game fair and equitable - everyone gets three turns batting before another person has a turn, and everyone helps field the balls! Children are developing of understanding of participating and the roles of responsibilities of belong to a group.

All the children played with the musical instruments and began dancing to the music they were making. Children then followed the leader, making a marching or traveling band. (M) became the conductor and asked the children to freeze, now dance, freeze, now go, freeze. The children followed her instructions. Intentional teaching included reading repetitive where children can join in saying the rhyme and repetition, developing early literacy skill; learning numbers and counting skills; and writing or tracing their names.



**COMMUNICATIONS, MARKETING AND TOURISM, AND ROXY THEATRE
COMPLEX**

Communications

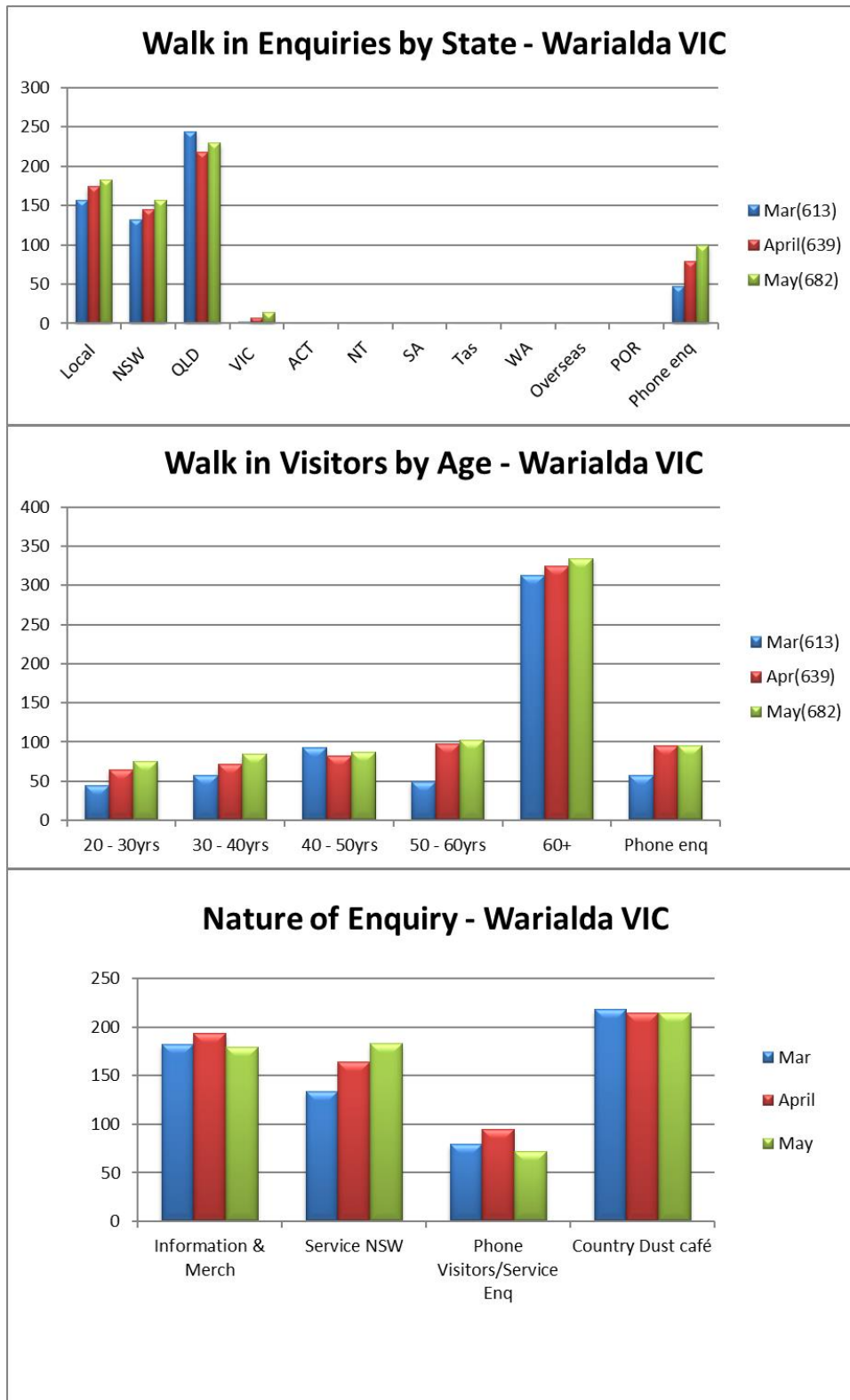
Tourism

Warialda Visitor Information Centre

MARCH		APRIL		MAY	
Opening Hours	161	Opening Hours	133	Opening Hours	147
Volunteering Hours	16	Volunteering Hours	15	Volunteering Hours	14

Income	MARCH	APRIL	MAY
Centre Hire	0	0	0
Merchandise Sales Ex GST	\$839.14	\$1,102.78	\$1,232.84
Subtotal	\$839.14	\$1,102.78	\$1,232.84
Total Monthly Income	\$839.14	\$1,102.78	\$1,232.84

Visitors at Warialda VIC	MARCH	APRIL	MAY
Visitors	182	193	179
RMS	134	164	183
Café	218	214	248
Phone Visitor / Service NSW enquiries	79	68	72
Total			

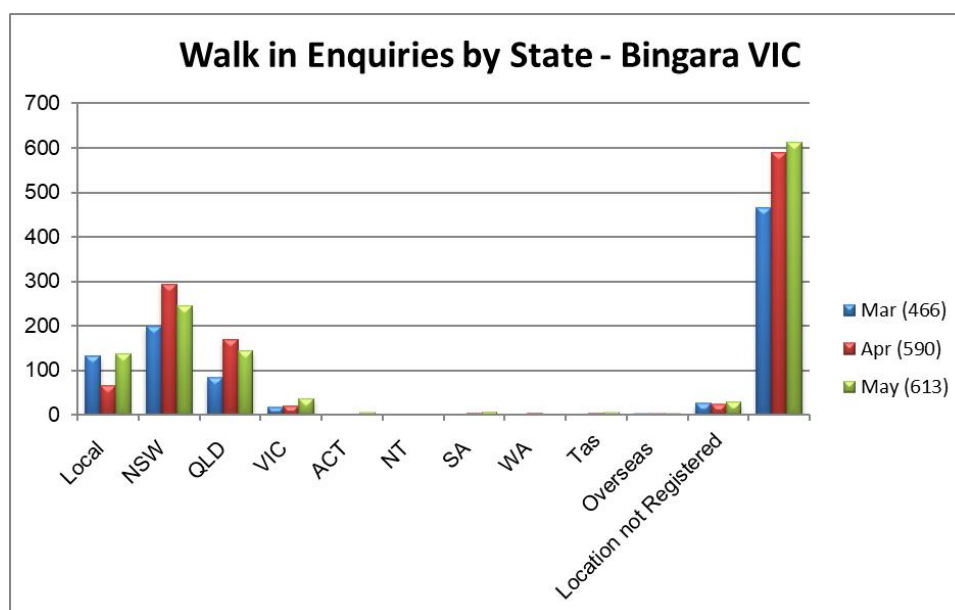


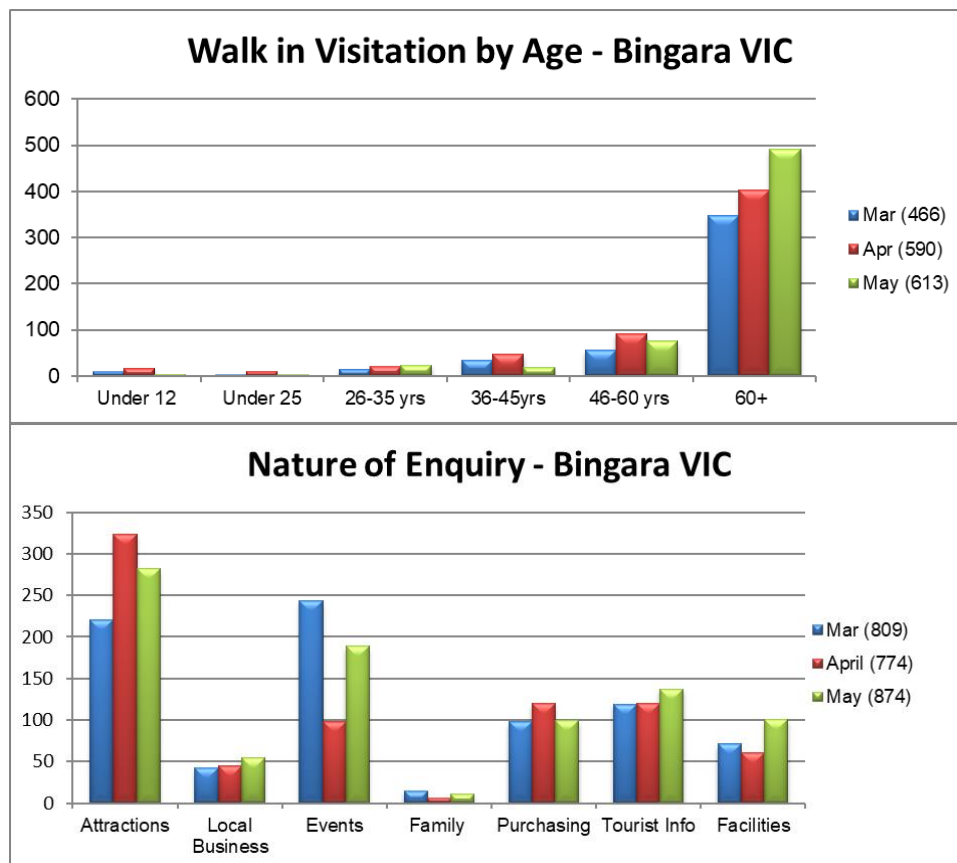
Bingara Visitor Information Centre

MARCH	APRIL	MAY
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Opening Hours	149.5	Opening Hours	155.5	Opening Hours	173
Volunteering Hours	32.5	Volunteering Hours	32	Volunteering Hours	30

Income	MARCH	APRIL	MAY
Products on Consignment	\$44	\$15	\$47
Merchandise Sales	\$841.50	\$2,160	\$1,148
Subtotal	\$885.50	\$2,715	\$1,195
Less payments to consignees	\$30.80	\$10.50	\$32.90
Total Merchandise Sales	\$854.70	\$2,164.50	\$1,162.10
VIC Commission received on Event bookings undertaken on behalf of Community Groups – Subtotal			
Total Monthly Income Bingara VIC	\$854.70	\$2,164.50	\$1,160.10
Roxy Tour Income	\$130	\$5	\$460
Visitors at Bingara VIC	466	590	613





Comment/s: -

- 1) Tourism: - Tourist are on the move this would seem to be reflected by the increase of visitors during May – also contributing to this was the perfect weather conditions experienced during the month.
- 2) **Roxy Tours:** - Have recommenced on limited days – bookings are essential. Monday, Wednesday, and Friday at 10.30am and paid at the time of booking. Staff close the VIC from 10.30 to 11.30 am and meet the tour attendees at the Theatre.
Not shown in the Tourism income section of the table are the following amounts which the VIC undertake to collect and process on behalf of NWTC and Environmental Services.
- 3) **NWTC:** - During the month, the VIC set up the ticketing booking site and collected \$1,485.00 in ticket sales for The Soul Express on behalf the NWTC. Many patrons used their Services NSW Discover Vouchers to pay for their tickets or booked on-line.

- 4) **Events stage in the Roxy Theatre for both Roxy Management and Community events:** - The VIC set up the ticket booking site for Myall Creek Rocks the Roxy to be held Saturday June 11th.
As well, set up the ticket booking site for Unleash the Black Dog Ball to be held on Saturday July 16th. Most of the tickets for the Ball were booked on-line and sold out within ½ hour of going on sale. For these 2 events \$435.00 was collected through the VIC.
- 5) **Roxy Conference Room fees generated:** - \$125.00
- 6) **Camping Donations:** - During May \$751.55 was processed by the VIC from the Riverbank Camping Donation Boxes.
- 7) **TLC and Bunkhouse fees generated:** - Totalled \$1150.00
- 8) **Orange Festival Stall fees generated:** - Totalled \$60.00

CUSTOMER SERVICE REQUESTS (CRMs)

Will be tabled at the Council Meeting.

CONSULTATION

Consultation has occurred within the Organisation and Community Development Directorate.

POLICY IMPLICATIONS

Policy implications are those relating to the 2021/2022 Operational Plan and the Policies of Gwydir Shire Council.

FINANCIAL IMPLICATIONS

The activities carried out by the Organisation and Community Services Department are in line with the 2021/2022 Operational Plan.

STRATEGIC IMPLICATIONS

The activities undertaken by the Organisation and Community Services Department regarding social and environmental factors are targeted in line with the 2021/2022 Operational Plan.

OFFICER RECOMMENDATION

THAT the report be received.

ATTACHMENTS

Nil

6.3 ALGA General Assembly

File Reference: NA

Delivery Program

Goal: 4. Proactive regional and local leadership

Outcome: 4.2 We work together to achieve our goals

Strategy: 4.2.2 Work in partnership to plan for the future

Author: General Manager

STAFF DISCLOSURE OF INTEREST Nil

IN BRIEF/SUMMARY RECOMMENDATION

This report is for notation.

TABLED ITEMS Nil

BACKGROUND

Crs. J Coulton, D Coulton, Egan, Dixon and Galvin together with staff members attended the Nation General Assembly (NGA) held at the Canberra Convention Centre from Sunday 19th June through to Wednesday 22nd June 2022.

The theme of the NGA was Partners in Progress.

COMMENT

The NGA was competently MCed by Alicia McKay a New Zealand author.

Stan Grant was one of the keynote speakers and his presentation was well researched, relevant and extremely well received. He managed to integrate his personal experience as a reporter with many of the significant world changing events that occurred during his career. He is quite an accomplished speaker.

The importance of allocating more funding to the potential damage resulting from climate change towards adaptation and mitigation was highlighted by a speaker from Deloitte Access Economics. This presentation is attached and there are significant projected savings through the additional allocation of funding towards mitigation.

It was quite interesting to contrast the Deloitte presentation with the JLT talk, which tracked what local government generally considered to be the most significant challenges facing the industry over time since 2018 when JLT stated collecting survey data. The results are detailed in the attached presentation, but Climate Change was never in the top three. Consistently financial sustainability was the number one challenge.

The Ambassador of Ukraine to Australia, Mr Vasyl Myroshnychenko, spoke to the NGA about the current conflict occurring in his Country and requested that the delegates present may consider ways in which his Country could be assisted during this period. Gwydir Shire has written to the Ambassador requesting that the Council be advised of a similar community in the Ukraine that could be contacted about what practical assistance this Council could offer.

Mr Paul Tilley, an economic policy adviser to governments for 30 years, working mainly in Treasury but also Prime Minister & Cabinet, spoke about local government's funding (taxation) relationship with the other levels of government. He highlighted that the level of grant funding has been severely reduced over the years, as we know. However, he did point out that rates are an efficient tax with a low marginal excess burden when compared to other taxes.

Dr Marcus Spiller spoke about Local Government and Productivity. His talk clearly highlighted what a great job local government does doing more with less. He described local government as being the gold medal performer compared to the other levels of government. The per capita cost of providing local government services has essentially stayed constant over the period from 2012 while both the State and Federal Governments per capita costs increased substantially. He showed how internationally local government in Australia has a very low share of the tax base by world standards. The Museum of Australian Democracy shows that local government is the level of government held in the highest regard across all age demographics. He made the point that the State Government doesn't trust local government as much as the residents of local government. This is highlighted by the adherence to rate pegging, which inhibits the innovation of local government that would create employment and higher GDP. It is also holding back the development of new housing due in part to a lack of funding that would enable local government to invest in the infrastructure required to support housing. Unfortunately, Dr Spiller's presentation is not available. Finally on the question of amalgamation Dr Spiller noted that State Governments often see amalgamation as the answer to any sustainability problem regarding local government. He believed this was because both the State and Federal Governments deal in scale while local government deals in innovation and the development of strategic partnerships, which have been forged by a lack of resources. Unshackling local government would produce employment and significant economic development. An outstanding presentation.

The official communique is attached as are the resolutions passed at the NGA.

Finally, I am sure I speak for all the attendees at the conference when I thank the Council for support our attendance.

OFFICER RECOMMENDATION

THAT the report be received.

ATTACHMENTS

1. Deloitte Access [**6.3.1** - 9 pages]
2. JLT [**6.3.2** - 7 pages]
3. 2022 NGA Communique [**6.3.3** - 2 pages]
4. 2022- NG A- Motions-web-version [**6.3.4** - 36 pages]

Deloitte.



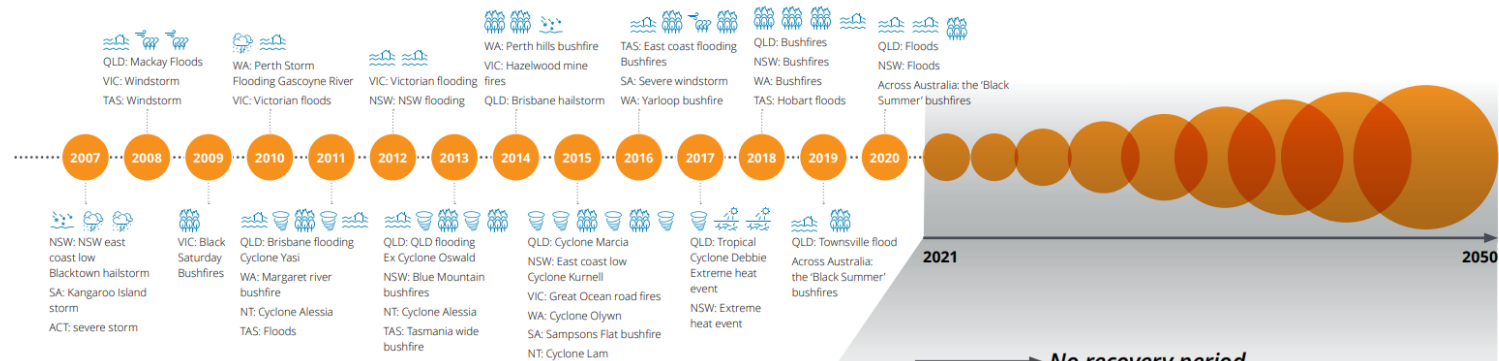
**The Economic Costs of Natural Disasters
and Climate Change**

NGA 2022 Panel: Building Stronger Communities

June 2022

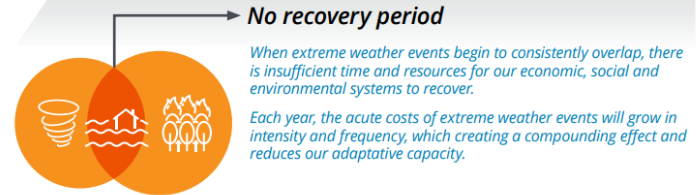
Deloitte
Access **Economics**

Climate change is expected to increase the intensity and frequency of natural disasters in the coming years



Continuing on the disaster response and recovery treadmill is not a long-term strategy.

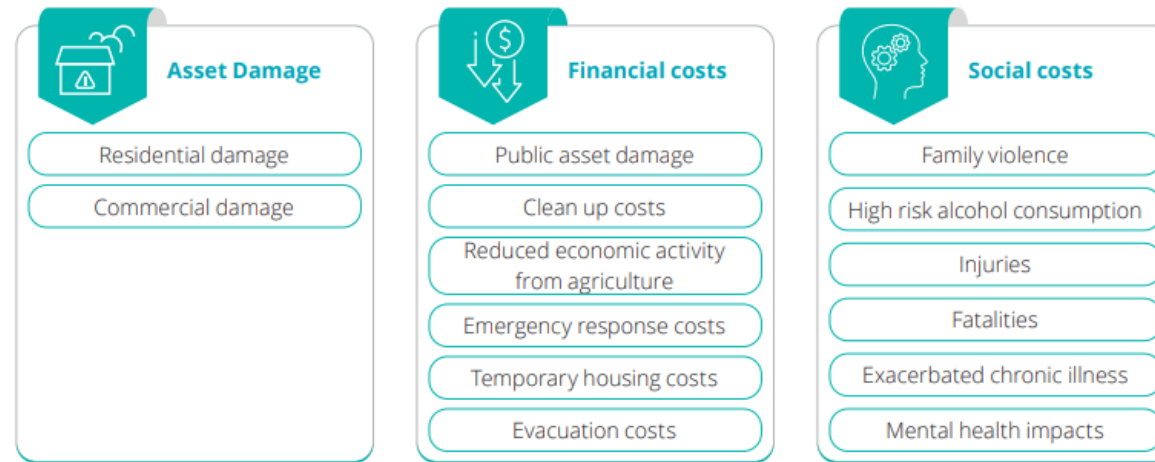
The increasing frequency and intensity of extreme weather events will erode Australia's adaptive capacity.



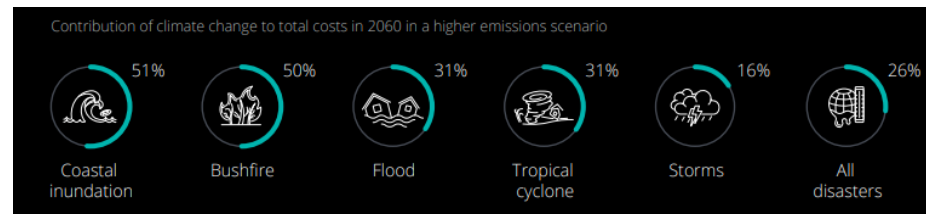
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Economic Modelling Approach: looking beyond the immediate



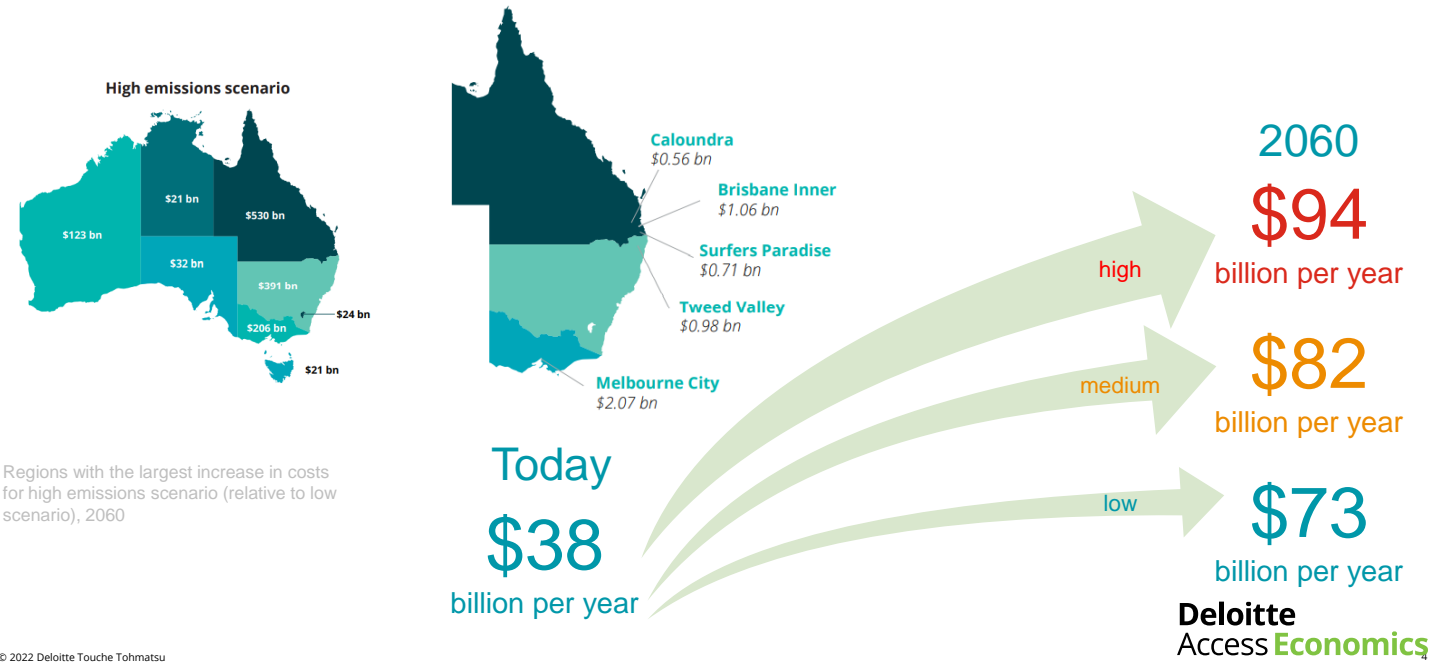
Source: Deloitte Access Economics 2021



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Deloitte
Access **Economics**

Costs of natural disasters are getting higher with the increasing frequency and intensity of natural disasters impacting many cities and regions for years to come



Australia stands to realise a \$380BN economic dividend resulting from proactive resilience-planning and climate-adaptation initiatives

Total economic dividend of climate resilience by 2050



73,000+
additional FTE jobs

Source: Deloitte Access Economics

Top 5 sectors to benefit from the full economic dividend

Services
Retail trade & tourism
Manufacturing
Transport
Construction

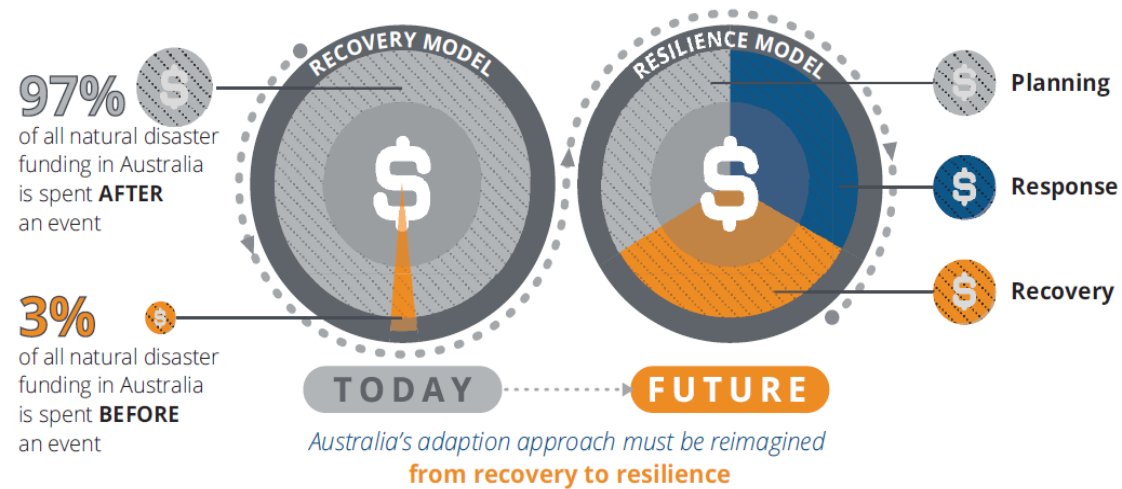


Deloitte
Access Economics

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Australia's adaptation approach must be reimagined from recovery to resilience

Moving from recovery to resilience

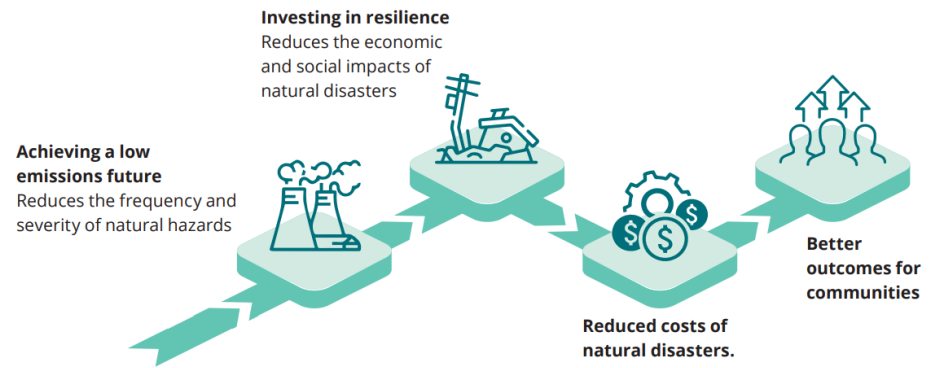


Source: Deloitte Access Economics, Productivity Commission¹¹

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Investment in resilience is key



Source: Deloitte Access Economics (2021)

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Achieving a low emissions future coupled with increasing investment in resilience to natural disasters will deliver better outcomes for communities.

Deloitte
Access **Economics**

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Muheed Jamaldeen,
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Deloitte Access Economics

Muheed leads the urban and regional economics team in NSW. He is an economist who advises public and private sector clients on a range of public policy and strategy issues relating to natural disasters, infrastructure, supply chains, and regional economics covering both microeconomic and macroeconomic considerations. Muheed is a keen thinker on cities and regions, striving to create places and communities that function at their very best, considering not only economic factors, but also social, environmental, cultural, and ecological considerations.

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Access **Economics**



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ALGA NATIONAL GENERAL ASSEMBLY

BUILDING STRONGER
COMMUNITIES













**20
22**

NATIONAL **GENERAL ASSEMBLY**

PARTNERS IN PROGRESS

19 - 22 JUNE 2022 | CANBERRA



2022 NATIONAL GENERAL ASSEMBLY OF LOCAL GOVERNMENT COMMUNIQUE

Local government leaders from around Australia gathered in Canberra from 20 – 22 June 2022 for the 28th National General Assembly of Local Government (NGA).

This event was held on the traditional lands of the Ngunnawal people, and the Assembly paid its respects to their elders past, present and emerging, and acknowledged the vital and ongoing contributions First Nations peoples continue to make to our nation.

Around 1,000 delegates welcomed and congratulated the Albanese Government on being elected and thanked the many federal members of parliament who attended and spoke at the NGA or associated events, including Minister King, Minister McBain, Minister Watt, Minister Burney, Minister Rowland, Leader of the National Party David Littleproud, and Zali Steggall OAM.

All reaffirmed the importance of local government, and councils look forward to seeing action through better partnerships.

Local governments asked for a Minister in Cabinet and we welcome the appointment of Cabinet Minister King supported by former Bega Valley Shire Mayor Minister McBain.

The Assembly welcomed the announcement from Minister King that she would work with Minister McBain to re-establish the Australian Council of Local Governments and was encouraged by the Government's willingness to engage and partner with local councils.

In keeping with the theme of the Assembly 'Partners in Progress', councillors committed to partnering with the Australian Government to progress critical reforms, including national productivity, climate change transition, Closing the Gap, housing affordability including increased social housing, appropriate road safety reforms, restoring integrity of federal funding to local government, and improved local delivery of community services.

The Assembly committed to progressing the next step of Closing the Gap and passed a motion supporting the Uluru Statement from the Heart.

The Assembly heard from leading economists that local government is the most productive level of government yet collects just 4% of national taxation revenue. The Assembly agreed that councils need more sustainable and transparent formula-based funding to restore integrity to federal funding of local government.

Further, they noted the essential federal funding support to local communities and called on the Government to review Financial Assistance Grants and restore them to at least 1 percent of Commonwealth taxation revenue.

Delegates and speakers recognised the protracted challenges of the COVID pandemic, unprecedented droughts, bushfires, and recent floods, and commended the work of local councils, local communities and government agencies on their work on emergency response and recovery.

A number of flood affected leaders also met personally with the Prime Minister, and highlighted ways to better work together to prevent and prepare for natural disasters.

The Assembly warmly received Governor-General David Hurley and his comments on the vital role councils are playing supporting disaster impacted communities and will need to play in the future.

The Assembly noted however that more needs to be done on mitigation and the prevention of climate induced natural disasters.

The Assembly discussed the global challenges to democracy and the critical importance of local government. The Assembly reaffirmed its commitment to strong local leadership, transparency and public accountability, free and fair elections and local democracy.

After a stirring address from the Ukraine Ambassador, the Assembly passed a unanimous motion supporting the Ukraine people and their legitimate and democratically elected governments.

Other critical issues addressed at the Assembly included migration between cities and regions, housing affordability and the role councils can play in social housing in particular, critical workforce challenges and road safety.

Delegates agreed to continue to meet with their local federal members to highlight the importance of sustainable and transparent funding for local governments, and better partnerships that will help support progress in every community.

Convened by the Australian Local Government Association (ALGA) the NGA is the largest national gathering of democratically elected representatives in the nation. ALGA is the national voice of local government and will review more than 106 policy initiatives adopted by resolution of the Assembly in the coming months.

Access photos and videos from the 2022 NGA here:

https://drive.google.com/drive/folders/1zQvMtGiMrhT_ySKc0aRGGahj5N4Vx_HX?usp=sharing



1 City of Charles Sturt SA

This National General Assembly calls on the Commonwealth Government and both major political parties to support a referendum on financial recognition of local government in the Australian Constitution.

Carried

2 Newcastle City Council NSW

This National General Assembly calls on the Australian Government to:

- 1. Note, with disappointment, that local government remains unrepresented on the National Cabinet and requests that First Ministers review the decision to exclude local government from the national decision-making table;**
- 2. Recognise the importance of having local government representation on National Cabinet and the value of partnerships with councils in achieving the objectives of the National Cabinet and the national reform agenda; and**
- 3. Include a representative from the Australian Local Government Association on the National Cabinet, to ensure local government's interests are strongly represented at the national level.**

Carried

3 Canterbury Bankstown Council NSW

This National General Assembly calls on the Australian Government to reverse its decision to remove the Local Government Ministerial portfolio, and the position be reinstated in its entirety.

Carried

4 Gunnedah Shire Council NSW

This National General Assembly calls on the Australian Government to conduct a review into the local government Financial Assistance Grant Act 1995 and the basis on which grant funding for roads is allocated, to create a more equitable approach to allocations and one that recognises the infrastructure managed by local government in the rural, regional and remote regions of Australia.

Carried

5 Tweed Shire Council NSW

This National General Assembly calls on the Australian Government to significantly increase the roads component to an acceptable percentage of the council's cost of maintaining the local road network.

Carried

6 Northern Midlands Council TAS

This National General Assembly calls on the Australian Government to investigate a nationwide database of benchmarking projects for local government, where information can be stored and shared among local government organisations.

Carried

7 North Burnett Regional Council QLD

This National General Assembly calls on the Australian Government to provide local government communities classified as rural or remote that have limited capacity to raise or increase own source revenue outside current rating streams to have access to federal grant funding with a co-contribution of 10% or less for capital works projects including planning/scoping of these works.

Carried

8 Tenterfield Shire Council NSW

This National General Assembly calls on the Australian Government to provide grant funding in advance to regional and rural councils and not in arrears so as to avoid impacting unfavourably on said council's cash flow.

Carried

9 Tenterfield Shire Council NSW

This National General Assembly calls on the Australian Government to allow councils to use new grant funding opportunities for projects already contained within their operational plan that would have otherwise been funded from loans (currently they are excluded).

Carried

10 Canterbury Bankstown Council NSW

This National General Assembly calls on the Australian Government to increase the Roads to Recovery Program funding from \$500 million to \$1 billion per year and extend the program beyond 30 June 2024.

Carried

11 Bulloo Shire Council QLD

This National General Assembly calls on the Australian Government to review the Roads of Strategic Importance (ROSI) framework to ensure:

- 1. Improved opportunities for local government engagement;**
- 2. Transparency in corridor selection and development of works packages; and**
- 3. Regular and timely reviews and reporting of outcomes to all stakeholders.**

Carried

12 Frankston City VIC

This National General Assembly calls on the Australian Government to reduce the community risks associated with motorised bikes (monkey bikes) in public places:

- 1. Allocate appropriate resources to tackle and reduce the community risks associated with motorised bikes (monkey bikes) in public places except where they are specifically permitted in those public places;**
- 2. Implement clear legislation and appropriately equip state police to act and address monkey bikes in the community; and**
- 3. Facilitate a significant education campaign to highlight the rules around riding motorbikes in public places and the significant dangers and risks associated with riding dangerously and illegally.**

Carried

13 Brisbane City Council QLD

This National General Assembly calls on the Australian Government to review how importation regulations are being enforced in regard to non-compliant personal mobility devices (PMDs) being imported and used in Australia, and to facilitate harmonisation of road rules as they apply to PMDs across Australia.

Carried

14 Lake Macquarie City Council NSW

This National General Assembly calls on the Australian Government to accelerate the planning and implementation of faster rail corridors to support regional growth.

Carried

15 The Shire Yalgoo WA

This National General Assembly calls on the Australian Government to work with state and territories to immediately introduce legislation through the rail safety national law to improve safety lighting on trains and fund low-cost solar powered warning systems at passive level crossings.

Carried

16 Berrigan Shire Council NSW

This National General Assembly calls on the Australian Government to allocate further funding to allow regional and rural councils to address upgrade requirements for aerodrome facilities to support linkages between these areas and larger domestic and international ports.

Carried

17 Kingston City Council VIC

This National General Assembly calls on the Australian Government to commence a thorough review of the Airports Act 1996 and Airports Regulations 1996 and give specific consideration to:

- 1. The mechanisms needed in the legislation to ensure that airport strategic planning actively prioritises the protection of Commonwealth land for aviation-related purposes.**
- 2. The legislation embeds obligations on the Airport Lessee Company to ensure that aviation related businesses are prioritised to ensure commercial transactions on Commonwealth land cannot undermine existing businesses or the needs of aviation for the life of the established airport lease period.**
- 3. The views held by state or local government with respect to the land use planning implications on airport land are given a much more elevated level of consideration in determinations on draft major development plans or draft airport masterplans.**
- 4. The establishment of independent expert review processes to aid the Commonwealth Minister in considering draft major development plans or draft airport masterplans.**
- 5. Undertake a thorough review of all functions under the Airports Act 1996 and Airports Regulations 1996 requiring the Airport Lessee Company to provide advice, assess or determine any matters relating to considerations regarding the safety of Airfields and/or Development which is proposed to occur on them.**

Carried

18 Brimbank City VIC

This National General Assembly calls on the Australian Government to establish a policy framework and a funding mechanism to ensure that local communities directly impacted by aircraft noise and other impacts of major airport operations receive adequate support from a national community offset package.

Carried

19 Darebin City VIC

This National General Assembly calls on the Australian Government to partner with state, territory, and local governments to:

- 1. Invest in active and sustainable transport options, that can also stimulate emerging markets and low emission technologies;**
- 2. Position Australia as a leader in rapidly growing Electric Vehicle (EV) and transport markets by investing in local research and manufacturing opportunities and stimulating rapid uptake by users;**
- 3. Electrify the rail and bus networks;**

- 4. Support business to electrify freight transport;**
- 5. Provide infrastructure throughout local communities to transition to EVs and which leverage tourism opportunities;**
- 6. Implement policy settings to increase uptake of EVs; and**
- 7. Invest in infrastructure for walking and cycling.**

Carried

20 Livingstone Shire Council QLD

This National General Assembly calls on the Australian Government to fund a national rollout of electric vehicle charging stations for regional and remote local government areas.

Carried

21 Yarra City VIC

This National General Assembly calls on the Australian Government to provide greater national leadership to support the uptake of electric vehicles and market development across Australia by:

- 1. Agreeing and supporting a nationally consistent approach to EV taxes, levies and charges that provide long-term confidence for industry and consumers;**
- 2. Implementing best-practice national vehicle emissions standards;**
- 3. Providing incentives to businesses and private owners to purchase electric vehicles; and**
- 4. Significantly increasing investment in the installation of electric vehicle charging stations across Australia.**

Carried

22 Shire of Serpentine-Jarrahdale WA

This National General Assembly calls on the Australian Government to:

- 1. Classify telecommunications as an essential service;**
- 2. Establish clearly defined plans and accountabilities to address back-up power and resilience for telecommunications sites; and**
- 3. Invest \$80 million over four years in an expanded Mobile Network Hardening Program to markedly improve the resilience of Australia's telecommunications networks.**

Carried

23 Litchfield Council NT

This National General Assembly calls on the Australian Government to release its response to the 2021 Regional Telecommunications Review and to implement its recommendations, to ensure that the digital divide between Australians living in regional, rural, and remote areas and those living in metropolitan communities is reduced.

Carried

24 Campaspe Shire VIC

This National General Assembly calls on the Australian Government to amend the necessary legislation, regulations and/or contractual arrangements to ensure that both Telstra and NBN Co, their subsidiaries and contractors, cannot pass the cost of relocating their buried infrastructure on to local government if the publicly available 'as built' (or 'as laid') plans do not accurately record the location(s) of their assets.

Carried

25 Mitchell Shire VIC

This National General Assembly calls on the Australian Government to work in partnership with regional, rural, and interface councils to develop a holistic and integrated strategy to implement the Government's Regionalisation and Decentralisation Agenda.

Carried

26 Moreland City VIC

This National General Assembly calls on the Australian Government to:

- 1. Progress City Deals to achieve its Smart Cities Plan, to initiate a similar process to establish Regional Deals to drive national priorities tailored to local needs, develop plans for growth, and commit to the actions, investments, reforms, and governance required;**
- 2. Continue to support development and signing of City Deals across the nation, including to sign the north and west Melbourne City Deal to respond to the impacts of the COVID-19 pandemic and to expand the Western Sydney City Deal to include Blacktown City Council; and**
- 3. Unlock employment and economic development opportunities for the region that is**

home to 1 in 12 Australians, help create 300,000 new jobs and reboot business, boost social and economic inclusion, and leverage the regions' existing strengths in health, food production, manufacturing, and logistics.

Carried

27 Mitchell Shire VIC

This National General Assembly calls on the Australian Government to develop a new growth areas portfolio which will be responsible for developing and implementing a national response to the challenges and inequities faced by growth-area communities.

Carried

28 Melbourne City VIC

This National General Assembly calls on the Australian Government to establish a new dedicated fund that councils can access to enable their municipal communities' transition to renewable energy, through deployment of community-scale energy storage systems.

Carried

29 Lake Macquarie City Council NSW

This National General Assembly calls on the Australian Government to encourage and support councils to play a direct role in the adoption of hydrogen from renewable power sources and contribute to the development of domestic hydrogen capabilities.

Carried

30 Moorabool Shire VIC

This National General Assembly calls on the Australian Government to deliver better, more sustainable outcomes for the environment and local communities being affected by the delivery of new renewable energy infrastructure by developing a national policy for conducting and integrating community engagement findings when planning for and delivering renewable energy high-voltage transmission infrastructure projects.

Carried

31 Town of Gawler SA

That this National General Assembly, building on the 2021 National General Assembly resolution and progress to date towards clear and transparent rules for renewable electricity, calls for formal engagement with the Federal Government and Department of Industry, Science Resources and Energy to accelerate reforms for nationally legislated market-based greenhouse accounting and rules for renewable electricity and carbon offsets to be established in Australia.

Carried

32 Whitsunday Regional Council QLD

This National General Assembly calls on the Australian Government to host a national affordable housing summit to identify the regional, state, and national issues to be addressed to deliver housing solutions to communities through local, state, and federal government in a whole-of-government response to be tailored for respective community needs.

Carried

33 City of Mount Gambier SA

This National General Assembly calls on the Australian Government to:

- 1. Fund further national housing research, specific to understanding housing affordability, housing supply and demand, and housing accessibility across rural and regional Australia;**
- 2. Develop and implement a collaborative program, involving all levels of government, to address housing concerns in rural and regional Australia; and**
- 3. Commit to implementing a funding stream, specific to rural and regional local governments, allowing them to undertake LGA-specific housing research; and to prepare and implement LGA-specific housing plans (aligning to the relevant State Housing and Homelessness Strategies prepared under the NHHA).**

Carried

34 North Sydney Council NSW

This National General Assembly calls on the Australian Government to establish a Royal Commission into housing affordability.

That the terms of reference include consideration of the impacts of historical low housing affordability on productivity, intergenerational equity, public health including mental health, educational opportunities and equity.

Lost

35 Western Downs Regional Council QLD

This National General Assembly calls on the Australian Government to collaborate with state and local government areas to develop a strategy to build regional allied health precincts. These precincts would provide currently unavailable specialist services and provide outreach services to smaller rural communities, whilst assisting in the development of a local workforce. This strategy should include an action plan with aligned funding.

Carried

36 Parkes Shire Council NSW

This National General Assembly calls on the Australian Government to:

- 1. Provide for Australians to age within their communities (particularly small communities) by further funding existing aged care facilities and the Multi-Purpose Services (MPS) program and/or upgrading existing hospitals that fulfil the role of caring for aging Australians;**
- 2. Better define the responsibilities of the various agencies so there is no doubt who is responsible for the various services; and**
- 3. Work with state governments on a new approach that fundamentally addresses the widening gap between those living in regional Australia versus those living in metropolitan areas.**

Carried

37 Central Highlands Regional Council

The National General Assembly calls on the Civil Aviation Safety Authority to work with the Royal Flying Doctors Service (RFDS) to safeguard the ability of the RFDS to make use of Australia's road system as landing areas.

Carried

38 North Sydney Council NSW

This National General Assembly calls on the Australian Government to urgently establish a working group with the Federal Government to deliver local, affordable childcare in local communities, fully funded by the Federal Government and delivered on the ground by local government.

Carried

39 Isaac Regional Council QLD

This National General Assembly calls on the Australian Government to ensure federal funding and federal programs for mental health and related services are fit for purpose place-based models in small and medium-sized regional, rural, and remote areas of Australia.

Carried

40 Maribyrnong City VIC

This National General Assembly calls on the Australian Government to:

- 1. Establish a dedicated and ongoing Community Resilience and Fairness Response Package to ensure our most vulnerable community members are protected from the worst of the impacts of a prolonged pandemic, particularly the youth;**
- 2. Increase funding for mental health support services, local learning and job preparation programs, and initiatives designed to reduce unemployment; and**
- 3. Invest in and grow local manufacturing.**

Carried

41 Roper Gulf Regional Council NT

This National General Assembly call on the Federal Government to acknowledge the lack of services and infrastructure in Indigenous communities and the need to address the lack of:

- 1) Regional Health access to aged care, primary, specialist, and the National Disability Insurance Scheme**
- (2) Affordable Housing and Land availability**
- (3) Child Care access and affordability**
- (4) Skill shortage in regional areas**
- (5) Local skills and capability development**
- (6) Education system -School leavers not job-ready for local jobs as required and available locally; and**
- (7) Lack of coordinated governance across all tiers of government in regional areas.**

Carried

42 Balonne Shire Council QLD

This National General Assembly calls on the Australian Government to review current governance arrangements and commit appropriate levels of funding to provide improved operational and maintenance support to the owners of flood-warning infrastructure in order to minimise the impacts of natural disasters.

Carried

43 Newcastle City Council NSW

1 This National General Assembly calls on the Australian Government to work with ALGA and state and territory governments to urgently develop an additional, apolitical funding stream which provides local governments with the resources needed to mitigate the current and longer-term impacts of extreme weather events on local physical and social infrastructure.

2 Recognises the significant influence of climate change in natural disasters, and reaffirms its support of Australia's commitment to the Paris Agreement to limit global temperature increase to 1.5 degrees.

Carried

44 Shoalhaven City Council NSW

This National General Assembly calls on the Australian Government to establish a permanent Disaster Levy as an income tax levy, to establish a funding base to empower local government to support our communities with resilience and disaster recovery.

Lost

45 City of Whyalla SA

This National General Assembly calls on the Australian Government to introduce across all levels of government, departments and government agencies, a consistent hierarchy and classification of population places.

Carried

46 East Gippsland Shire VIC

This National General Assembly calls on the Australian Government to expand the scope, reduce the evidence required, implement fairer, and more consistent, processes between states for seeking funding under the Disaster Recovery Funding Arrangements.

Carried

47 Forbes Shire Council NSW

This National General Assembly calls on the Australian Government and Insurance Council of Australia to lobby for property insurance policies to retain a compulsory nominated amount to ensure the satisfactory demolition of the structure to better protect the public from ongoing derelict sites.

Carried

48 Shire of Morawa WA

This National General Assembly calls on the Australian Government:

1. To request that all state and territory governments fully implement recommendations 11.1 and 11.2 of the Royal Commission into National Natural Disaster Arrangements and provide further resources and assistance to local governments to increase their capacity and capability to effectively discharge the considerable emergency management

responsibilities devolved to them.

2. To provide leadership and coordination to state and territory governments in responding to recommendations 11.1 and 11.2 of the Royal Commission into National Natural Disasters.

Carried

49 Newcastle City Council NSW

This National General Assembly calls on the Australian Government to address the economic hardship people in rural and regional areas are experiencing due to the unique combined impacts of COVID-19, unprecedented bushfires, long-running drought and/or flooding by providing additional support for recovery. This relief would include:

- 1. Initiatives targeting the tourism and creative industries;**
- 2. An evaluation of and response to the youth and gender impacts of COVID-19;**
- 3. Initiatives that will boost jobs and long-term community resilience to climate; and**
- 4. Restoration of funding for local government Financial Assistance Grants to a level equal to at least 1 percent of Commonwealth taxation revenue.**

Carried

50 City of Stirling WA

This National General Assembly calls on the Australian Government to:

- 1. Work with state and territory governments to develop a sustainable, equitable and efficient national funding model for the implementation of coastal hazard management actions to mitigate coastal erosion and inundation; and**
- 2. Charge the Productivity Commission with undertaking an investigation into an appropriate funding framework that shares the cost of coastal hazard management appropriately among all levels of government and the community.**

Carried

51 Canterbury Bankstown Council NSW

This National General Assembly calls on the Australian Government to align with the NSW Government and resilient Sydney member councils' plans for reducing the impacts of climate change and provide an economic framework to drive achievable targets for carbon reduction by no later than 2050.

Lost

52 Gunnedah Shire Council NSW

This National General Assembly calls on the Australian Government to remove restrictions preventing the development of nuclear energy as a viable option in the production of base-load electricity following the decommissioning of coal-fired power stations throughout Australia.

Lost

53 Newcastle City Council NSW

This National General Assembly calls on the Australian Government to:

- 1. Formally recognise we are in a state of climate emergency;**
- 2. Appoint a minister for climate change/emergency to champion climate change efforts across the country;**
- 3. Establish a national climate change taskforce to enable a whole-of-government approach to climate action; and**
- 4. Commit to actively work with local government, industry, and communities to:**
 - a) reduce waste production;**
 - b) put in place interim targets and steep emissions reduction during this decade as part of the net zero commitment, and in line with global efforts to limit warming to 1.5 percent as agreed to at the United National Climate Conference, COP26 Glasgow**
 - c) support the development of renewable energy industries;**
 - d) provide incentives to all sectors to change to more efficient technologies;**
 - e) significantly increase urban vegetation cover and rehabilitate degraded rural environments;**
 - f) increase support for households to access energy efficient demands;**
 - g) adopt a partnership approach with local government to identify and invest in local**

climate change mitigation and adaptation projects, including through the creation of a new \$200 million Local Government Climate Change Response Fund; and

h) provide funding for a new Climate Change Disaster Fund, funded to a level equivalent to 10 percent of council operational budgets, to increase resilience of Australian local governments and their communities to the impacts of climate change.

Carried

54 Yarra City VIC

This National General Assembly calls on the Australian Government to:

- 1. Acknowledge and endorse ALGA's call for a Local Government Climate Response Partnership fund of \$200 million per annum over four years to help councils address the impacts of climate change in their communities;**
- 2. Acknowledge that such a fund would create the multi-level governance called for in the Paris Agreement of 2015;**
- 3. Note that significant funds and support for local government will be needed to prevent the worst impacts of climate change on local communities and so call on the Federal Government to create a local government climate response partnership fund, of at least \$200 million per annum, and work with local governments on existing and emerging local and regional projects to rapidly drive down emissions before 2030.**
- 4. Put in place a climate action regulatory reform working group to remove regulatory, policy and other barriers to climate action for local governments and communities and ensure policy coherence and synchronisation at all levels of government and with relevant industry stakeholders.**

Carried

55 East Arnhem Regional Council NT

This National General Assembly calls on the Australian Government to ensure collaboration of all levels of Government, including partnerships, policy and program development and implementation responsible for issues affecting Indigenous Australians. In addition, the National General Assembly reaffirms its commitment as a national priority to call on the federal, state and territory governments to commit to and progress nationally consistent recognition of Indigenous local government councils – where First Nations people are a majority presence on council and among electors – as Aboriginal Community Controlled local governments across Australia at all levels of government. The motion continues a shared value and commitment of the Australian Local Government Association (ALGA) that aligns with the Closing the Gap Agreement, policy development,

principles and practices of indigenous procurement and implementation affecting Indigenous Australians, Indigenous communities, and Indigenous Local Government Councils.

Carried

56 Newcastle City Council NSW

This National General Assembly calls on the Australian Government to continue to demonstrate strong leadership in support of Aboriginal and Torres Strait Islander Peoples by supporting a constitutionally enshrined voice to Parliament for Aboriginal and Torres Strait Islander peoples and endorsing the Uluru Statement from the Heart.

Request that the Australian Local Government Association work with the Uluru Statement from the Heart's campaign to develop a resource kit for councils seeking to host public forums to inform their communities about the proposed referendum.

Carried

57 Central Desert Regional Council NT

This National General Assembly calls on the Australian Government to allocate additional/continued funding towards remote community housing in the Northern Territory to address housing inequity and overcrowding.

Carried

Special urgent business submitted by the City of Wagga Wagga (NSW)

That the Australian Local Government Association makes representations to the Commonwealth Government with the aim of securing the following outcomes:

- 1. Confirm the support of local government authorities for the Inland Rail project.**
- 2. Inform the Commonwealth Government of the concerns of local government authorities in Queensland, New South Wales and Victoria about impacts of the project on the liveability of towns and cities and that these concerns are dismissed as being outside the scope of the Inland Rail project.**
- 3. Inform the Commonwealth Government of the concerns of local government authorities in Queensland, New South Wales and Victoria about a lack of meaningful consultation between entities engaged to deliver the project planning**

and those local government authorities.

4. Request that the Commonwealth Government create a dedicated forum for local government authorities in Queensland, New South Wales and Victoria to raise the impacts of the Inland Rail project on the current and future liveability of towns and cities in relation to issues which are currently dismissed as outside the scope of Inland Rail the project.
5. That the Commonwealth Government commit to developing and delivering the actions required to remove or mitigate the degradation of liveability in towns and cities along the route of the Inland Rail at agreed milestones.

Carried

Special urgent business submitted by the ALGA Board

We the delegates of the 2022 National General Assembly of Local Government stand in solidarity with the people of Ukraine and its legitimate elected democratic governments in seeking peace, security, and stability within the State of Ukraine.

Carried

The Assembly resolved that the following motions would be referred to the ALGA Board for consideration. Submitting councils will be advised of the outcome of their motion following the ALGA Board's July 2022 meeting.

Motion number 58 Darebin City VIC

This National General Assembly calls on the Australian Government to:

- 1. Continue advancing all co-design efforts to establish a National Indigenous Voice on behalf of Aboriginal and Torres Strait Islander Communities;**
- 2. Partner with the local government sector, through ALGA's national agreement on Closing the Gap Partnership, to help facilitate outcomes across the agreed Closing the Gap priority reform targets, including around education, employment, health, and wellbeing outcomes for Aboriginal and Torres Strait Island Communities; and**
- 3. Formally partner with ALGA and the local government sector, including through the establishment of an ongoing advisory or representative voice for local government comprising of Aboriginal and Torres Strait Islander peoples to guide the broad work relating to First Nations peoples, truth-telling sovereignty, and treaty-making.**

Motion number 59 Stonnington City VIC and Darebin City VIC

This National General Assembly calls on the Australian Government to:

- 1. Increase investment to support Australia's transition to a circular economy in order to reduce waste, improve the recovery of precious resources, and create new jobs;**
- 2. Turn off the 'tap' of waste by requiring and creating incentives for higher use of recycled materials and by phasing out problematic and unnecessary waste;**
- 3. Expand the product stewardship schemes and introduce a new materials levy to drive industry change;**
- 4. Ban the import and production of hard-to-recycle materials (except for essential needs such as some medical uses);**
- 5. Co-invest in new major regional waste facilities to help attract and build new markets;**
- 6. Prioritise job creation and industry transition through the circular economy as part of COVID-19 recovery efforts;**
- 7. Fund technology and research that leads to an advanced domestic circular economy sector and positions Australia as a leading expert in this new economic sector; and**
- 8. Partner with local government to help guide and inform federal policy and investment decisions around supporting circular economy, recycling, product packaging, and waste reform opportunities.**

Motion number 59.1 North Sydney Council NSW

This National General Assembly calls on the Australian Government to urgently step in to address the structural issues with waste and recycling as a result of the China Sword policy in order to promote and delivered a circular and sustainable waste practices.

Motion number 59.2 Mitchell Shire VIC

This National General Assembly calls on the Australian Government to support the establishment of recycling and reprocessing markets in Australia to support a true local circular economy where products and materials are kept in use throughout their product lifecycle and reuse of our precious resources is prioritised by building a demand and market for locally reusable and recycled products.

Motion number 59.3 Tamworth Regional Council NSW

That this National General Assembly calls on the Australian Federal Government to

consider additional funding programs to support the construction and on-going running costs associated with the Australian Government's commitment to reduce food being landfilled through the National Waste Policy, and the associated national Waste Policy Action Plan (2019).

Motion number 60 City of Darwin NT

This National General Assembly calls on the Australian Government to direct and support investment in the development of small-scale waste management technologies, systems, and solutions specific to the needs of regional and remote communities, as an adjunct to existing efforts that rely on private industry participation leveraging the waste streams of large-scale population bases.

Motion number 60.1 Shoalhaven City Council NSW

This National General Assembly calls on the Australian Government to streamline process and directly allocate funding for circular economy projects that will allow councils to manage localised remanufacturing proposals and implement discounted buyback schemes for recycled products.

Motion number 60.2 South Burnett Regional Council QLD

This National General Assembly calls on the Australian Government to provide dedicated funding to support regional local governments to undertake targeted feasibility studies and business cases to explore existing and new opportunities to partner in and support the creation of a circular economy and create localised resource recovery practices.

Motion number 60.3 Central Desert Regional Council NT

This National General Assembly calls on the Australian Government to allocate funds towards water and waste recycling initiatives in remote communities.

Motion number 60.4 Tweed Shire Council NSW

This National General Assembly calls on the Australian Government to advocate for the continued development of national recycling initiatives.

Motion number 61 Randwick City Council NSW

This National General Assembly calls on the Australian Government to:

- 1. Establish a program to fund and support councils to transition their communities to a zero-waste circular economy, in which there is no place for incinerators (including waste to energy incinerators) or the incineration of medical waste; and**
- 2. Remove incinerators from the Australian Renewable Energy Target and remove native forest biomass as a renewable component of bioenergy/fuel and its eligibility for subsidy.**

Motion number 61.1 Inner West Council NSW

This National General Assembly calls on the Australian Government to say Yes to the Circular Economy and No to Incinerators.

Motion number 62 Town of Bassendean WA

This National General Assembly calls on the Australian Government to change the Australian Packaging Covenant to a mandatory product stewardship scheme, constituted under the Recycling and Waste Reduction Act 2020.

Motion number 62.1 City of Unley SA

This National General Assembly calls on the Australian, state and territory governments to jointly undertake an investigation of the adequacy of the current policy on packaging and product recycling information and to consider establishing a consistent national approach that mandates the provision of information and advice by all manufacturers or wholesalers/retailers regarding the relevant recycling stream for all packaging as well as products produced or sold in Australia.

Motion number 62.2 Yarra City VIC

This National General Assembly calls on the Australian Government to provide national leadership to grow the circular economy and reduce levels of household and commercial waste by:

- 1. Implementing a national ban on food waste going into landfill;**
- 2. Implementing stricter national sustainable packaging standards and a product**

stewardship scheme; and

3. Providing increased funding to industry and local government to support local processing solutions, sector innovation and market development.

Motion number 62.3 City of Mount Gambier SA

This National General Assembly calls on the Australian Government to establish a fund of \$100 million per annum, over four years, to support local government circular waste innovation projects.

A significant portion of the fund should be dedicated to supporting projects in regional areas. Due to resourcing constraints in regional areas, any grants provided through the program should not require matched funding.

Motion number 63 Gladstone Regional Council QLD

This National General Assembly calls on the Australian Government to amend the Competition and Consumer Act 2010 (Cth) to reduce barriers to local government jointly tendering for recyclables processing and innovative resource recovery services by exploring options to amend:

- 1. Sections 2BA or 2C to reduce the application of part IV for example, by removing recyclables processing or innovative resource recovery services, for which tenders are sought, from the definition of 'business'; or**
- 2. Section 51 of the Competition and Consumer Act 2010 (Cth) to introduce exceptions to part IV in circumstances where local governments:**
 - a. undertake joint tendering exercises for recyclables processing and/or innovative resource recovery services**
 - b. hold collaborative forums to discuss waste diversion, resource recovery and recyclables processing procurement strategy and initiatives.**

Motion number 64 Forbes Shire Council NSW

This National General Assembly calls on the Australian Government to implement a rebate system of 40 cents per litre for the use of S45R crumbed rubber bitumen in asphalt, construction seals and reseals.

Motion number 65 Blacktown City Council NSW

This National General Assembly calls on the Australian Government to remove the GST paid on sustainable and reusable alternatives to disposable and single-use products.

Motion number 66 South Burnett Regional Council QLD

This National General Assembly calls on the Australian Government to double the \$3.5 billion National Water Grid Fund towards the construction of new and augmented water infrastructure projects across regional Australia and provides annual competitive funding rounds for the acceptance of funding applications.

Motion number 66.1 Western Downs Regional Council QLD

This National General Assembly calls on the Australian Government to deliver a long-term, bulk water source for regional communities to enable economic development opportunities, including hydrogen and agriculture.

Motion number 67 Gunnedah Shire Council NSW

This National General Assembly calls on the Australian Government to commence a mature and informed discussion, inclusive of all relevant Commonwealth guidelines, on the use of wastewater for specific purposes other than parks and gardens and including road maintenance undertaken by local government.

Motion number 68 Wyndham City VIC

This National General Assembly calls on the Australian Government to provide additional funding for tree planting to:

- 1. Increase tree canopy cover;**
- 2. Reduce the impacts of a changing climate; and**
- 3. Improve biodiversity and create habitat for native fauna.**

Motion number 69 North Sydney Council NSW

This National General Assembly calls on the Australian Government to address, protect and increase tree canopy, particularly urban tree canopy and forest, to minimise the impacts of climate change and to protect biodiversity and habitat.

Motion number 70 Redland City Council QLD

This National General Assembly calls on the Australian Government to provide increased funding to support on-the-ground council activities aimed at protecting our local koala population, including:

- 1. The development of the Koala Watch app to a commercially viable standard enabling delivery of eco-tourism, citizen science and conservation benefits; and**
- 2. Supporting efforts (financially and via policy and legislative alignment) to combat disease and increase the understanding of koala population dynamics.**

Motion number 71 Bayside City VIC

This National General Assembly calls on the Australian Government to recognise the harmful impacts of second-generation rodenticides, prohibit their use in Australia, and promote alternative methods of rodent management.

Motion number 72 Bayside City VIC

This National General Assembly calls on the Australian Government to develop wildlife-friendly lighting standards.

Motion number 73 South Burnett Regional Council QLD

This National General Assembly calls on the Australian Government to partner with local governments to fund the establishment of regional biosecurity report cards designed to measure the extent and success of management programs that target new, emerging and established invasive species.

Motion number 74 Maribyrnong City VIC

This National General Assembly calls on the Australian Government to take a broader view in respect of economic recovery and growth to reduce the reliance on infrastructure and construction to drive job creation and economic recovery post-COVID.

This should include increased investment in skills and training, health, arts and agriculture, environmental restoration, supply chain improvements, and initiatives that further diversify the economy and improve Australia's self-sufficiency.

Motion number 75 Darebin City VIC

This National General Assembly calls on the Australian Government to:

- 1. Develop a national cultural plan to support the short, medium, and long-term needs of the creative and cultural sectors;**
- 2. Partner with local government to develop a creative sector federal investment strategy that directly invests in local creative and cultural industries as part of immediate COVID-19 recovery efforts;**
- 3. Expand eligibility and scale of existing federal government creative COVID-19 support programs, including the Restart Investment to Sustain and Expand (RISE) Fund, to continue providing increased support for more local artists, festivals, concerts, tours, exhibitions, visual, digital, creative, and cultural organisations;**
- 4. Expand representation of the Federal Government's COVID-19 Creative Economy Taskforce, by providing a seat at the table and representation for the local government sector;**
- 5. Prioritise new COVID-19 creative sector support investment towards sustaining and helping our most vulnerable artistic and cultural community cohorts, including Aboriginal, multicultural, the newly arrived, women and young creatives; and**
- 6. Ensure local government is directly provided with a fair and equitable share of new funding and resources to supporting local and regional creative activities, festivals, events, and organisations.**

Motion number 76 Wyndham City VIC

This National General Assembly calls on the Australian Government to increase needs-based funding for the construction of and upgrades to community, arts and culture and sports infrastructure.

Motion number 77 Melton City VIC

This National General Assembly calls on the Australian Government to provide increased funding for cultural and sporting infrastructure in line with projected growth and greatest need.

Motion number 78 Lake Macquarie City Council NSW

This National General Assembly calls on the Australian Government to create a dedicated funding stream to support councils to facilitate events at a community level to stimulate post-COVID economic recovery for businesses and individuals working in the tourism, hospitality, arts, and entertainment industries.

Motion number 79 Darebin City VIC

This National General Assembly calls on the Australian Government to:

- 1. Recognise the unprecedented impact the COVID-19 pandemic has had in compounding Australia's workforce shortages, particularly in the hospitality and agriculture sectors;**
- 2. Acknowledge the role that prolonged international and interstate border closures have had in compounding workforce shortages across the agriculture and hospitality industries which are generally highly dependent on backpackers, overseas students, and migrant workers;**
- 3. Respond to the changing nature of work across Australia as a result of the COVID19 pandemic, and the opportunities associated with working from home and the changing nature of workforce expectations amongst Australian workers;**
- 4. Invest in skills, training, and pathway opportunities to support more vulnerable community cohorts, including as a priority, socio-economic disadvantaged cohorts, longer-term unemployed and asylum-seekers, refugees to be connected to employment pathways across sectors experiencing genuine skills shortages;**
- 5. In reopening Australia's borders, prioritise opportunities to strategically increase Australia's humanitarian intake, particularly in the context of growing global tensions and displacement, to support more asylum seekers and refugees find a safe place to live, raise a family, and work; and**
- 6. Establish a national COVID-19 migration workforce and skills recovery taskforce, which is responsible for overseeing and coordinating all of these opportunities, and which provides ALGA and the local government sector with a seat at the table.**

Motion number 80 Shoalhaven City Council NSW

This National General Assembly calls on the Australian Government to address the need for recovery and skills shortages across the country by creating a national vocational training strategy and associated funding to increase the number of individuals participating in training across the country.

Motion number 82 Western Downs Regional Council QLD

This National General Assembly calls on the Australian Government to create incentives to attract and train qualified childcare staff.

Motion number 83 Murray River Council NSW

This National General Assembly calls on the Australian and relevant state governments to immediately relax the cross-border accreditation requirements for building surveyors to operate nationally under the Australian Building Code. Further to this, that the Federal Government introduces a rural/regional specific accreditation to ease the burden on regional councils.

Motion number 84 Newcastle City Council NSW

This National General Assembly calls on the Australian Government to:

- 1. Note that in some jurisdictions, councillors, mayors and lord mayors are not automatically entitled to the Superannuation Guarantee Contribution, despite Councillors being paid the appropriate superannuation entitlements in other jurisdictions;**
- 2. Note that in some jurisdictions, councillors, mayors and lord mayors have the option of 'opting-in' to receive the Superannuation Guarantee Contribution only following the successful passing of a motion requiring same, allowing the issue to be politicised in council meetings;**
- 3. Note that this sets a poor community standard and sends the wrong message to the community given that superannuation should be a universal mandatory system to support all workers in Australia; and**
- 4. Rationalise the superannuation system for elected representatives from the local government level and mandate that all councillors across Australia automatically receive the Superannuation Guarantee Contribution.**

Motion number 85 Brimbank City VIC

This National General Assembly calls on the Australian Government to:

- 1. Establish a dedicated and ongoing community resilience and fairness response package to ensure our most vulnerable community members are protected from the worst of the impacts of a prolonged pandemic, particularly the youth;**
- 2. Increase funding for local learning and job preparation programs and initiatives designed to reduce unemployment; and**
- 3. Reinvigorate, invest in, and grow local manufacturing.**

Motion number 86 South Burnett Regional Council QLD

This National General Assembly calls on the Australian Government to support rural and regional communities with increased funding and facilities to meet the growing needs of youth with mental health issues, including early intervention programs and ensuring equity of access to services.

Motion number 87 Cumberland Council NSW

This National General Assembly calls on the Australian Government to:

- 1. Create a local youth jobs program at the local government level;**
- 2. Establish a youth employment facilitator in each local government area;**
- 3. Provide a local youth employment recovery fund for each local government area; and**
- 4. Provide incentives for local employers to deliver well paid, meaningful, secure work for local youth.**

Motion number 88 Moreland City VIC

This National General Assembly calls on the Australian Government to:

- 1. Acknowledge the harm that gambling does across the country, the role that local government has in managing the impact of gambling harm on local communities and take practical action to minimise gambling harm;**
- 2. Ban all forms of gambling advertisements on broadcast and online platforms during live sports events;**
- 3. Establish and implement a national fund to invest in local community-based responses to gambling harm such as the successful Libraries After Dark program in Victoria; and**
- 4. Establish a national community divestment fund to assist local sporting clubs and community groups to transition away from electronic gambling machines as an income stream.**

Motion number 89 Darebin City VIC

This National General Assembly calls on the Australian Government to:

- 1. Permanently increase JobSeeker Payments to at least \$69 a day;**
- 2. Support increases to the minimum wage in line with the cost of living;**
- 3. Ensure that increases to JobSeeker and the minimum wage do not come at the expense of other vital supports provided to people experiencing disadvantage and hardship; and**
- 4. Partner with local governments to facilitate these measures, and to identify and invest in targeted measures that address and respond to socio-economic disadvantage and inequality across Australian communities.**

Motion number 89.1 Newcastle City Council NSW

This National General Assembly calls on the Australian Government to:

- 1. Note that the severe economic impacts of the COVID-19 pandemic have been cushioned by Commonwealth, state, and local policy interventions, including the JobSeeker and JobKeeper payments;**
- 2. Note that prior to the \$550 per fortnight increase in the JobSeeker payment in April 2020, the JobSeeker/NewStart rate had not been increased in real terms in 26 years.**
- 3. Note that in February 2021, the Commonwealth increased the JobSeeker rate by just \$50 a fortnight, to \$307 per week for a single adult, still well below the poverty line in Australia, and also coinciding with the end of the \$75 per week coronavirus supplement, which will leave recipients \$50 a week worse off than they currently are; and**
- 4. Call on the Prime Minister, Treasurer and Commonwealth Parliament to permanently raise the rate of JobSeeker by between \$185 per week and \$275 per week.**

Motion number 90 City of Charles Sturt SA

This National General Assembly calls on the Australian Government to advocate that both major political parties expand the scope of the National Disability Insurance Scheme (NDIS) to enable local governments to receive Commonwealth contributory funding. This funding would contribute to community facilities and assets in support of NDIS eligible recipients, and other community members who may benefit from them. For example, improved accessibility of recreational facilities and other infrastructure assets.

Motion number 90.1 South Burnett Regional Council QLD

This National General Assembly calls on the Australian Government for a continuation of funding for rural communities in addition to the identified funded programs under the National Disability Insurance Schemes.

Motion number 91 City of Norwood Payneham & St Peters SA

This National General Assembly calls on the Australian Government to:

- 1. Reaffirm its commitment to the National Strategy for Volunteering, and the ongoing monitoring of volunteer work through the Australian Bureau of Statistics; and**
- 2. Provide adequate funding to volunteer agencies, including local government, to support actions that increase volunteer participation and adapt volunteering programs in response to the COVID-19 pandemic.**

Motion number 92 Gunnedah Shire Council NSW

This National General Assembly calls on the Australian Government to delay any cut or suspension of the current fuel excise tax arrangements until such time as a genuine reform package can be legislated to replace the tax with a mechanism which distributes this vital road maintenance funding across all road users regardless of fuel type.

Motion number 93 Brighton Council TAS

THIS MOTION WAS WITHDRAWN AT THE REQUEST OF BRIGHTON COUNCIL.

This National General Assembly calls on the Australian Government to remove/exempt Fringe Benefits Tax on electric or zero emission vehicles where use is restricted to travel between home and work.

Motion number 94 Broken Hill City Council NSW

This National General Assembly calls on the Australian Government to create a regional tax incentive to equalise the current remote area Fringe Benefit Tax concessions from 50 percent to 100 percent to enable all employees residing in regional and remote communities across Australia access to the same allowances as their employers.

The tax incentive will assist to drive regional relocation, to smooth out the volatility of housing prices with the aim to address the regional housing affordability crisis across

Australia commencing with the six Australian Mining City Alliance (AMCA) councils as a test scenario.

Motion number 95 Inner West Council NSW

That this National General Assembly call on the Australian Government to change the taxation code to eliminate incentives that reward activities and purchases that are worse for public health, are more expensive for households, result in worse domestic energy security, and worsen climate change.

The Assembly calls on the Federal Government to change the taxation code to address this, including:

- 1. Support residential and commercial landlords to improve the health, comfort, and energy security of their tenants by changing the status of energy-efficient, water-efficient, and renewable appliances and structures so that they qualify for accelerated depreciation or extension of the Temporary Full Expensing Measures for Landlords for a period through to 2030;**
- 2. Amend the taxation system such that when a landlord replaces an appliance that has poor air quality outcomes with a cleaner system (e.g., gas cooktop with induction cooktop, or a gas heater versus reverse cycle air conditioner), this is also captured through the Temporary Full Expensing Measures for Landlords rather than a capital expense that is to be depreciated over its effective useful life;**
- 3. Increase the effective useful lives for those appliances that actively contribute to poor indoor air quality and worsened health outcomes such that the depreciation claim will be smaller in each year;**
- 4. Factoring in the weight and energy source of a vehicle when deciding the allowable depreciation, in recognition that the damage done to roads is proportional to the fourth power of the weight, and thus increases rapidly for heavier vehicles (using a different scale for electric vehicles);**
- 5. In order to improve public health due to air pollution and lack of physical activity, phase in changes to the way that motor vehicle expenses can be deducted to encourage the uptake of bicycles, e-bikes, and electric cargo bikes for commuting and business purposes, and in those cases where cars or other motor vehicles are required, make changes to ensure that electric vehicles are favoured over petrol and diesel vehicles; and**
- 6. Call on the Federal Government to make these amendments to the relevant tax legislation to give effect to these measures as soon as possible.**

Motion number 96 City of Holdfast Bay SA

This National General Assembly calls on the Australian, state, and local government associations to investigate and, where feasible, work with willing councils to trial innovative public governance models (including liquid democracy) to strengthen the connectivity and relevance of the local government sector into the future.

Motion number 97 Livingstone Shire Council QLD

This National General Assembly calls on the Australian Government to write to each state Premier, requesting that future COVID mandates that are likely to have negative impacts on local businesses and unvaccinated members of our communities be discussed with the ALGA Executive prior to introduction.

Motion number 98 Borough of Queenscliffe VIC

This National General Assembly calls on the Australian Government to adopt a unified approach to transitioning refugees on Temporary Protection Visas or Safe Haven Enterprise Visas to Permanent Protection Visas as quickly as possible.

Motion number 99 Newcastle City Council NSW

This National General Assembly calls on the Australian Government to:

- 1. Note that the 2017 United Nations Treaty on the Prohibition of nuclear weapons is the first treaty to comprehensively outlaw nuclear weapons and provide a pathway for their elimination. This Treaty entered into force on 22 January 2021 and all national governments have been invited to sign and ratify the treaty;**
- 2. Note that the Treaty entering into force is an important milestone on the path to a nuclear weapon-free world. It makes concrete the standard that nuclear weapons are illegal and illegitimate for all states, and a permanent part of international law; and**
- 3. Welcome the entry into force of the UN Treaty on the Prohibition of nuclear weapons on 22 January 2021, and sign and ratify the treaty.**

Motion number 100 Murray River Council NSW

This National General Assembly calls on the Australian Government to collaborate with local government to remove impediments within the National Construction Code Series (BCA) and associated Australian Standards, that dissuade industry from adopting 3D printing, and the Government provide instruments to incentivise private industry to develop 3D printing.

Motion number 101 Frankston City VIC

This National General Assembly calls on the Australian Government for funding support to help develop international municipal relationships such as sister cities.

Motion number 102 Break O'Day Council TAS

This National General Assembly calls on the Australian Government for a change in date for Australia Day.

Motion number 103 Greater Dandenong City VIC

Greater Dandenong City Council, as joint mover with Brimbank City Council, Darebin City Council, Monash City Council, Moreland City Council and Yarra City Council, moves that this National General Assembly:

- 1. acknowledges the Federal Government's swift and appropriate response to the Ukrainian crisis in taking refugees over the annual humanitarian visa program quota, to be settled in local government areas;**
- 2. acknowledges the contrasting Federal Government response to the recent crisis in Afghanistan, where Afghan refugees will be allocated spots within the existing annual humanitarian visa program, over a four-year period;**

In addition, Greater Dandenong City Council as secretariat of the local government Mayoral Taskforce Supporting People Seeking Asylum on behalf of the following Councils that are members:

- a. Executive Members' Brimbank City Council, Casey City Council, Darebin City Council, Hobsons Bay City Council, Hume City Council, Kingston City Council, Monash City Council, Moreland City Council, Yarra City Council;**
- b. General Members' Ballarat City Council, Banyule City Council, Bendigo City Council, Blue Mountains City Council, Canterbury Bankstown City Council, Cardinia Shire Council,**

Hawkesbury City Council, Inner West City Council, Leeton Shire Council, Maribyrnong City Council, Melbourne City Council, Moonee Valley City Council, Nillumbik Shire Council, Port Phillip City Council, Randwick City Council, Wagga City Council, Whittlesea City Council, Wyndham City Council; and

c. **Supporter Councils'** Bass Coast Shire Council, Greater Geelong City Council, Hobart City Council, Launceston City Council, Macedon Ranges Shire Council, Maroondah City Council, Mornington Peninsula Shire Council, Borough of Queenscliffe, Wellington Shire Council, and Whitehorse City Council;

Calls for a consistent approach from the Federal Government to taking humanitarian refugees from active conflict zones.

Motion number 104 Greater Dandenong City VIC

This National General Assembly:

1. Acknowledges and informs the Federal Government that the limited amount of support provided by the Federal Government to people seeking asylum who are awaiting their status determination is resulting in increased costs for local governments across Australia; and

2. Calls on the Federal Government to:

a. appropriately fund the Department of Immigration so that asylum applications and appeals can be urgently addressed through a single Refugee Status Determination process and an independent and fair merits review;

b. allow all such people to access without delay or condition, Australia's Centrelink services and Medicare benefits; and

c. provide TPV holders with a pathway to permanency.

(Ref: Local Government Mayoral Taskforce Supporting People Seeking Asylum (2022), <https://bit.ly/3vyLu8x>)

Motion number 105 Bathurst Regional Council NSW

This National General Assembly calls on the Australian Government to recognise the fact of frontier wars which occurred between First Australians and British forces during the colonisation of Australia.

Motion number 106 Parkes Shire Council NSW

**This National General Assembly calls on the Australian Government to:
Provide strong structured VET support programs for training next generation workforce
that will support the renaissance of manufacturing in Australia such as; automation,
programable logic, self-guidance, robotics, and drone technology.**

6.4 Support for rural and regional learner drivers - Upper House Report

File Reference: NA

Delivery Program

Goal: 4. Proactive regional and local leadership

Outcome: 4.2 We work together to achieve our goals

Strategy: 4.2.2 Work in partnership to plan for the future

Author: General Manager

STAFF DISCLOSURE OF INTEREST Nil

IN BRIEF/SUMMARY RECOMMENDATION

This report is for notation.

TABLED ITEMS Nil

BACKGROUND

Gwydir Shire made a submission to this enquiry, which is attached.

COMMENT

The final report with recommendations is attached.

OFFICER RECOMMENDATION

THAT the report is noted.

ATTACHMENTS

1. Submission - Parliament of NSW Joint Standing Committee on Road Safety - Learner Driver Training [6.4.1 - 3 pages]
2. Joint Standing Committee on Road Safety - support for rural and regional learner drivers - July 2022 [6.4.2 - 73 pages]



Parliament of NSW Joint Standing Committee on Road Safety (Staysafe)
Support for rural and regional learner drivers

Thank you for the opportunity to provide comment to the Joint Standing Committee on Road Safety regarding the inquiry and report into rural and regional learner drivers.

Gwydir Shire Council strongly supports the Committee's efforts for the provision of better support for learner drivers in rural and regional areas. Road safety is of significant importance and the education and skill development of learner drivers needs to be at the forefront of any initiative to improve safety on our roads.

At a recent presentation to Council staff by the Westpac Rescue Helicopter Service it was disclosed that half of the incidents they attend in our area are the result of preventable motor vehicle accidents. This statistic can only be improved by better education and awareness.

The challenges faced by learner drivers to acquire satisfactory training and driving experience to obtain a driver's licence in the Gwydir Shire area include:

- A very limited number of professional driving schools within the regional area. This community is fortunate to have Gwydir Learning Region (GLR) Training provide driving tuition within the shire, although trainer resources are limited. There are very few driver training schools operating in rural and regional NSW. The GLR Training organisation is the Registered Training Organisation of the Gwydir Shire Council.
- Access to vehicles. Some driving schools in our area do not provide training in a manual vehicle.
- Financial hardship, rural NSW has been devastated by one natural disaster after another in recent years resulting in many local families experiencing financial hardship, and in turn unable to afford professional driving tuition.
- Time is also a challenging factor. Many families consist of both parents working full time jobs and struggling to balance time and focus between work and family commitments, therefore finding it difficult to complete the 120 hours of supervised driving.

A practical option to improve the access of rural and regional learner drivers to driver training opportunities would be the establishment of funded school based driver training programs. The majority of learner drivers are aged between 16 and 18 and are still attending school. Incorporating the development of this 'life skill' into the school curriculum would better equip learner drivers with the essential characteristics to become safe competent drivers.

As outlined in the Staysafe 2017 Report, the value of professional driver training is understated. New technologies including digitisation, simulation and interactive driving tools no doubt have a beneficial impact on road safety, however exposure to professional driving tuition gives learners the opportunity to acquire practical skills so they are more equipped to respond to 'real life' hazards and situations.

Obtaining a driver licence is not a luxury, it is a necessity in rural and regional areas.

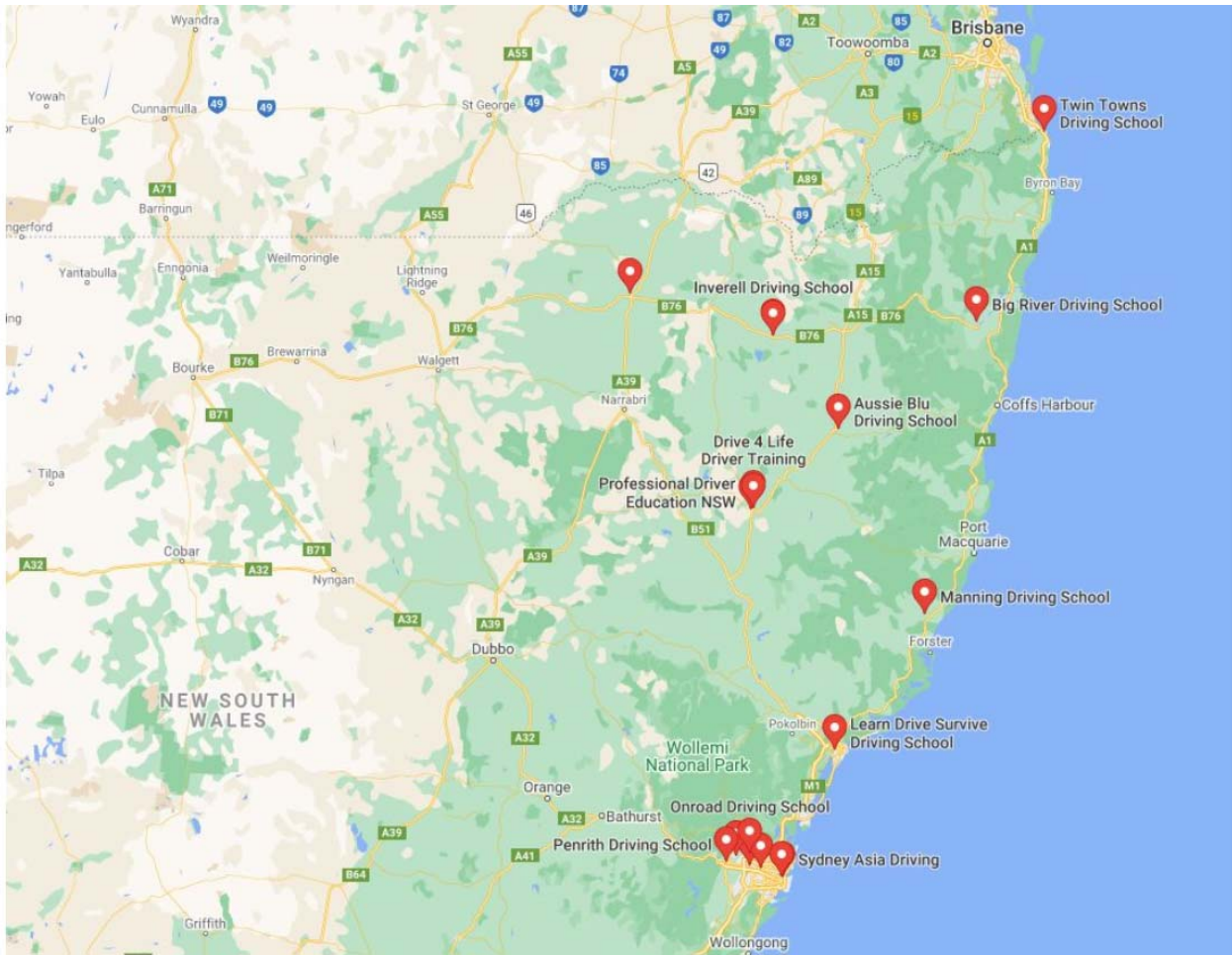
Unlike the services available to our city counterparts, public transport is all but non-existent. People may be forced to travel large distances simply to attend work, medical appointments or participate in recreational activities.



Max Eastcott

General Manager

4th May 2021





Parliament of New South Wales

Joint Standing Committee on Road Safety (Staysafe)

Support for rural and regional learner drivers

Report 3/57 – July 2022



Tabled on 5 July 2022

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The motto of the coat of arms for the state of New South Wales is "Orta recens quam pura nites". It is written in Latin and means "newly risen, how brightly you shine".

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Membership

Chair	The Hon. Lou Amato MLC
Deputy Chair	Ms Robyn Preston MP (until 31 March 2022) Mr Nathaniel Smith MP (from 31 March 2022 and Deputy Chair from 13 May 2022)
Members	Mr Stephen Bromhead MP Mr Roy Butler MP Mr Chris Gulaptis MP Mr Nick Lalich MP Ms Wendy Lindsay MP (until 31 March 2022) The Hon. Shaoquett Moselmane MLC Reverend the Hon. Fred Nile MLC Mrs Shelley Hancock MP (from 31 March 2022)
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Chair's foreword and summary

In New South Wales, turning 16 entitles you to apply for a learner driver licence. For some, progressing through the Graduated Licensing Scheme's testing stages can be a high priority due to a significant need and want for a driver licence.

A driver licence can facilitate access to education, training, employment, legal services, housing, healthcare and social connections and has been shown to encourage pro-social behaviour and aid personal independence. This is particularly important in rural and regional areas where distances between services may be significant.

Progressing through the Graduated Licensing Scheme (GLS) is not an identical process for all people across the state. Some social groups, such as people in rural and regional areas, may experience significant difficulties in obtaining their licence due to structural and social barriers. These unique barriers include people having insufficient identification documents, inadequate access to driving instructors and programs, and information about those programs, as well as a lack of access to safe vehicles to drive. Some people may also experience literacy and numeracy difficulties.

Submissions received by the Committee strongly supported the provision of greater testing and driving services for rural and regional learner drivers. This support varied between stakeholders but tended to focus on three areas of reform. Firstly, in support services available for people in preparation for testing. Secondly, in support for people during testing, including through changes to testing formats. And thirdly, in the provision of support when obtaining a learner licence, such as through increased mentoring and driving programs.

For some stakeholders, obtaining original identification documents is considered the 'first hurdle' to obtaining a driver licence, as the cost and process associated with that application are considered cumbersome. As such, the Committee recommended that the Department of Customer Service review how access to identification documentation can be improved and streamlined, and how costs associated with applications can be subsidised or waived when required for a driver licence application.

The Committee heard about the difficulty of obtaining a driver licence in circumstances where the applicant may have low literacy and, or numeracy levels. The Committee considered this evidence and makes recommendations relating to enhancing the format of the Driver Knowledge Test as well as support that may be afforded during that test to make it more accessible.

Access to structured driving programs and qualified driving instructors was considered to be one of the greatest barriers for drivers in rural and regional areas progressing through the GLS. Stakeholders told the Committee that eligibility requirements and availability of programs and instructors meant that drivers were inadequately supported throughout completion of their mandatory 120 hours of on road driving experience. A number of recommendations are made to broaden the eligibility requirements of programs as well as for providing financial support for participation in programs where required.

The Committee was told that learner drivers in rural and regional areas tend to learn to drive in older vehicles which have lower safety ratings than newer vehicles. Older vehicles are used due

Support for rural and regional learner drivers

to the higher cost associated with driving a newer vehicle, such as the purchase price and fuel costs. In response, the Committee recommends that Transport for NSW consider implementing a vehicle accessibility scheme to assist with the purchase or hire of safe vehicles for rural and regional learner drivers.

The Committee also considered stakeholder views on the effectiveness of driving simulators and their compatibility with the GLS. Some stakeholders expressed support for the use of driving simulators in rural and regional areas, noting their use in diversifying a driver's experience. Other stakeholders, including Transport for NSW, had reservations about their effectiveness in teaching skills that could be transferred to the on-road reality. For these reasons the Committee has recommended that Transport for NSW trial the use of simulators to determine their effectiveness in supporting learner drivers.

Changes to the GLS, driving programs, and regulatory frameworks for professional driving instructors were also examined. These changes followed on from the Committee's 2017 report on *Driver Education, Training and Road Safety*.

The Committee hopes that the 21 recommendations set out in this report ultimately strengthen the support available to prospective and current learner drivers as they progress through the GLS.

On behalf of the Committee, I thank all those who made a submission and gave evidence in this inquiry. Their contributions greatly helped the Committee understand the extent to which barriers are impeding access to a driver licence and consequently, impeding access to a range of services in rural and regional areas across the state.

I thank all members of the Committee for their informed and valuable contributions to this report. I also thank the Committee staff for their support.



The Hon. Lou Amato MLC
Chair

v

Findings and recommendations

Finding 1 _____ 1

Barriers to accessing a drivers licence may lead to employment, health, education, legal and social challenges for rural and regional learner drivers. These barriers include that:

- Some people face challenges in being able to present sufficient identification documents in order to apply for a driver licence.
- Some people face literacy and numeracy challenges, resulting in the Driver Knowledge Test being less accessible to them.
- Learner drivers face significant barriers to accessing driving programs and instructors.
- Many drivers learn in vehicles with low safety ratings due to insufficient safe cars being available or affordable.

Recommendation 1 _____ 4

That the Department of Customer Service review how access to identification documentation can be improved and streamlined.

Recommendation 2 _____ 4

That the Department of Customer Service consider subsidising or waiving the cost of obtaining identification documentation when rural and regional residents apply for a driver licence.

Recommendation 3 _____ 6

That Transport for NSW review the Driver Knowledge Test, including the format in which it is delivered, to ensure the test is accessible to people who experience literacy and numeracy difficulties and people with disability.

Recommendation 4 _____ 9

That Transport for NSW expand the Safer Drivers Course to make it available to persons above 25 years of age in rural and regional areas.

Recommendation 5 _____ 9

That Transport for NSW waive the fee for participation in the Safer Drivers Course for people in rural and regional areas.

Recommendation 6 _____ 9

That Transport for NSW streamline the Safer Drivers Course application process so that applications can be lodged online and that applicants are provided with a list of local course providers.

Recommendation 7 _____ 9

That Transport for NSW make the Driver Licensing Access Program available in all rural and regional local government areas.

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Recommendation 8	9
That Transport for NSW review the Driver Licensing Access Program with a view to making the program ongoing in rural and regional areas.	
Recommendation 9	10
That the NSW Government liaise with the Australian Government to review eligibility criteria for participation in the Keys2Drive Program with a view to making it more accessible.	
Recommendation 10	15
That Transport for NSW investigate the creation of a data-sharing portal for local councils and driver mentoring programs so that information can be shared between them and that this consolidated information be made available to the public.	
Recommendation 11	16
That Transport for NSW investigate implementing structured mentoring programs for rural and regional learner drivers in consultation with local councils.	
Recommendation 12	16
That Transport for NSW offer formal road safety training for parents or guardians supervising learner drivers.	
Recommendation 13	16
That Transport for NSW subsidise professional driving lessons for rural and regional learner drivers.	
Recommendation 14	16
That Transport for NSW develop a program to increase the number of rural and regional driving instructors.	
Recommendation 15	16
That Transport for NSW consider that a learner driver be able to apply for their provisional 1 licence without completing 120 hours of driving if a qualified driving instructor believes that they are competent in their driving skills. That Transport for NSW investigate options to reduce the number of hours.	
Recommendation 16	19
That Transport for NSW investigate a vehicle accessibility scheme to assist with the purchase or hire of safe vehicles for rural and regional learner drivers.	
Recommendation 17	20
That Transport for NSW, in consultation with local councils, investigate providing rural and regional local councils with vehicles to be used for lessons by learner drivers.	
Finding 2	22
Further review and evaluation on the effectiveness, safety and feasibility of driving simulators is required.	

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Recommendation 18 _____ 22

That Transport for NSW trial the use of driving simulators, particularly in rural and regional areas, to determine their effectiveness in supporting learner drivers to obtain their licence.

Recommendation 19 _____ 28

That Transport for NSW, in consultation with the Department of Education, investigate integrating driver training into stages 5 and 6 of the school curriculum for students in rural and regional areas.

Recommendation 20 _____ 28

That Transport for NSW consider providing schools in rural and regional areas with access to a driver training program, including access to a professional driving instructor, if such programs cannot be formally included in the school curriculum.

Recommendation 21 _____ 34

That the NSW Government consult with the Australian Government to create a publicly accessible database of all driving programs offered across Australia.

Chapter One – Accessing a driver licence

Barriers to accessing a driver licence

Summary

Rural and regional learner drivers face unique barriers to obtaining a driver licence. Barriers include inadequate access to driving programs and instructors, inadequate access to safe vehicles to learn on, and, in some circumstances, can include lower literacy and numeracy skills. Not having a licence can lead to reduced or no access to employment, health services, legal services training, education and social freedom.

Finding 1

Barriers to accessing a drivers licence may lead to employment, health, education, legal and social challenges for rural and regional learner drivers. These barriers include that:

- **Some people face challenges in being able to present sufficient identification documents in order to apply for a driver licence.**
- **Some people face literacy and numeracy challenges, resulting in the Driver Knowledge Test being less accessible to them.**
- **Learner drivers face significant barriers to accessing driving programs and instructors.**
- **Many drivers learn in vehicles with low safety ratings due to insufficient safe cars being available or affordable.**

1.1 A driver licence is an important formal identification document that can facilitate access to education, training, employment, legal services, housing, healthcare, social connections, and community. Access to a driver licence has been shown to encourage pro-social behaviour¹ and aid personal autonomy, to the extent that a licence may be considered independence in and of itself.²

1.2 Some social groups may experience barriers to obtaining a driver licence to a greater degree. This includes young people, people of low socioeconomic backgrounds, people with limited literacy and numeracy, single parent families, people from families with multiple children, people in rural and regional areas, people with disability, Aboriginal and Torres Strait Islander peoples, or people experiencing mental health issues. These barriers have been shown to result in not only difficulties in obtaining a driver licence but may also lead to wider experiences of social isolation.³

¹ [Submission 31](#), Office of the Advocate for Children and Young People (ACYP), pp [1-2](#).

² [Submission 5](#), Shoalhaven City Council, p [1](#); [Submission 27](#), The Association of Independent Schools of NSW, (AISNSW) p [2](#).

³ [Submission 41](#), Australasian College of Road Safety – New South Wales Chapter (ACRS), p [6](#).

1.3 Prospective and current rural and regional drivers in NSW face their own unique barriers to obtaining a driver licence that have the potential to result in reduced or no access to employment, health services, education and social freedom.⁴ These barriers, listed below, will be examined throughout this chapter:

- Need to obtain identification documents.
- Literacy and numeracy challenges.
- Inadequate access to driving programs.
- Insufficient information about driving programs.
- Lack of access to driving instructors.
- Access to safe vehicles.

1.4 Throughout the inquiry the Committee heard that access to a driver licence for rural and regional learner drivers is impeded in part by geography, but also factors such as access to a supervisor, financial means to learn how to drive, and living in an area where driving lessons are available.⁵

1.5 Stakeholders had a nuanced understanding of the challenges faced by learner drivers in rural and regional areas, emphasising how physical distance alone is not the only barrier. As Mr John Southon, Principal at Trundle Central School told the Committee:

I believe geographic inequality is enhanced by the current learner permit system. The current system seems to assume that every young person has access to a competent, reliable, licensed driver and has the financial capacity to learn to drive, lives in a location where professional lessons are available and has access to a car.

.... The failure to learn to drive in isolated rural settings has long-term effects more pronounced in highly marginalised groups such as Indigenous teenagers. One-hundred-and-twenty hours are unachievable, forcing many of my students to give inflated false entries in their log books.⁶

1.6 Transport for NSW recognised the benefits of a driver licence for rural and regional residents caused by their limited access to public transport and long distances from services.⁷ This is in contrast to metropolitan residents who can readily access an array of train, bus, light rail and ferry services, and other services that run to a frequent timetable.⁸ Metropolitan learner drivers may also likely have greater

⁴ Ms Suzan Mehmet, Road Safety Coordinator, Blue Mountains City Council, [Transcript of evidence](#), 30 November 2021, p 5; Ms Rebecca Copping, Road Safety Officer, Snowy Monaro Regional Council, [Transcript of evidence](#), 30 November 2021, p 7; Ms Meryl Hinge, Road Safety Officer, Yass Valley Council, [Transcript of evidence](#), 30 November 2021, p 8; Mr Mark Riley, General Manager, Bourke Shire Council, [Transcript of evidence](#), 30 November 2021, pp 8-9; Mr John Southon, Principal, Trundle Central School, [Transcript of evidence](#), 7 December 2021, p 33; [Submission 22](#), Youth Action, p 13; [Submission 31](#), ACYP, pp 1-2.

⁵ Ms Hinge, Yass Valley Council, [Transcript of evidence](#), 30 November 2021, p 8; Mr Southon, Trundle Central School, [Transcript of evidence](#), 7 December 2021, p 30.

⁶ Mr Southon, Trundle Central School, [Transcript of evidence](#), 7 December 2021, p 30.

⁷ [Submission 42](#), NSW Government, p 10.

⁸ Transport for NSW, [Trip Planner](#), NSW Government, webpage, viewed 19 March 2022.

Support for rural and regional learner drivers

Accessing a driver licence

access to private taxis, short term rental car services and ridesharing services, which can provide alternatives to independent driving.

The 'spiral effect'

- 1.7 Lack of access to a driver licence may also lead to rural and regional residents having greater interactions with law enforcement, as well as reduced access to 'appropriate justice'.⁹
- 1.8 Just Reinvest NSW referred to the Audit Office of New South Wales' report on *Improving Legal and Safe Driving among Aboriginal People* to submit that a lack of access to licensing and training reduces an accused person's access to legal services or courts.¹⁰ The Committee understands this may result in increased instances of litigants self-representing, missed court dates and a greater demand for retrospective court hearings, such as annulments.
- 1.9 The Committee received evidence that barriers to accessing a licence have caused a 'spiral effect' of people not obeying the law and increased disadvantage for young people in rural and regional areas.¹¹
- 1.10 The Committee was told that disadvantage may develop where young people begin to drive unlicensed from a young age and face 'fines, further suspensions, arrests and imprisonment'.¹² This is further exacerbated by it being common for young people in rural and regional areas to begin driving before they are legally eligible to.¹³
- 1.11 Youth Action stated that since the Committee's 2017 report, *Driver Education, Training and Road Safety*,¹⁴ which found that targeting unlicensed drivers was necessary for improving road safety outcomes, there have been 'consistently high' numbers of drivers charged with licencing related offences. It further said that investing in programs to help young people obtain their licence could reduce their contact with the criminal justice system.¹⁵ The Committee's *Driver Education, Training and Road Safety* report is discussed in detail in Chapter Five.
- 1.12 A related problem raised includes where a young person has their licence suspended for fine default, which may be unrelated to driving offences. Youth Action pointed out that this creates a 'cyclical problem' for young people in rural and regional areas as they cannot afford to pay their fine/s and are not able to

⁹ [Submission 35](#), Just Reinvest NSW, p 4 – as referenced in Audit Office of New South Wales, *New South Wales Auditor-General's Report: Performance Audit – Improving Legal and Safe Driving among Aboriginal People*, Audit report, December 2013, p 21.

¹⁰ [Submission 35](#), Just Reinvest NSW, p 4 – as referenced in – [Improving Legal and Safe Driving among Aboriginal People](#), p 21.

¹¹ Mr Riley, Bourke Shire Council, [Transcript of evidence](#), 30 November 2021, pp 8-9; [Submission 31](#), ACYP, pp 1-2.

¹² [Submission 31](#), ACYP, pp 1-2.

¹³ Mr Michael Lane, National Media Liaison Officer, National Motorists Association Australia (NMAA), [Transcript of evidence](#), 7 December 2022, p 25; Mr Dominic Teakle, Chief Executive Officer, Police Citizens Youth Club NSW (PCYC), [Transcript of evidence](#), 7 December 2022, p 3.

¹⁴ Joint Standing Committee on Road Safety (Staysafe), [Driver Education, Training and Road Safety](#), Report 3/56, Parliament of New South Wales, 21 September 2017.

¹⁵ [Submission 22](#), Youth Action NSW, p 12.

Support for rural and regional learner drivers

Accessing a driver licence

drive to work to generate income.¹⁶ It also highlighted that this disproportionately impacts Aboriginal and Torres Strait Islander peoples, who are three times more likely than non-Indigenous Australians to face licence suspension due to fine default.¹⁷

Accessing original identification documents as the 'first hurdle'

Summary

People in rural and regional areas may not have enough identification documents to be eligible to sit the Driver Knowledge Test. This is considered to be the first obstacle in obtaining a driver licence for people in these areas.

Recommendation 1

That the Department of Customer Service review how access to identification documentation can be improved and streamlined.

Recommendation 2

That the Department of Customer Service consider subsidising or waiving the cost of obtaining identification documentation when rural and regional residents apply for a driver licence.

Barriers to obtaining identification documents

- 1.13 Some rural and regional residents may experience difficulty in applying for a driver licence due to the onerous process of first obtaining identification documents (ID). The Committee was told that a lack of access to these documents is a deterrent for rural and regional Aboriginal and Torres Strait Islander peoples due to the steps and cost involved in applying for the documents.¹⁸
- 1.14 Access to original identification is considered 'the first hurdle'¹⁹ to obtaining a drivers licence. ID is required in order for a person to sit the Driver Knowledge Test (DKT), which is the first stage in the Graduated Licensing Scheme. ID, in addition to a driver licence, is also required for a person to progress to provisional 1, provisional 2 and full licences.
- 1.15 Service NSW requires an applicant to have three forms of ID in order to sit the DKT.²⁰ Two of those documents are categorised as 'list 1' documents such as a birth certificate, valid passport or travel document. A further form of identification, a 'list 2' document, can include a Medicare card or bank account statement.²¹

¹⁶ [Submission 22](#), Youth Action NSW, p [12](#).

¹⁷ [Submission 22](#), Youth Action NSW, p [12](#).

¹⁸ Ms Jenny Lovric, Manager, Community Engagement & Partnerships, Just Reinvest NSW, [Transcript of evidence](#), 7 December 2021, p [13](#).

¹⁹ Ms Zoë Robinson, Advocate for Children and Young People, Office of the NSW Advocate for Children and Young People (ACYP), [Transcript of evidence](#), 7 December 2021, p [2](#).

²⁰ Service NSW, [Proving your identity](#), NSW Government, webpage, viewed 22 March 2022.

²¹ [Proving your identity](#), viewed 22 March 2022.

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- 1.16 Further, the requirement by Service NSW that only original identification may be used in licence applications creates a further barrier as it requires people to retain their original ID documents. Service NSW does not accept copies of ID for the purposes of the DKT – all identification must be original, not certified or laminated.²²
- 1.17 The Committee was told the process of applying for original ID from Births, Deaths and Marriages may be difficult for some applicants due to the application steps and associated cost.²³ An application for ID requires the applicant to possess other forms of ID and the payment of a fee.²⁴ For example, to apply for an original birth certificate online, an applicant must enter their birth registration details, their applicant details, complete a reCHAPTA verification, decide on the type of certificate they are seeking, confirm delivery and order details, and have available to them three copies of their own pre-existing ID. This means they must have access to a scanner or camera to be able to upload the documentation, read and acknowledge a declaration²⁵ and make a payment of at least \$60 using a credit/debit card.²⁶
- 1.18 A standard processing period for an online application may take up to seven weeks. An option to pay an additional \$28 for priority service may expedite the processing time by up to four weeks.²⁷
- 1.19 Recent statistics show the majority of learner drivers are aged 16-19.²⁸ Given the relative youth of the majority of learner drivers the Committee understands that young people may not have had a prior need for ID. As such, the Committee understands young people are unlikely to have sufficient documentation to support the application for ID and further, may not be able to afford the application process.
- 1.20 Outside of the need for ID for the purpose of obtaining a driver licence, the Committee considers this process may also be onerous on someone who cannot afford the fee or does not have appropriate forms of ID to support their application. It is for these reasons the Committee also recommends that the Department of Customer Service review how access to ID can be improved generally.
- 1.21 The Committee commends stakeholders such as the Advocate for Children and Young People (ACYP) and Police and Community Youth Club (PCYC) for their efforts in assisting rural and regional residents with obtaining identification documents. As the PCYC noted, identification is a fundamental issue when it comes to applying for a driver licence.²⁹ The success of the PCYC's services to young people and

²² [Proving your identity](#), viewed 22 March 2022.

²³ Ms Lovric, Manager, Just Reinvest NSW, [Transcript of evidence](#), 7 December 2021, p [13](#).

²⁴ Ms Lovric, Manager, Just Reinvest NSW, [Transcript of evidence](#), 7 December 2021, p [13](#).

²⁵ Service NSW, [Apply for a birth certificate](#), NSW Government, webpage, viewed 22 March 2022.

²⁶ Service NSW, [Birth Certificates](#), NSW Government, webpage, viewed 23 March 2022.

²⁷ [Birth Certificates](#), viewed 27 May 2022.

²⁸ Transport for NSW, [Licencing, License class by licence type by licence holder's age group as at \(quarter/year\)](#), Statistics table, NSW Government, webpage, viewed 23 March 2022.

²⁹ Mr Teakle, PCYC, [Transcript of evidence](#), 7 December 2021, p [2](#).

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ACYP's Griffith Project have enabled students to access identification documents from Births, Deaths and Marriages at no cost.³⁰

- 1.22 With the success of this initiative, the Committee recommends that Service NSW consider subsidising or waiving the cost of obtaining ID when rural and regional residents apply for a driver licence. The Committee considers that waiving the application fee may remove one barrier to obtaining a driver licence, particularly for young people who often may not have their own source of income.

Literacy and numeracy challenges

Summary

People in rural and regional areas may face difficulty sitting the Driver Knowledge Test due to comparatively low literacy and numeracy levels.

Recommendation 3

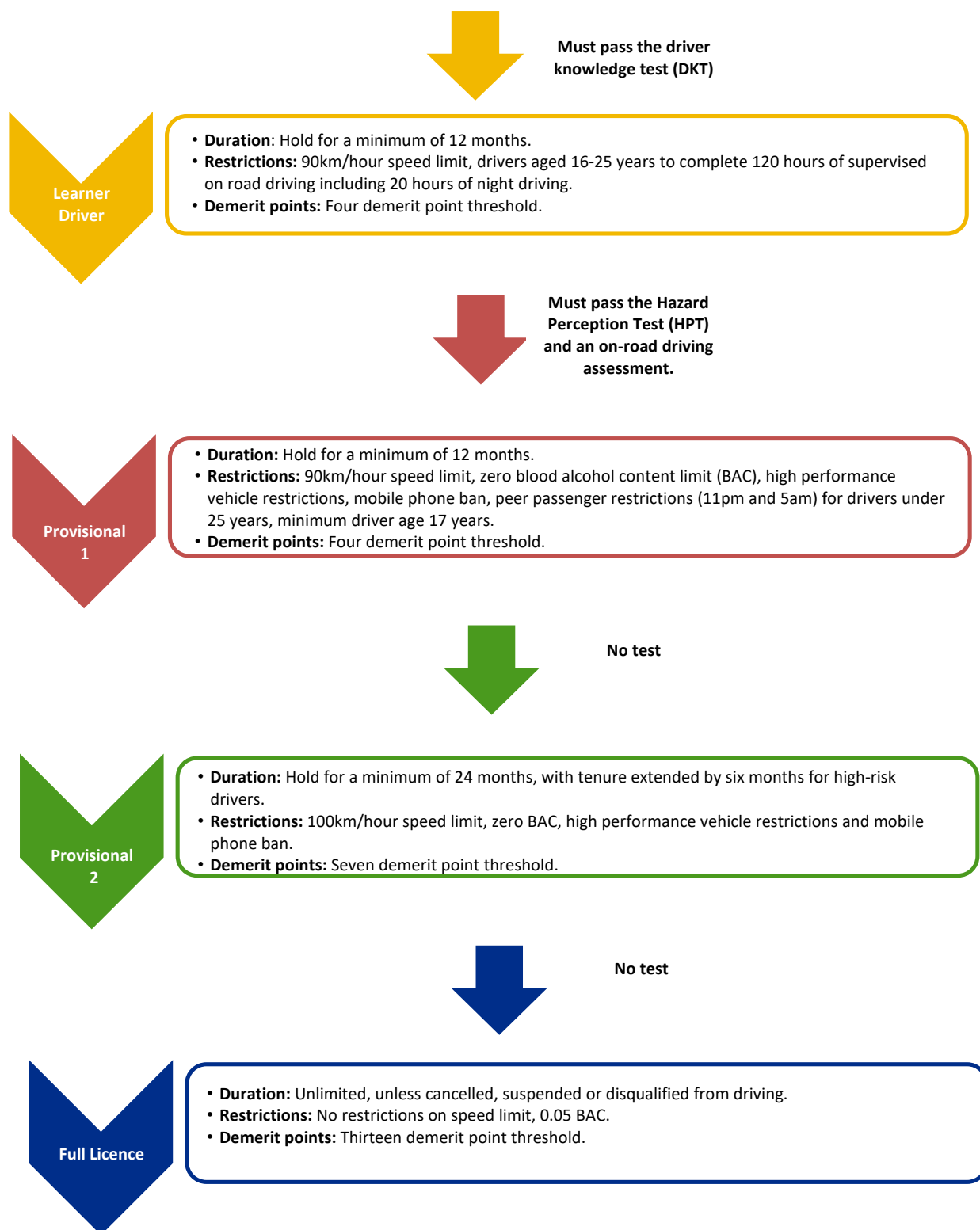
That Transport for NSW review the Driver Knowledge Test, including the format in which it is delivered, to ensure the test is accessible to people who experience literacy and numeracy difficulties and people with disability.

- 1.23 Passing the Driver Knowledge Test (DKT) is the first formal test involved in obtaining a driver licence. The test is administered by Service NSW centres across the state. This stage in the NSW learner driving process is the first stage under the Graduated Licensing Scheme that all Australian states observe, with slight variations between each state. In NSW, the Graduated Licensing Scheme follows the below stages:

³⁰ Mr Teakle, PCYC, [Transcript of evidence](#), 7 December 2021, p 2; Ms Robinson, ACYP, [Transcript of evidence](#), 7 December 2021, p 2.

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- 1.24 The DKT contains 45 questions relating to testing generally as well as specific road rules. Tests are completed on a computer at Service NSW centres across the state. Practise tests are available online in English, Arabic, Chinese, Hrvatski, Greek, Korean, Serbian, Spanish, Turkish and Vietnamese.³¹
- 1.25 Throughout the inquiry, the Committee heard a number of concerns with the format of the DKT, including that the test is not accessible to people who experience literacy and numeracy difficulties and people with disability. For example:
- *The learner driver test often involves sentences and quite a bit of reading and literacy, a high level of literacy is required for that, probably higher than interpreting road signs.*³²
 - *Literacy levels, also people with a disability, it is very hard, particularly in rural situations where there's probably multiple issues in a home that's preventing a number of people from getting their licence.*³³
 - *It's really important that people with low levels of literacy are able to access support in the community to help them get their L plates, in the first place.*³⁴
- 1.26 Stakeholders supported a review of the DKT through various strategies. Eurobodalla Shire Council recommended additional modes of support, such as different modules that people with learning difficulties or people with disability could use to help them pass the DKT.³⁵
- 1.27 The Advocate for Children and Young People similarly recommended a review into changing the way that people prepare for the DKT so that they are 'learning in a different way.'³⁶
- 1.28 Police Citizens Youth Club (PCYC) strongly supported young people being involved in the design process of the DKT. They viewed a revision of the test as a way to combat stigma associated with failure in a test setting:

I think the co-design with young people is important because you have got to see it through their lens at that point of time because it could be as simple as a stigma. In other words, they get into a test situation and they do not feel supported and they walk before they are able to complete the test. It is just the stigma of failure that they are so disadvantaged, potentially, that they are afraid of failure so they do not do it. We find success in more hands-on class tutorials.³⁷

³¹ Transport for NSW, [Practice Test – Select Language](#), NSW Government, webpage, viewed 17 May 2022.

³² Mr Darryl Buchanan, Associate Chief Executive, The Association of Independent Schools of NSW (AISNSW), [Transcript of evidence](#), 7 December 2021, p 30.

³³ Ms Kim Bush, Divisional Manager, Community Development and Participation, Eurobodalla Shire Council, [Transcript of evidence](#), 30 November 2021, p 9.

³⁴ Ms Bush, Eurobodalla Shire Council, [Transcript of evidence](#), 30 November 2021, pp 17-18.

³⁵ Ms Bush, Eurobodalla Shire Council, [Transcript of evidence](#), 30 November 2021, p 9.

³⁶ Ms Robinson, ACYP, [Transcript of evidence](#), 7 December 2021, p 4.

³⁷ Mr Teakle, PCYC, [Transcript of evidence](#), 7 December 2021, p 4.

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- 1.29 Other recommendations included allowing a reader to assist the applicant, simplifying the DKT, including greater interpretation of road signs as opposed to words, and increasing online interaction.³⁸
- 1.30 The Committee acknowledges the work of Transport for NSW in its current review of an online learner licensing education and testing program. Transport for NSW told the Committee the program will 'enhance the learner licensing journey by providing a combined online education and testing portal in a more interactive, engaging and accessible way.'³⁹ Transport for NSW also said the program will align NSW with Victoria, Queensland and Tasmania in providing online education and testing portals for prospective learner drivers.⁴⁰

Inadequate access to driving programs

Summary

Rural and regional learner drivers face difficulty accessing driving programs due to there being insufficient programs offered and strict eligibility requirements in programs that are available. Expanding eligibility requirements of existing programs may alleviate this barrier.

Recommendation 4

That Transport for NSW expand the Safer Drivers Course to make it available to persons above 25 years of age in rural and regional areas.

Recommendation 5

That Transport for NSW waive the fee for participation in the Safer Drivers Course for people in rural and regional areas.

Recommendation 6

That Transport for NSW streamline the Safer Drivers Course application process so that applications can be lodged online and that applicants are provided with a list of local course providers.

Recommendation 7

That Transport for NSW make the Driver Licensing Access Program available in all rural and regional local government areas.

Recommendation 8

That Transport for NSW review the Driver Licensing Access Program with a view to making the program ongoing in rural and regional areas.

³⁸ Mr Buchanan, AISNSW, [Transcript of evidence](#), 7 December 2021, pp [29-30](#); Mr Teakle, PCYC, [Transcript of evidence](#), 7 December 2021, p [4](#).

³⁹ Mr Bernard Carlon, Chief – Centres for Road and Maritime Safety, Environment and Regulation, Transport for NSW, [Transcript of evidence](#), 7 December 2021, p [30](#).

⁴⁰ Mr Carlon, Transport for NSW, [Transcript of evidence](#), 7 December 2021, p [30](#).

Recommendation 9

That the NSW Government liaise with the Australian Government to review eligibility criteria for participation in the Keys2Drive Program with a view to making it more accessible.

- 1.31 People in rural and regional areas face significant challenges in accessing driving programs. Barriers include the strict eligibility requirements of some programs as well as there being insufficient programs to meet local driving demands. One consequence of a lack of access to structured driving programs and driving supervisors is that learner drivers may adopt incorrect or unsafe driving habits from their parents or guardians.⁴¹ The Committee understands a learner driver deprived of the appropriate driver education may expose that driver to an increased risk of being involved in driving incidents or fatalities.
- 1.32 The Committee heard evidence about programs such as the Safer Drivers Course, Driver Licensing Accessing Program and the Commonwealth funded Keys2Drive Program which are each aimed at assisting learner drivers with driver education and attaining 120 hours of driving experience. Each program has different eligibility requirements and accepts drivers into their programs based on factors such as the number of hours a driver has completed, the age of the driver and the ethnographic background of the driver.⁴²
- 1.33 Throughout the inquiry the Committee heard that people in rural and regional areas may be excluded from accessing driving programs due to being unaware of program options,⁴³ the high cost of those programs,⁴⁴ their limited or sporadic delivery,⁴⁵ ineligibility⁴⁶ or there being insufficient participants to run full programs resulting in their cancellation.⁴⁷
- 1.34 The Committee views structured driving programs such as the Safer Drivers Course and the Driver Licensing Access Program as crucial to the education of learner drivers as they progress through the Graduated Licensing Scheme. These programs provide drivers with key management and safety techniques which can be transferred and adapted to various driving contexts. The Committee also views programs as crucial to diversifying a learner driver's driving experience.

⁴¹ Mr Nathan McBriarty, Traffic and Transport Unit Leader, Wollongong City Council, [Transcript of evidence](#), 30 November 2021, p 5; Mr Michael Timms, Treasurer and Committee Member, Australasian College of Road Safety – NSW Chapter (ACRS), [Transcript of evidence](#), 7 December 2021, p 37.

⁴² Service NSW, [NSW Safer Drivers Course](#), NSW Government, webpage viewed 22 March 2022; Service NSW, [Driver Licensing Access Program](#), NSW Government, webpage, viewed 23 March 2022; Department of Infrastructure, Transport, Regional Development and Communications, Keys2Drive, [Eligibility Requirements](#), Australian Government, webpage, viewed 24 March 2022.

⁴³ Ms Copping, Snowy Monaro Regional Council, [Transcript of evidence](#), 30 November 2021, p 3.

⁴⁴ Ms Mehmet, Blue Mountains City Council, [Transcript of evidence](#), 30 November 2021, pp 4-5; Ms Copping, Snowy Monaro Regional Council, [Transcript of evidence](#), 30 November 2021, p 3.

⁴⁵ Ms Mehmet, Blue Mountains City Council, [Transcript of evidence](#), 30 November 2021, p 4.

⁴⁶ Ms Mehmet, Blue Mountains City Council, [Transcript of evidence](#), 30 November 2021, p 4.

⁴⁷ Mr Teakle, PCYC, [Transcript of evidence](#), 7 December 2021, p 3.

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Safer Drivers Course

- 1.35 The Safer Drivers Course, funded by Transport for NSW, provides participants with a three hour face to face facilitated group education session with up to 12 learners. It also has a two-hour on-road coaching session (in-vehicle) delivered by a licensed driving instructor with two learners.⁴⁸ If completed, the participant will earn 20 bonus hours of log book credit to go towards their learner driver logbook. A vehicle is provided for use during the session.⁴⁹
- 1.36 The program is facilitated through external providers such as PCYC, TAFE NSW and driving instruction schools. The Service NSW website contains a list of almost 250 locations which offer the program and providers may be searched for by postcode on this website.⁵⁰
- 1.37 The program may be accessed at a fee of \$140 and the applicant is required to be a learner driver, aged under 25 and have completed at least 50 log book hours of driving. Applicants are required to book directly with course providers.⁵¹
- 1.38 The Committee understands the program is only available to learner drivers under the age of 25 as drivers over 25 are not required to complete 120 hours of on-road driving experience.⁵² In light of the course only being available to persons under 25 years of age, the Committee considers a fee of \$140 may be too onerous on learner drivers who are young and may not be receiving a regular income.
- 1.39 Some stakeholders supported a recommendation that the eligibility criteria for the Safer Drivers Course be amended so that learners over the age of 25 in rural and regional drivers may participate.⁵³ Should the eligibility criteria be amended, learner drivers aged 25 and over could then be entitled to the benefits of the course's education and coaching sessions, if needed. The Committee considers this a significant benefit which would further a driver's education as they transition to a provisional licence where they can drive unsupervised.
- 1.40 Additionally, applicants may be eligible to participate in the Safer Drivers Course Disadvantage Young Learner Driver Initiative (SDC DYLDI) at no cost. The Initiative is offered for free to 1000 people from disadvantaged and, Aboriginal and Torres Strait Islander communities.⁵⁴ Under the Initiative a person may be eligible to participate in the program at no cost if they:
- Have a valid learner licence.
 - Are under 25 years of age.

⁴⁸ [Submission 42](#), NSW Government, p 18.

⁴⁹ Transport for NSW, Centre for Road Safety, [Safer Drivers Course](#), NSW Government, webpage, 22 March 2022.

⁵⁰ Service NSW, [Find a Safer Drivers Course Provider](#), NSW Government, webpage viewed 22 March 2022.

⁵¹ Service NSW, [NSW Safer Drivers Course](#), NSW Government, webpage viewed 22 March 2022.

⁵² Ms Hinge, Yass Valley Council, [Transcript of evidence](#), 30 November 2021, p 13.

⁵³ [Licensing, License class by licence type by licence holder's age group as at \(quarter/year\)](#), viewed 23 March 2022; Ms Bush, Eurobodalla Shire Council, [Transcript of evidence](#), 30 November 2021, p 13; Ms Hinge, Yass Valley Council, [Transcript of evidence](#), 30 November 2021, p 13.

⁵⁴ [Safer Drivers Course](#), viewed 22 March 2022.

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- Have completed at least 50 log book hours of on-road driving (excluding any 3 for 1 bonus hours).
 - Have included night driving in some of those hours.
 - Hold a current Health Care Card or Pensioner Concession Card issued by the Department of Human Services – Centrelink.
 - Currently or formerly in Out of Home Care.⁵⁵
- 1.41 To apply for the SDC DYLDI, a person must complete the Safer Drivers Course Concession Application Form and then directly contact a course provider to enrol. Applicants must also provide supporting documentation such as their concession card.⁵⁶
- 1.42 The Committee views this process as cumbersome, noting it obliges applicants to make their own enquiries with course providers,⁵⁷ a task which may be met with difficulty given the Committee was told that learners often did not know that programs are offered.⁵⁸
- 1.43 As such, the Committee recommends that Transport for NSW streamline the application process; firstly by digitising the application process so that it is completely online, and secondly by shifting the obligation onto Transport for NSW who, with access to greater information, can directly provide the applicant with a list of available course providers.
- 1.44 The Committee understands that eligibility for the SDC DYLDI was expanded in April 2019 to offer free places to participants of the Driver Licensing Access Program.⁵⁹ However, the Committee notes a discrepancy in the eligibility criteria for the SDC DYLDI on Transport for NSW's Centre for Road Safety website and the Service NSW website. The Centre for Road Safety Website states a person may be eligible to participate in the SDC DYLDI at no cost if they are a current or former participant of a Driver Licensing Assess Program, whereas the Service NSW Website does not list that as an option.⁶⁰
- 1.45 The Committee notes that the discrepancy between eligibility requirements listed on these websites may cause confusion for persons seeking to access the program. The Committee is concerned that the inconsistency in the available information may further exclude disadvantaged people from applying for programs as they believe they are not eligible to access them.

⁵⁵ [NSW Safer Drivers Course](#), viewed 22 March 2022.

⁵⁶ [NSW Safer Drivers Course](#), viewed 22 March 2022.

⁵⁷ [NSW Safer Drivers Course](#), viewed 6 April 2022.

⁵⁸ Ms Copping, Snowy Monaro Regional Council, [Transcript of evidence](#), 30 November 2021, p 3; Ms Robinson, ACYP, [Transcript of evidence](#), 7 December 2021, p 3; [NSW Safer Drivers Course](#), viewed 30 May 2022.

⁵⁹ [Submission 40](#), Penrith City Council, p 2.

⁶⁰ Transport for NSW Centre for Road Safety, [Safer Drivers Course](#), viewed 29 June 2022; [NSW Safer Drivers Course](#), viewed 29 June 2022.

Driver Licensing Access Program

- 1.46 The Driver Licensing Access Program (DLAP) is a state-supported driving program. It is available to Aboriginal and Torres Strait Islander peoples, refugee and resettlement communities, communities who have limited access to transport options or who are geographically disadvantaged, vulnerable young people, such as those leaving state care, and other people experiencing social and economic hardship.⁶¹
- 1.47 Similar to the Safer Drivers Course, the DLAP is offered through external providers such as PCYC and Youthsafe.⁶² Since 2015, 7500 people have successfully completed the program.⁶³
- 1.48 DLAP service providers help participants with:
- Understanding road rules and road safety.
 - Improving reading, writing and computer skills to prepare for licence tests.
 - Meeting licence application requirements (e.g. getting identification documents).
 - Communicating with Service NSW and other government organisations.
 - Accessing roadworthy vehicles.
 - Helping to manage fines and debts to allow people to get their licence.⁶⁴
- 1.49 In 2021 the DLAP was expanded to increase the scope of the program to include supporting people with obtaining a learner licence, on-road driving experience, progressing to a provisional licence and regaining a licence.⁶⁵
- 1.50 Transport for NSW submitted that expansion of the DLAP was a core focus of the NSW Road Safety Plan 2021 with the improvements introduced in a new procurement strategy. This involved introducing a new pricing structure, changes to emphasise tailored services, on-road driving experiences that focus on practical experience, access to appropriate instructors, coaches and vehicles as well as improved geographic coverage and an expanded provider panel.⁶⁶
- 1.51 Stakeholders generally valued the function of the DLAP but had concerns about its effectiveness due to it only being available for short periods of time.⁶⁷ For example, Just Reinvest provided in their submission that the DLAP was useful in reducing the overrepresentation of Aboriginal and Torres Strait Islander peoples facing criminal

⁶¹ [Driver Licensing Access Program](#), viewed 23 March 2022.

⁶² [Submission 42](#), NSW Government, p 18.

⁶³ [Submission 30](#), Wollongong City Council, p 4.

⁶⁴ [Driver Licensing Access Program](#), viewed 24 March 2022.

⁶⁵ [Driver Licensing Access Program](#), viewed 23 March 2022.

⁶⁶ [Submission 42](#), NSW Government, pp 17-18.

⁶⁷ [Submission 35](#), Just Reinvest NSW, p 5.

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consequences due to unlicensed driving, but could be improved by increasing the period of time in which the program is offered.⁶⁸

- 1.52 Just Reinvest also told the Committee that changing programs from 'fly-in or drive-in, drive out' services to ongoing programs would help build and maintain relationships between program providers and participants.⁶⁹
- 1.53 The Committee considers long-term mentoring programs effective in providing holistic support for learner drivers, particularly young learner drivers, and would support extensions of appropriate programs in rural and regional NSW.
- 1.54 The DLAP is not offered in all local government areas, a concern the Committee understands is contributing to geographic inequality experienced by rural and regional learner drivers.⁷⁰ Blue Mountains City Council stated that the DLAP was not offered in their council, despite receiving requests from residents to participate.⁷¹
- 1.55 Blue Mountains City Council also told the Committee that targeting the program at select groups may create access gaps for other disadvantaged groups who do not meet the targeted audience, such as children of single parents, people on low incomes and people who do not have access to a suitable family member to supervise them.⁷²
- 1.56 The Committee therefore recommends the further expansion of the DLAP to facilitate participation by people experiencing disadvantage due to family difficulties or those who do not have access to a supervising driver.

Keys2Drive

- 1.57 The Australian Government's Keys2Drive program offers learner drivers and their supervisors one free lesson on practical strategies for driving unaccompanied. The session is delivered by an accredited professional driving instructor and gives participants a choice in selecting the driving instructor when completing an online form.⁷³
- 1.58 Eligible participants must hold a learner driver licence and their supervisor must hold a full licence and attend the 60-minute session.⁷⁴ There is no minimum number of logbook hours required prior to participation, however the program recommends the driver has 5-10 hours of driving experience.⁷⁵
- 1.59 The Committee commends the Australian Government's approach to including supervisors in the learning instruction process, particularly in light of stakeholders'

⁶⁸ [Submission 35](#), Just Reinvest NSW, p 5.

⁶⁹ Ms Lovric, Just Reinvest NSW, [Transcript of evidence](#), 7 December 2021, p 13.

⁷⁰ [Submission 35](#), Just Reinvest NSW, p 5.

⁷¹ Ms Mehmet, Blue Mountains City Council, [Transcript of evidence](#), 30 November 2021, pp 4-5.

⁷² Ms Mehmet, Blue Mountains City Council, [Transcript of evidence](#), 30 November 2021, p 5.

⁷³ Department of Infrastructure, Transport, Regional Development and Communications, Keys2Drive, [Find an Instructor](#), Australian Government, webpage, viewed 24 March 2022.

⁷⁴ [Eligibility Requirements](#), viewed 24 March 2022.

⁷⁵ Department of Infrastructure, Transport, Regional Development and Communications, Keys2Drive, [When should I have the lesson?](#), Australian Government, webpage, viewed 24 March 2022.

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concerns that the absence of driving mentorship may result in learners adopting bad driving habits from parents or supervisors.

- 1.60 However, the Committee also recognises that the program requires the participant to be supported by a supervisor who is fully licensed. The view of the Committee is that this requirement could be waived, for example, in circumstances where the learner driver does not have access to a fully licensed supervisor to accompany them. This potential waiver could be addressed by the NSW Government liaising with the Australian Government to waive that requirement in certain circumstances.

Insufficient information about driving programs

Summary

People in rural and regional areas may not be aware about driving programs due to information not being readily available.

Recommendation 10

That Transport for NSW investigate the creation of a data-sharing portal for local councils and driver mentoring programs so that information can be shared between them and that this consolidated information be made available to the public.

- 1.61 The success of driver mentoring programs is reliant on public awareness about the existence of those programs. In addition to the Safer Drivers Course, Driver Licensing Access Program and Keys2Drive, the Committee heard evidence on other programs such as the Helping Learner Drivers Become Safer Drivers,⁷⁶ Y Drive which is run by Eurobodalla Council,⁷⁷ Foundation Skills for Learner Drivers,⁷⁸ and the Strategic Community Assistance to Refugee L2P program.⁷⁹
- 1.62 Throughout the inquiry the Committee heard that programs were crucial to supporting rural and regional learner drivers. Without knowledge of specific programs, rural and regional drivers face another obstacle to progressing through the Graduated Licensing Scheme.⁸⁰ In response, some stakeholders recommended that program providers share their practices with each other:⁸¹

Finally, we would like to see a lot more collaboration and opportunities for collaboration amongst learner driver mentoring programs. There is over 50 of these programs throughout New South Wales, often in regional locations, sometimes in metropolitan locations. But what we have seen is that there is a lot of independent

⁷⁶ [Submission 1](#), Regional Development Australia Riverina, p 1.

⁷⁷ [Submission 16](#), Eurobodalla Council, p 3.

⁷⁸ [Submission 30](#), Wollongong City Council, p 4.

⁷⁹ [Submission 30](#), Wollongong City Council, p 3.

⁸⁰ Ms Copping, Snowy Monaro Regional Council, [Transcript of evidence](#), 30 November 2021, p 3.

⁸¹ Mr Warren Johnson, Chief Executive, Youthsafe, [Transcript of evidence](#), 7 December 2021, p 12; [Submission 16](#), Eurobodalla Council, p 11.

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work that just is not shared. Best practice, experience, champion stories. People are just operating in a vacuum in many ways.⁸²

- 1.63 The Committee considers that consolidating and making state and federal programs available in a single, online database would be valuable to both the public and non-government organisations aiming to support their local communities. It may also assist governments and service providers in identifying gaps in support and coverage of services provided.
- 1.64 However, the Committee recognises that providers may not be best placed to facilitate the sharing of that information due to limited resources. Instead, the Committee recommends that Transport for NSW create an information sharing portal so that local councils and driver mentoring programs can share information and experience amongst each other. In turn, the Committee recommends that the information shared between councils and program providers be made publicly available to increase public awareness about the existence of those programs and consequently, participation in them.

Lack of access to driving instructors

Summary

Learner drivers in rural and regional areas may not have access to driving instructors due to there being an insufficient number in their area, as well as the cost of hiring an instructor.

Recommendation 11

That Transport for NSW investigate implementing structured mentoring programs for rural and regional learner drivers in consultation with local councils.

Recommendation 12

That Transport for NSW offer formal road safety training for parents or guardians supervising learner drivers.

Recommendation 13

That Transport for NSW subsidise professional driving lessons for rural and regional learner drivers.

Recommendation 14

That Transport for NSW develop a program to increase the number of rural and regional driving instructors.

Recommendation 15

That Transport for NSW consider that a learner driver be able to apply for their provisional 1 licence without completing 120 hours of driving if a qualified driving instructor believes that they are competent in their driving skills. That Transport for NSW investigate options to reduce the number of hours.

⁸² Mr Johnson, Youthsafe, [Transcript of evidence](#), 7 December 2021, p 12.

- 1.65 The Committee notes that support for rural and regional learner drivers is impeded by there being an insufficient number of local accredited driving instructors. Without access to accredited driving instructors a learner may be deprived of road-specific knowledge, experience and learning techniques that an instructor may offer.
- 1.66 Access to an accredited instructor can provide a learner driver with various advantages compared to driving with a non-accredited supervisor. One advantage includes gaining access to the 3 for 1 logbook hour scheme available only for use with an accredited driving instructor. Under that scheme a learner driver can record triple the length of their hours per session, up to 20 hours, when they drive with an accredited driving instructor.⁸³ The Committee understands this means a learner driver with access to an accredited driving instructor may complete their 120 hours faster than a learner driver without that access.
- 1.67 Transport for NSW claimed that, according to previous licencing data, a higher uptake rate of learner licences in rural and regional NSW compared to metropolitan areas suggests that obtaining 120 hours of on-road driving experience is not a significant barrier.⁸⁴ However, the Committee does not agree with this view.
- 1.68 As previously noted, rural and regional learner drivers have a greater need for a driver licence, and access to accredited driving instructors, and their preparedness to overcome barriers to licencing should be understood in context of that need. Additionally, the Committee understands that while people may have their learners licence, this does not mean they will progress to their provisional licence, in part due to the difficulty in obtaining the required 120 hours of driving experience.
- 1.69 The Committee acknowledges that learner drivers may have varied driving experience based on factors such as the length of time a driver has held their licence, whether they have access to a driving instructor and any driving experience gained prior to becoming licenced. Stakeholders told the Committee that in rural and regional areas drivers may begin to drive before they are licenced.⁸⁵
- 1.70 The Committee understands prior driving experience may lead to those learners becoming competent drivers faster than learner drivers who have no prior driving experience. This means driving competency may possibly be achieved prior to completing 120 hours of driving experience. For this reason, the Committee recommends Transport for NSW consider allowing a learner driver to apply for their provisional 1 licence without completing 120 hours of driving if a qualified driving instructor believes that they are competent in their driving skills.

⁸³ NSW Government, [Using your Learner Driver Log Book](#), webpage, viewed 29 March 2022.

⁸⁴ [Submission 42](#), NSW Government, p 10.

⁸⁵ Ms Copping, Snowy Monaro Regional Council, [Transcript of evidence](#), 30 November 2021, p 2; Mr Teakle, PCYC, [Transcript of evidence](#), 7 December 2021, p 3; Mr Lane, NMAA, [Transcript of evidence](#), 7 December 2021, p 5.

Mentoring programs

- 1.71 The Committee commends local councils and organisations for facilitating local mentoring programs and driver education. It also recognises that the potential of those programs may be impeded by limitations in the number of mentors involved. Mr Warren Johnson, Chief Executive of Youthsafe, told the Committee that there are challenges with mentorship in terms of both the initial engagement of mentors and then retaining them.⁸⁶
- 1.72 The Committee understands this barrier was made worse by the COVID-19 pandemic, as reduced numbers of drivers were available to mentor due to illness or other restrictions. Ms Bernadette Gammon, Education Team Leader, Community Education at Port Macquarie Hastings Council told the Committee:
- The limitation in the mentors means there's a limitation in how many people can go through. In 2020 we had 100 people enquire, so none of those got through. This year we have had 12 go through, well six go through the program since COVID restrictions have opened up, six that are part way through and a waiting list of 40 and they're just the ones that know about the program.⁸⁷
- 1.73 The Committee considered the implementation of structured mentoring programs in order to lessen the burden caused by limited access to driving instructors. Stakeholders welcomed this idea, noting a need for ongoing and flexible programs.⁸⁸

Cost of driving lessons

- 1.74 In addition to limited numbers of available driving instructors, the Committee was informed that access to a driver licence was also constrained by the exorbitant cost of lessons with accredited instructors.⁸⁹
- 1.75 The Committee understands the cost of engaging an accredited driving instructor may not be within the financial means of many rural and regional families. Stakeholders agreed the average cost of 120 hours' worth of driving lessons was estimated at \$2500 to \$3000.⁹⁰ This calculation was spelt out by Mr Darryl Buchanan, the Associate Chief Executive of The Association of Independent Schools of NSW:
- There [are] some reductions on the 120 hours if you are getting qualified driving instruction, but yes, at around about \$70 an hour is about the normal price, times 120, less some of the discounts and rebates and hour credits for doing the safer driver course. Yes, you are probably looking at \$3000.⁹¹

⁸⁶ Mr Johnson, Youthsafe, [Transcript of evidence](#), 7 December 2021, p [12](#).

⁸⁷ Ms Bernadette Gammon, Education Team Leader, Community Education, Port Macquarie Hastings Council, [Transcript of evidence](#), 30 November 2021, pp [16-17](#).

⁸⁸ Ms Lovric, Just Reinvest NSW, [Transcript of evidence](#), 7 December 2021, p [13](#).

⁸⁹ Mr Southon, Trundle Central School, [Transcript of evidence](#), 7 December 2021, p [30](#); Mr Buchanan, AISNSW, [Transcript of evidence](#), 7 December 2021, p [31](#).

⁹⁰ Mr Southon, Trundle Central School, [Transcript of evidence](#), 7 December 2021, p [30](#);

⁹¹ Mr Buchanan, AISNSW, [Transcript of evidence](#), 7 December 2021, p [31](#).

Support for rural and regional learner drivers

Accessing a driver licence

- 1.76 Stakeholders expressed a need for financial support for rural and regional learner drivers in light of the financial cost of engaging accredited driving instructors and accessing programs.⁹²
- 1.77 This is supported by the Committee, which regards an average cost upwards of \$2500 as significant and onerous on individuals and families. This may be particularly challenging for families where there are multiple learner drivers, single parent families or families experiencing socioeconomic hardship.
- 1.78 The Committee acknowledges that subsidising driving lessons for rural and regional drivers can allow greater access to mentorship which may also lead to greater long term driver education. This support may also take the form of developing a program to increase the number of local rural and regional driving instructors.

Education for non-accredited supervisors

- 1.79 Without sufficient access to accredited driving instructors, rural and regional learner drivers are more likely to rely on unaccredited drivers such as parents, to supervise them. While fully licensed parents may legally supervise learner drivers, their ability to supervise depends on whether the family structure supports that process.⁹³ It also depends on the individual availability of those parents to supervise learner drivers. As previously noted, instruction by parents may result in learner drivers adopting bad driving habits as they may not have read the road rules for many years.⁹⁴
- 1.80 The Committee acknowledges the educational programs aimed at educating supervisors of learner drivers, such as Keys2Drive and Helping Learner Driver Workshop. However, the Committee strongly encourages Transport for NSW to implement further driving instruction training to parents or caregivers of learner drivers, as this may reduce the potential for unsafe driving habits being passed on to learners.

Access to safe vehicles

Summary

Learner drivers in rural and regional areas face difficulty in sourcing and affording safe vehicles to learn on. This means drivers tend to learn in older, less safe vehicles.

Recommendation 16

That Transport for NSW investigate a vehicle accessibility scheme to assist with the purchase or hire of safe vehicles for rural and regional learner drivers.

⁹² Mr Southon, Trundle Central School, [Transcript of evidence](#), 7 December 2021, p 30; Ms Lovric, Just Reinvest NSW, [Transcript of evidence](#), 7 December 2021, pp 10-11; Ms Mehmet, Blue Mountains City Council, [Transcript of evidence](#), 30 November 2021, p 5; Mr Buchanan, AISNSW, [Transcript of evidence](#), 7 December 2021, p 32.

⁹³ Ms Mehmet, Blue Mountains City Council, [Transcript of evidence](#), 30 November 2021, pp 4-5.

⁹⁴ Mr McBriarty, Wollongong City Council, [Transcript of evidence](#), 30 November 2021, p 5; Mr Timms, ACRS, [Transcript of evidence](#), 7 December 2021, p 37.

Recommendation 17

That Transport for NSW, in consultation with local councils, investigate providing rural and regional local councils with vehicles to be used for lessons by learner drivers.

- 1.81 Lack of access to a safe vehicle is a barrier to learning to drive on what one stakeholder described as 'unforgiving roads'.⁹⁵ The Committee considers learning to drive in an unsafe vehicle may expose the driver to unnecessary risks associated with the car, such as poor safety measures (ie. faulty airbags).
- 1.82 The safety of a vehicle is determined by the Australasian New Car Assessment Program (ANCAP), which uses a rating system of 0 to 5 stars, 0 being the lowest rating and 5 being the highest rating. An 'ANCAP safety rating' is measured against four factors;
- (1) Adult Occupant Protection (AOP).
 - (2) Child Occupant Protection (COP).
 - (3) Vulnerable Road User Protection (VRU).
 - (4) Safety Assist (SA).⁹⁶
- 1.83 Research by ANCAP has shown that newer vehicles are safer to drive and older vehicles have historically been involved in the majority of fatalities. This is because newer vehicles are equipped with higher levels of crash protection and crash avoidance technology.⁹⁷
- 1.84 Uptake of vehicles with a higher safety rating is lower in rural and regional areas than it is in metropolitan areas. The Committee learned that 31.7 per cent of rural and regional drivers have registered a vehicle with a 5 star ANCAP safety rating compared to 67.7 per cent of drivers in metropolitan areas.⁹⁸ As noted in ANCAP's submission, people aged 17-20 years had the highest proportion of fatalities from vehicles older than 15 years of age.⁹⁹
- 1.85 The Committee recognises that access to a safe vehicle for rural and regional learner drivers is partially attributed to the cost of purchasing those vehicles, as well as the costs associated with maintaining them, such as insurance and fuel costs.¹⁰⁰

⁹⁵ Mr Johnson, Youthsafe, [Transcript of evidence](#), 7 December 2021, p [12](#); Ms Copping, Snowy Monaro Regional Council, [Transcript of evidence](#), 30 November 2021, p [7](#); Ms Hinge, Yass Valley Council, [Transcript of evidence](#), 30 November 2021, p [8](#).

⁹⁶ Australasian New Car Assessment Program, [ANCAP Safety Ratings Explained](#), webpage, viewed 29 March 2022.

⁹⁷ Ms Carla Hoorweg, Chief Executive Officer, Australasian New Car Assessment Program (ANCAP), [Transcript of evidence](#), 7 December 2021, p [35](#); [Submission 23](#), Australasian New Car Assessment Program (ANCAP), p [18](#).

⁹⁸ [Submission 42](#), NSW Government, p [2](#).

⁹⁹ Transport for NSW, Centre for Road Safety, [Vehicle and Technology – Trauma Trends](#), Report, NSW Government, March 2017, as referenced in [Submission 23](#), ANCAP, p [2](#).

¹⁰⁰ Mr Johnson, Youthsafe, [Transcript of evidence](#), 7 December 2021, p [12](#).

- 1.86 ANCAP recognised that the cost of a brand new car may not be within everyone's financial capacity¹⁰¹ but encourages people to drive 'as new (and consequently as safe) a car as possible.¹⁰² Ms Carla Hoorweg, Chief Executive Officer of ANCAP, told the Committee that ANCAP supported any initiative that could encourage younger drivers to drive newer vehicles.¹⁰³
- 1.87 The Committee recognises Transport for NSW's Empowr Mobility Pilot which commenced in early 2022.¹⁰⁴ Transport for NSW told the Committee the aim of the program was to provide disadvantaged drivers in regional areas with better access to safer cars.¹⁰⁵
- 1.88 Applications for the Pilot closed in April 2022. If successful, seven learner drivers aged 17-25 will be given access to a newer, safer, fully insured car for the duration of the program. The program is being offered in Armidale, Orange and Queanbeyan and is supported by a range of public, private and community partners.¹⁰⁶
- 1.89 The Committee supports a holistic approach to providing a safe driving experience for rural and regional learner drivers. This includes the ability to drive safe vehicles without incurring significant financial burdens. The Committee views this as crucial to reducing the number of fatalities involving young drivers, particularly where the safety of the individual car is a factor contributing to the overall driving risk.
- 1.90 The Committee acknowledges the evidence from some stakeholders about introducing a subsidy scheme to assist learner drivers to purchase their own safe vehicle. This could also be assisted by the provision of a car to rural and regional local councils for short term lease by local learner drivers. Some stakeholders supported the recommendation, noting this may have safety benefits for drivers.¹⁰⁷

¹⁰¹ [Submission 23](#), ANCAP, p 3.

¹⁰² [Submission 23](#), ANCAP, p 3.

¹⁰³ Ms Hoorweg, ANCAP, [Transcript of evidence](#), 7 December 2021, p 35.

¹⁰⁴ Mr Carlon, Transport for NSW, [Transcript of evidence](#), 7 December 2021, p 43; Empowr Mobility, [Road Safety Program – NSW Pilot](#), webpage, viewed 17 May 2022.

¹⁰⁵ [Road Safety Program – NSW Pilot](#), viewed 17 May 2022.

¹⁰⁶ [Road Safety Program – NSW Pilot](#), viewed 13 April 2022.

¹⁰⁷ Ms Copping, Snowy Monaro Regional Council, [Transcript of evidence](#), 30 November 2021, p 7; Ms Mehmet, Blue Mountains City Council, [Transcript of evidence](#), 30 November 2021, p 7; Mr McBriarty, Wollongong City Council, [Transcript of evidence](#), 30 November 2021, p 7.

Chapter Two – Driving simulators

Integration of driving simulators into the Graduated Licensing Scheme

Summary

Research on the effectiveness of driving simulators is inconclusive. Further evaluation is required prior to their use in the Graduated Licensing Scheme.

Finding 2

Further review and evaluation on the effectiveness, safety and feasibility of driving simulators is required.

Recommendation 18

That Transport for NSW trial the use of driving simulators, particularly in rural and regional areas, to determine their effectiveness in supporting learner drivers to obtain their licence.

- 2.1 The Committee examined driving simulators in its 2017 report, *Driver Education, Training and Road Safety*. In that report the Committee documented conflicting stakeholder views on the effectiveness of simulators and acknowledged the novelty of simulator technology.
- 2.2 The Committee also recommended that Transport for NSW review and publicly report on the value of simulators to supplement current driver training, testing and assessment with particular reference to the use of simulators to:
- Expose learner drivers to unfamiliar driving conditions such as a metropolitan learner to country conditions and vice versa.
 - Substitute for on-road training for disadvantaged learners where access to a simulator can be arranged.
 - Be employed in hazard perception testing and in aged driver assessment.¹⁰⁸
- 2.3 Following these recommendations Transport for NSW completed a desktop review of research into driving simulators and concluded that there is insufficient evidence to determine their effectiveness.¹⁰⁹

Driving simulators as part of the NSW Graduated Licensing Scheme

- 2.4 Transport for NSW has not integrated driving hours completed on a driving simulator into the Graduated Licensing Scheme. Specifically, Transport does not recognise driving experience on a simulator as contributing to the 120 hours of driving experience required of a learner driver under the age of 25. One

¹⁰⁸ [Driver Education, Training and Road Safety](#).

¹⁰⁹ [Submission 42](#), NSW Government, p 26.

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stakeholder submitted that this lack of integration has deterred learner drivers from practising on a driving simulator.¹¹⁰

2.5 When asked by the Committee whether Transport for NSW would potentially include driver simulated experience into the Graduated Licensing Scheme, Transport maintained the view adopted following the previous desktop review:

... based on the research, available research, there is insufficient evidence to make a clear judgment regarding the potential inclusion of simulators as replacing on-road driving experience at this point.¹¹¹

2.6 The Committee heard from various stakeholders on the potential of integrating driver simulation experience into the Graduated Licensing Scheme. For example, suggestions were made to introduce simulated driving in the below stages:

- Before sitting the Driver Knowledge Test, by undertaking two-three hours of simulated driving.¹¹²
- Into the learner stage to be included in the 120 logbook hours.¹¹³
- Into the 120 learner logbook hours but only if the Safer Driver Course is made more freely available.¹¹⁴
- In a later stage, such as in the provisional 1 licence.¹¹⁵

Current use of driving simulators in rural and regional NSW

2.7 Driving simulators are not widely used in rural and regional NSW. The Committee heard that stakeholders such as PCYC,¹¹⁶ Rotary Clubs,¹¹⁷ and some local councils¹¹⁸ have facilitated their use by developing programs, purchasing simulators, trialling simulators at schools or housing simulators in their centres. Those stakeholders reported positive feedback and recommended expanding the use of driving simulators for driver education and training.¹¹⁹

2.8 Stakeholders with driving simulator experience told the Committee that simulators are expensive.¹²⁰ The Rotary Club of Young told the Committee they purchased their simulator for \$38 000.¹²¹ The Rotary Club of Wingham said they paid \$19 000 for the simulator they house at Taree PCYC.¹²² There does not appear to be a

¹¹⁰ [Submission 15](#), Rotary Club of Young, p 4.

¹¹¹ Mr Carlon, Transport for NSW, [Transcript of evidence](#), 7 December 2021, p 40.

¹¹² Mr Kenneth Patterson, Special Projects, Rotary Club of Wingham, [Transcript of evidence](#), 7 December 2021, p 27.

¹¹³ Ms Copping, Snowy Monaro Regional Council, [Transcript of evidence](#), 30 November 2021, p 6.

¹¹⁴ Ms Lovric, Just Reinvest NSW, [Transcript of evidence](#), 7 December 2021, p 14.

¹¹⁵ Mr Johnson, Youthsafe, [Transcript of evidence](#), 7 December 2021, p 15.

¹¹⁶ Mr Patterson, Rotary Club of Wingham, [Transcript of evidence](#), 30 November 2021, p 21.

¹¹⁷ [Submission 15](#), Rotary Club of Young, p 2.

¹¹⁸ [Submission 26](#), Snowy Monaro Regional Council, p 4.

¹¹⁹ [Submission 4](#), Rotary Club of Wingham, p 1; [Submission 15](#), Rotary Club of Young, p 2.

¹²⁰ [Submission 28](#), National Motorists Association of Australia (NMAA), p 3; [Submission 30](#), Wollongong City Council, p 5.

¹²¹ Mr Frank Lincoln, Simulator Coordinator, Rotary Club of Young, [Transcript of evidence](#), 30 November 2021, p 20.

¹²² Mr Patterson, Rotary Club of Wingham, [Transcript of evidence](#), 30 November 2021, p 22.

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definitive guide as to how much a driving simulator can cost, though the Committee understands that more advanced simulators will incur higher costs.

- 2.9 The Committee also received evidence about driving simulator technology is used in the United States and Canada, however the Committee recognises that these technologies are locality-specific in their purpose. For example, the Tennessee Highway Patrol Teen Driving Simulator teaches teenagers how to share the road with large trucks and how to move over when a police vehicle is approaching. In Canada, Operation Lifesaver Canada involves teaching drivers how to navigate driving around railway tracks.¹²³ This evidence did not include information about whether these programs were integrated mandatorily into driver training and testing.

Potential use of driving simulators to support learner drivers

- 2.10 The Committee received varied evaluations by stakeholders on the use of driving simulators. Stakeholders who had experienced using the simulators had a positive view on their integration into the Graduated Licensing Scheme. Other stakeholders reported that their financial cost may outweigh the benefits to driver education.¹²⁴ Others recognised the financial compromise as justifiable if it meant young people gained more driving support, and consequently longer term access to opportunities such as employment.¹²⁵
- 2.11 The Committee received positive feedback from multiple stakeholders, noting that driving simulators may instil a driver with a number of driving benefits such as:
- Driving in different conditions.¹²⁶
 - Hazard perception.¹²⁷
 - Practise driving different vehicles.¹²⁸
 - Experience for inexperienced drivers.¹²⁹
 - Eliminating risk of picking up bad habits from parents.¹³⁰
 - Learning start procedures.¹³¹

¹²³ [Submission 41](#), ACRS, pp [20-21](#).

¹²⁴ [Submission 30](#), Wollongong City Council, p [5](#).

¹²⁵ Mr Teakle, PCYC, [Transcript of evidence](#), 7 December 2021, p [6](#).

¹²⁶ Ms Copping, Snowy Monaro Regional Council, [Transcript of evidence](#), 30 November 2021, p [2](#); Mr Lincoln, Rotary Club of Young, [Transcript of evidence](#), 30 November 2021, p [20](#); Mr Patterson, Rotary Club of Wingham, [Transcript of evidence](#), 7 December 2021, p [28](#).

¹²⁷ Mr Levi Anderson, Research Associate, Road Safety Research Collaboration, University of Sunshine Coast (RSRC), [Transcript of evidence](#), 7 December 2021, p [19](#).

¹²⁸ Ms Copping, Snowy Monaro Regional Council, [Transcript of evidence](#), 30 November 2021, p [2](#).

¹²⁹ Ms Hinge, Yass Valley Council, [Transcript of evidence](#), 30 November 2021, p [14](#); Mr Lane, NMAA, [Transcript of evidence](#), 7 December 2021, p [21](#).

¹³⁰ Mr Patterson, Rotary Club of Wingham, [Transcript of evidence](#), 30 November 2021, p [21](#).

¹³¹ [Submission 4](#), Rotary Club of Wingham, p [2](#).

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- Correct use of pedals.¹³²
- Gear changing.¹³³
- Hill start procedures.¹³⁴
- Brake application.¹³⁵
- Steering techniques.¹³⁶
- Increased skills and awareness in a safe environment.¹³⁷
- Understanding vision through corners.¹³⁸

2.12 In contrast, the Committee also received evidence from various stakeholders noting their reservations on the use of simulators, stating they:

- Do not reflect a normal driving experience.¹³⁹
- Cannot be guaranteed for quality.¹⁴⁰
- Do not develop hazard perception.¹⁴¹
- Do not develop problem solving skills.¹⁴²
- Are unlikely to be able to lay foundational driving skills.¹⁴³
- Do not replace actual driving experience.¹⁴⁴
- Do not replicate motorcycle driving.¹⁴⁵
- May cause motion sickness in older aged participants.¹⁴⁶

¹³² [Submission 4](#), Rotary Club of Wingham, p 2.

¹³³ [Submission 4](#), Rotary Club of Wingham, p 2.

¹³⁴ [Submission 4](#), Rotary Club of Wingham, p 2.

¹³⁵ [Submission 4](#), Rotary Club of Wingham, p 2.

¹³⁶ [Submission 4](#), Rotary Club of Wingham, p 2.

¹³⁷ [Submission 15](#), Rotary Club of Young, p 3.

¹³⁸ [Submission 4](#), Rotary Club of Wingham, p 2.

¹³⁹ Ms Hinge, Yass Valley Council, [Transcript of evidence](#), 30 November 2021, p 14.

¹⁴⁰ [Submission 7](#), Yass Valley Council, p 2.

¹⁴¹ Mr Johnson, Youthsafe, [Transcript of evidence](#), 7 December 2021, p 14.

¹⁴² [Submission 7](#), Yass Valley Council, p 2.

¹⁴³ Mr Johnson, Youthsafe, [Transcript of evidence](#), 7 December 2021, p 14.

¹⁴⁴ Ms Mehmet, Blue Mountains City Council, [Transcript of evidence](#), 30 November 2021, p 5; Mr Anderson, RSRC, [Transcript of evidence](#), 7 December 2021, p 19; Mr Dean Rance, Policy Advisor, Mobility & Planning, National Roads and Motorists' Association (NRMA), [Transcript of evidence](#), 7 December 2021, p 22.

¹⁴⁵ Mr Brian Wood, Secretary, Motorcycle Council of NSW, [Transcript of evidence](#), 7 December 2021, p 21.

¹⁴⁶ [Submission 30](#), Wollongong City Council, p 5.

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- May create a perceived false sense of safety relating to the gamification effect of the simulator.¹⁴⁷
- 2.13 The Committee heard evidence which compared learning to drive on a driving simulator and learning to fly an aeroplane on a simulator. The NRMA rejected that learning to drive a car on a simulator would be similar to learning to fly an aeroplane. They noted that aeroplane simulators are ordinarily used to replicate emergency situations which cannot be replicated in real life.¹⁴⁸
- 2.14 The Committee also commends stakeholders such as Rotary Club of Young for the successful management of their safety awareness program.¹⁴⁹ The program involved transporting a driving simulator to schools and allowing Year 10 students to trial driving under particular driving conditions. Rotary Club of Young summarised their program:
- The safety awareness program that they are put through runs for about 15 minutes and takes them on a driving journey “whilst under the influence of alcohol” or “whilst texting”. Students attend the session in pairs – whilst one is driving the other is observing. All students see what happens with both scenarios but not all students experience both scenarios. They all have some form of “accident” during the process and all are absolutely amazed at the difference to their driving ability, when impediments to ability are imposed.¹⁵⁰
- 2.15 Rotary Club of Young documented some of the feedback they received in their submission to the Committee, with students stating:
- *It tested your abilities, was fun and showed me what the affects could be with distracted driving.*¹⁵¹
 - *This experience was very confronting as it gives you an insight into how easily it is to be distracted when driving and how impaired your vision gets when driving intoxicated.*¹⁵²
 - *I was reading the mobile phone while driving and I drove off the road many times when focusing on the mobile phone. I though[t] it was a good experience.*¹⁵³
- 2.16 Positive feedback from participants is encouraging of a view to increase driver experience through simulated practise. With the success of initiatives such as these, the Committee recommends Transport for NSW trial the use of driving simulators in rural and regional areas to determine their effectiveness in supporting learner drivers obtain their licence.

¹⁴⁷ [Submission 30](#), Wollongong City Council, p [4](#).

¹⁴⁸ Mr Rance, NRMA, [Transcript of evidence](#), 7 December 2021, p [21](#).

¹⁴⁹ [Submission 15](#), Rotary Club of Young, p [4](#).

¹⁵⁰ [Submission 15](#), Rotary Club of Young, p [5](#).

¹⁵¹ [Submission 15](#), Rotary Club of Young, p [10](#).

¹⁵² [Submission 15](#), Rotary Club of Young, p [10](#).

¹⁵³ [Submission 15](#), Rotary Club of Young, p [11](#).

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- 2.17 The Committee views a trial as an appropriate avenue for Transport for NSW to gain a firsthand understanding of the challenges faced by rural and regional drivers and may also offer a deeper understanding of how simulator technology can assist those drivers obtain their licence.
- 2.18 The Committee also recognises other benefits of using a driving simulator, particularly that all skills and experience can be gained in a completely safe environment. These skills and experiences are recognised as crucial to developing on road driving capabilities, and may assist rural and regional learner drivers overcome some of the current challenges caused by a lack of access to driving instructors and programs.
- 2.19 In the absence of conclusive research on the safety and effectiveness of simulator technology, the Committee is hesitant to recommend the integration of driving simulators into the Graduated Licensing Scheme at this time.

Chapter Three – The role of schools in promoting driver training

Access to driver education and training in schools

Summary

Driver training does not form part of the New South Wales school curriculum. Schools may provide an avenue for driver training, however, any driver training at schools should be conducted by qualified instructors.

Recommendation 19

That Transport for NSW, in consultation with the Department of Education, investigate integrating driver training into stages 5 and 6 of the school curriculum for students in rural and regional areas.

Recommendation 20

That Transport for NSW consider providing schools in rural and regional areas with access to a driver training program, including access to a professional driving instructor, if such programs cannot be formally included in the school curriculum.

- 3.1 Schools can play an important role in helping young people gain the skills and experience they need to successfully get a driver licence and become safe drivers. It is acknowledged that the school curriculum, particularly for students in Years 11-12 is busy, but this should not prevent them from having the opportunity to learn to drive during their final years of high school.
- 3.2 The Committee notes that teachers may not have the skills to teach students how to drive. However, access to transport in rural and regional areas is vitally important, particularly for young people. The Committee recommends that consideration be given to how school students in these areas can have improved access to driver training programs.

Road safety education in schools

- 3.3 Transport for NSW provided the Committee with an outline of the road safety programs that are available to students. They stated that the NSW school curriculum does not teach students how to drive or how to obtain a driver licence as 'the education sectors see this as a parental responsibility.'¹⁵⁴

Personal development, health and physical education – Kindergarten to Year 10

- 3.4 Road safety is a compulsory subject for students from Kindergarten to Year 10 in NSW schools. It is included in the Personal Development, Health and Physical Education (PDHPE) curriculum. PDHPE focuses on promoting students to think

¹⁵⁴ [Submission 42](#), NSW Government, p 22.

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critically, problem solve and make informed decisions.¹⁵⁵ The emphasis is on giving students the skills that allow them to protect their own and others' health, safety and wellbeing in different situations, including how to become safer road users.¹⁵⁶

- 3.5 Transport for NSW outlined that this focus on self-management helps give students a greater sense of control over their behaviour and to manage stressful situations. This includes developing their interpersonal, decision-making and problem-solving skills so they are better able to deal with stressful situations, and take personal responsibility for their actions, including in the context of road safety.¹⁵⁷

Life Ready Course – Years 11/12

- 3.6 Students in the senior years of public schools (Years 11-12) learn about the Safe Travel content as part of the Life Ready Course. This is a compulsory 25 hour course run in all government schools. The course aims to prepare and support senior students to manage their health and safety and prepare them for life after school. Senior students in Catholic and Independent schools learn about road safety through their pastoral and wellbeing programs.¹⁵⁸

Road Safety Education Program

- 3.7 The Road Safety Education Program, funded by the Community Road Safety Fund, provides classroom resources and support to teachers in more than 3000 primary and secondary schools. Support is also provided to more than 4000 early childhood services. The program forms part of the formal school curriculum and pre-service training for teachers.¹⁵⁹
- 3.8 The program is a partnership between Transport for NSW, the Department of Education, Catholic Schools NSW, The Association of Independent Schools of NSW, and the Kids and Traffic Early Childhood Road Safety Education Program at Macquarie University. Each sector has road safety education specialist teachers providing professional development services to NSW teachers, schools, and early childhood services. This includes road safety education and advice on linking road safety to other areas of the curriculum.¹⁶⁰

Safety Town, and On the Move websites

- 3.9 Together with the NSW education sector, Transport for NSW develops teaching resources. These include the Safety Town website (www.safetytown.com.au) which has a range of road safety education resources for primary school teachers, students and their families. Teachers use comprehensive notes to support them as

¹⁵⁵ NSW Department of Education, Key learning areas, [Syllabus implementation – PDHPE K-10](#), NSW Government, webpage, viewed, 6 April 2022.

¹⁵⁶ [Submission 42](#), NSW Government, p 22; NSW Education Standards Authority, [PDHPE in Kindergarten to Year 10](#), NSW Government, webpage, viewed 6 April 2022.

¹⁵⁷ [Submission 42](#), NSW Government, p 22.

¹⁵⁸ [Submission 42](#), NSW Government, p 22; NSW Department of Education, [Life Ready](#), NSW Government, webpage, viewed 8 April 2022.

¹⁵⁹ [Submission 42](#), NSW Government, p 22; Transport for NSW, Centre for Road Safety, [Road Safety Education](#), NSW Government, webpage, viewed 6 April 2022.

¹⁶⁰ [Submission 42](#), NSW Government, p 22.

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they take students, from Kindergarten to Year 6, through interactive exercises and learning as part of PDHPE, English and Mathematics.¹⁶¹

- 3.10 The On the Move website (onthemove.nsw.edu.au) has resources for secondary schools. It contains information about getting a learner licence, disability services, road safety fact sheets and pedestrian safety, with the aim of making students safe road users.¹⁶²

Community education programs

- 3.11 In addition to school-based road safety education programs, the Committee was also informed about the role of community-based organisations in promoting road safety education.
- 3.12 Since 2015, Transport for NSW has sponsored the annual bstreetsmart event. This one-day event, presented by the Westmead Hospital Trauma Service, is targeted at Year 10-12 students and aims to give these students information that will promote safe behaviour as drivers, riders and passengers. It also gives students a realistic look at the trauma caused by road accidents and advice aimed at reducing serious injuries and deaths. In 2019, when the event was held over a three day period, 23 053 students from 210 public, Catholic and independent schools attended.¹⁶³
- 3.13 The Committee was also informed that the Centre for Road Safety funds organisations that give students road safety experiences outside of the classroom environment. These include:
- The RYDA Program – a road safety awareness program for secondary students offered in most Australian States and New Zealand. Students have six sessions of activities based around driver and passenger safety. (This program is also discussed in Chapter Four).
 - Wheelchair Sports NSW Road Safety Program – focuses on the aftermath of road trauma. Guest speakers talk about the consequences of taking risks on the road.¹⁶⁴
- 3.14 Transport for NSW explained that schools make local decisions to attend these events and programs. They are regarded as supplementary and do not replace the content taught by teachers.¹⁶⁵
- 3.15 In its submission, Road Safety Education Ltd. (RSE) advised that the best way to teach road safety education is to have a whole school approach as part of the curriculum. While teachers would have a role, RSE also noted that teachers are not road safety experts and may not have the skills to teach road safety. RSE argued

¹⁶¹ [Submission 42](#), NSW Government, p 23; Transport for NSW, Centre for Road Safety, [Safety Town](#), NSW Government, webpage, viewed 6 April 2022.

¹⁶² [Submission 42](#), NSW Government, p 23; Transport for NSW, Road Safety Education, [On the Move](#), NSW Government, webpage, viewed 6 April 2022.

¹⁶³ [Submission 42](#), NSW Government, p 24.

¹⁶⁴ [Submission 42](#), NSW Government, p 24.

¹⁶⁵ [Submission 42](#), NSW Government, p 24.

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that lack of teacher experience can be addressed through the RYDA program. As noted earlier, the RYDA program gives students, through interactive activities including workshops, and post workshop classroom lessons, the knowledge and motivation to learn about road safety. RSE also stated that this would not only allow for best practice, but would also give students in regional or remote areas access to face-to-face education.¹⁶⁶

School based driver training

Access to professional driving instructors

- 3.16 As noted earlier, teaching students how to get a licence and learn to drive is regarded by the education sector as a parental responsibility. The Committee was informed that mandating driver training for stage 6 students could be too much of a burden. Students at that stage are focussed on the already-busy Higher School Certificate (HSC) curriculum and exam preparation.¹⁶⁷
- 3.17 The National Motorists Association argued against including driver training in high schools. They too cited the already crowded curriculum and that teachers may not have the necessary driving skills. The association did suggest that other simpler parts of road safety could be taught from an early age.¹⁶⁸
- 3.18 Some local councils told the Committee that they would support the introduction of a program that allowed Year 11 and 12 students access to a dedicated professional driving instructor.
- 3.19 Gwydir Shire Council submitted that setting up a school based driver training program would be a practical way to improve access to training opportunities. They noted that most learner drivers are aged between 16 and 18 years of age and still attending school. Council argued that having a school based driver training program would help give students 'the essential characteristics to become safe competent drivers.'¹⁶⁹
- 3.20 The Committee heard about Birrang Enterprises Development Company and their successful program of giving driving lessons to young people and adults in regional and remote communities. Seven driving instructors are employed and the company has a fleet of dual control vehicles available of various sizes, with manual vehicles also available. Mr Mark Riley, General Manager, Bourke Shire Council, expressed his support for the program.¹⁷⁰
- 3.21 Mr Riley also expressed support for a learner driver program similar to the Marine and Aquaculture Technology course offered to Years 7-10 students. As part of that course, students have the opportunity to get a boat driving licence. Mr Riley said that having Education involved in driver training helps with both students learning

¹⁶⁶ [Submission 21](#), Road Safety Education Limited, pp 2-3.

¹⁶⁷ Ms Mehmet, Blue Mountains City Council, [Transcript of evidence](#), 30 November 2021, p 7; Ms Gammon, Port Macquarie Hastings Council, [Transcript of evidence](#), 30 November 2021, p 12.

¹⁶⁸ [Submission 28](#), NMAA, p 8.

¹⁶⁹ [Submission 9](#), Gwydir Shire Council, p 2.

¹⁷⁰ Birrang Enterprise Development Company Ltd., [Private lessons, road safety and driver education](#), webpage, viewed 11 April 2022; Mr Riley, Bourke Shire Council, [Transcript of evidence](#), 30 November 2021, p 11.

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to drive, and getting them to attend school, which he noted is a 'big issue in the west'.¹⁷¹

- 3.22 Wollongong City Council also expressed support for a dedicated driving instructor being made available to school students. Mr Nathan McBriarty, Traffic and Transport Unit Leader, Wollongong City Council, told the Committee that the council would support more resources being made available to assist students. Mr McBriarty suggested that this could include having suitably qualified road safety officers provide driving lessons. Mr McBriarty noted that not all students would have family support to attend lessons and council involvement could help ensure that students have the opportunity to learn to drive.¹⁷²
- 3.23 Yass Valley Council expressed a similar view in support of a school based program, supported by experienced instructors, to give students intensive learning sessions.¹⁷³
- 3.24 Port Macquarie Hastings Council pointed out that such a program would 'probably need to be bespoke for different areas'¹⁷⁴ to account for the different safety issues and concerns in the regions. Ms Bernadette Gammon, Education Team Leader with the council, noted that:
- ... a lot of schools take up driver safety type programs. Maybe not formally through the school curriculum, but through external people who come in, looking at drugs and driving and being tired and how to look after your mates and those sorts of things and that then is up to the school to take that up.¹⁷⁵
- 3.25 Other stakeholders argued that driver training should be a more formal part of the curriculum as schools are places of education.
- 3.26 Ms Brooke O'Donnell, General Manager, Education and Communication, Road Safety Education Ltd. argued that schools provide the best opportunity where students can learn about road safety with their peers. Ms O'Donnell argued that having standalone driving lessons limits students from sharing their experience and knowledge. She went on to state that 'I think it really is critical that schools from kindy up include road safety and certainly road safety with a skew to starting to drive and bring your own experience.'¹⁷⁶
- 3.27 While acknowledging the importance of the school environment, Ms O'Donnell also said that, as teachers are not road safety experts, it is unfair to place responsibility for driving lessons and instruction on them.¹⁷⁷

¹⁷¹ Mr Riley, Bourke Shire Council, [Transcript of evidence](#), 30 November 2021, p [11](#); NSW Education Standards Authority, [Marine and Aquaculture Technology, Content Endorsed Course, Years 7-10 Syllabus](#), NSW Syllabus for the Australian Curriculum, NSW Government, 2019, viewed 11 April 2022.

¹⁷² Mr McBriarty, Wollongong City Council, [Transcript of evidence](#), 30 November 2021, p [7](#).

¹⁷³ [Submission 7](#), Yass Valley Council, p [2](#).

¹⁷⁴ Ms Gammon, Port Macquarie Hastings Council, [Transcript of evidence](#), 30 November 2021, p [12](#).

¹⁷⁵ Ms Gammon, Port Macquarie Hastings Council, [Transcript of evidence](#), 30 November 2021, p [12](#).

¹⁷⁶ Ms Brooke O'Donnell, General Manager, Education and Communication, Road Safety Education Ltd, [Transcript of evidence](#), 7 December 2021, p [17](#).

¹⁷⁷ Ms O'Donnell, Road Safety Education Ltd, [Transcript of evidence](#), 7 December 2021, pp [17-18](#).

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- 3.28 Mr John Southon, Principal at Trundle Central School, told the Committee that teaching students to drive 'is one of the most important things in my setting'.¹⁷⁸ Mr Southon also explained that his school provides students with access to simulated driving lessons, and weekly classes where students learn about road safety and go through the online road test.¹⁷⁹
- 3.29 The Committee was advised by the Association of Independent Schools of NSW (AISNSW) that they see a distinction between road safety education and driver training. Mr Darryl Buchanan, Associate Chief Executive, AISNSW, told the Committee that they recognise the importance of including road safety as part of the curriculum, but that driver training 'is a little bit distinct from that'.¹⁸⁰
- 3.30 While not advocating for driver training to be part of the curriculum, AISNSW recognise that for some schools it can be important. They support schools having the flexibility to offer driver training in order to meet the needs to their individual school community.¹⁸¹
- 3.31 The Advocate for Children and Young People (ACYP) advised the Committee that their research showed that almost two-thirds of children and young people reported that life skills, such as driver training, was one of the most important skills they should develop at school. ACYP recommended embedding driver training and other life skills programs within the wider education system, with a focus on rural and regional areas.¹⁸²

¹⁷⁸ Mr Southon, Trundle Central School, [Transcript of evidence](#), 7 December 2021, p [31](#).

¹⁷⁹ Mr Southon, Trundle Central School, [Transcript of evidence](#), 7 December 2021, p [31](#).

¹⁸⁰ Mr Buchanan, AISNSW, [Transcript of evidence](#), 7 December 2021, p [31](#).

¹⁸¹ Mr Buchanan, AISNSW, [Transcript of evidence](#), 7 December 2021, p [31](#).

¹⁸² [Submission 31](#), ACYP, p [5](#).

Chapter Four – Support for learner drivers in other jurisdictions

Learner drivers need access to information about driving programs

Summary

There are a number of driving programs available in rural and regional NSW. The success of these programs is limited by a lack of public information about them. This can be improved by streamlining how information about these programs is made available to the public.

Recommendation 21

That the NSW Government consult with the Australian Government to create a publicly accessible database of all driving programs offered across Australia.

- 4.1 The Committee was interested to hear stakeholder views about learner driver programs and licensing schemes in other Australian jurisdictions. The Committee notes that it received limited evidence regarding licensing schemes in other states and territories.

Programs supporting learner drivers

- 4.2 Licensing programs are run at the federal, state and territory level. A key program run at the federal level is the Keys2Drive program.¹⁸³ Chapter Two discusses this program in detail.

- 4.3 The Committee was also informed about programs operating in other Australian states and territories. Key programs include:

- RYDA, operating throughout Australia and also in New Zealand.

A one-day educational workshop focusing on road safety and is delivered to secondary school students. Around 45 per cent of Australian students are from regional schools, with 35 per cent of those students being from NSW. In Tasmania, funding for the program is included in motor vehicle registration and attendance is free. Participation also earns students five hours towards their learner logbooks. Road Safety Education Limited (RSE) provided that these supports have encouraged greater student attendance than in NSW. RSE also noted that in Queensland schools, where government grants have allowed students to attend the RYDA program for free, 'there has been near universal attendance'.¹⁸⁴

¹⁸³ [Submission 42](#), NSW Government, p 34.

¹⁸⁴ [Submission 21](#), Road Safety Education Limited, pp 1, 5; Road Safety Education Limited, [Home](#), webpage, viewed 5 April 2022.

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Support for learner drivers in other jurisdictions

- Learner driver mentoring programs in Tasmania and Queensland, with each state government funding its own program:
 - In Tasmania, the program supports learner drivers without access to a suitable car and/or supervising driver to complete supervised driving hours. It is delivered in partnership with non-government organisations and local councils. Although the program operates across the state including in rural and regional areas, access to the program is limited by the presence of partnering organisations in these areas.¹⁸⁵
 - In Queensland, the program helps learner drivers aged 16 to 25 struggling to complete the supervised hours required to obtain free or subsidised driving experience with a qualified instructor. Participants can also accrue supervised hours with a volunteer mentor driver. The program is delivered through partner organisations under a variety of programs, including Braking the Cycle (by PCYC Queensland), Drive for Live (by the Salvation Army Youth Outreach Service) and LERNIT Youth Mentoring Program (by Queensland Youth Services).¹⁸⁶
- L2P Program, operating in Victoria.

This supports learner drivers aged 16 to 21 without access to a car and/or supervising driver to complete supervised driving hours with an accredited mentor driver for free. It is funded by the Victorian Government and delivered by local councils and community organisations, in both urban and regional areas.¹⁸⁷
- DriveSafe NT, operating in the Northern Territory.

Transport for NSW explained that '[t]he program has an urban arm and a remote arm', with the remote arm discussed further below. The program provides education and training by qualified driving instructors and more than \$600 in subsidies towards obtaining a licence, including (among other things) learner and provisional licence test fees and subsidised driving lessons or access to supervising drivers. It is available to Territory residents aged 16 and over. Youth Action provided that 'end-to-end licensing programs such as DriveSafe deliver immense benefits to individuals and their communities'.¹⁸⁸
- Regional Youth Driver Education (RYDE) program, operating in Western Australia.

The RYDE program was developed by the Town of Bissendean local council and receives funding from the state government lottery, Lotterywest. Program participants, who either lack access to a suitable vehicle or supervising driver, must also pay \$15 to help cover the program's costs. The program supports

¹⁸⁵ [Submission 42](#), NSW Government, p 32.

¹⁸⁶ [Submission 42](#), NSW Government, p 32.

¹⁸⁷ [Submission 42](#), NSW Government, p 32.

¹⁸⁸ [Submission 22](#), Youth Action, p 11; [Submission 42](#), NSW Government, p 33; DriveSafe NT, [Home](#), Northern Territory Government, webpage, viewed 5 April 2022.

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learner drivers in urban, rural and regional areas by providing access to supervised driving experience.¹⁸⁹

- Easy P program, operating in the Australian Capital Territory (ACT).

The program is delivered by the Belconnen Community Service with funding from the ACT Government. It provides learner drivers aged 15 to 25 with professional lessons by an approved provider and up to ten hours per week of driving experience with a volunteer supervisor.¹⁹⁰

4.4 Programs operating in other jurisdictions that aim to support Aboriginal and Torres Strait Islander peoples living in remote areas, include:

- DriveSafe NT Remote, which is the remote component of DriveSafe NT.

The program takes a portable motor registry vehicle to mostly remote Aboriginal and Torres Strait Islander communities and provides access to learner licensing testing tutorials on road rules and safety, driving lessons and drug and alcohol awareness information.¹⁹¹ Transport for NSW said an evaluation of the program completed by the George Institute for Global Health found 'significantly raised licensing rates and improved licensing outcomes' in communities where the program operates, compared to those where it does not. The Committee was told that the program operates in 75 communities.¹⁹²

- On the Right Track – Remote, which is the remote component of South Australia's On the Right Track program.

This program supports remote communities in the Anangu Pitjantjatjara Yankunytjatjara and Maralinga Tjarutja Lands. It provides practical driving instruction and trains unrestricted licence holders to become qualified supervising drivers, to support learner drivers in their communities. It also provides translations of key documents and online resources into the Indigenous languages used.¹⁹³

- Queensland's Indigenous Licensing Program, delivered by the Queensland Police Service.

This program provides licence testing and assessments to Aboriginal and Torres Strait Islander communities via a mobile unit. The Australasian College of Road Safety – NSW Chapter told the Committee that the program is delivered 'in a culturally sensitive manner' and 'a basic, logical format' to support people experiencing literacy and numeracy challenges.¹⁹⁴

¹⁸⁹ [Submission 42](#), NSW Government, p 33.

¹⁹⁰ [Submission 42](#), NSW Government, p 33.

¹⁹¹ [Submission 42](#), NSW Government, p 33.

¹⁹² [Submission 41](#), ACRS, p 8; [Submission 42](#), NSW Government, p 33.

¹⁹³ [Submission 41](#), ACRS, p 8; [Submission 42](#), NSW Government, p 33.

¹⁹⁴ [Submission 41](#), ACRS, p 8; [Submission 42](#), NSW Government, p 32.

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- 4.5 In its submission, the Australasian College of Road Safety – NSW Chapter included an excerpt from a fact sheet titled 'Indigenous Australians' published by the Office of Road Safety, which provided:
- The most effective education programs are collaborative, sustainable, evidence-based, and effectively involve the communities in development and delivery.¹⁹⁵
- 4.6 Transport for NSW also highlighted examples of online support for learner drivers provided in other Australian jurisdictions. For example, online support available in Victoria includes the Learner Permit Test Online (LPTO), which started in April 2021 as an invitation-only pilot program in the Gippsland region. It is now available to all prospective learner drivers in the state. The LPTO is a four to six hour online course and assessment which teaches prospective learner drivers about road rules and safe driving behaviours. It is an alternative to sitting the learner driver test in person at a VicRoads Customer Service Centre and, according to Transport for NSW, is designed to increase accessibility for prospective learner drivers living in rural and regional areas. Participants must visit a VicRoads Customer Service Centre to apply and pay the fee for a learner permit, verify their identity, complete an eye test and have their licence photo taken.¹⁹⁶
- 4.7 The Committee notes that programs in other jurisdictions aim to support learner drivers living in rural and regional areas in various ways including by providing, among other things, access to testing as well as suitable cars and supervising drivers, often for free. There are programs to support learner drivers at various stages or throughout the lifespan of the learner driver process, from the time they apply for a learner driver permit until they progress to a provisional licence.
- 4.8 The Committee considers that consolidating and making these programs available in a single online database would be valuable to members of the Australian public seeking support, as well as non-government organisations aiming to support their local communities. It may also assist governments and service providers to identify any gaps in support and coverage of services, and gain knowledge and insight from effective programs in other jurisdictions.
- 4.9 The Committee also notes evidence set out in Chapter One, that a barrier to participating in NSW programs is that information about the programs is not readily available.¹⁹⁷
- 4.10 The Committee recommends that the NSW Government consult with the Australian Government to create a publicly accessible database of all driving programs offered across Australia.
- 4.11 In addition to recommending an information-sharing portal the Committee considers that a database of all driving programs offered nationally would make information about programs in NSW more readily available and help alleviate this issue.

¹⁹⁵ [Submission 41](#), ACRS, pp [8-9](#).

¹⁹⁶ [Submission 42](#), NSW Government, p [34](#); Transport for Victoria, VicRoads, [Learner Permit Test Online](#), Victoria State Government, webpage, viewed 6 April 2022.

¹⁹⁷ Ms Copping, Snowy Monaro Regional Council, [Transcript of evidence](#), 30 November 2021, p [3](#).

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Licensing schemes

- 4.12 Each Australian jurisdiction has implemented its own Graduated Licensing Scheme (GLS) for novice drivers, with varying conditions and requirements applying to the different schemes.¹⁹⁸
- 4.13 The Australian Graduated Licensing Scheme Policy Framework was endorsed in 2014 by the Transport Infrastructure Council, which included representation from each Australian jurisdiction. The Council said that the Framework was developed to 'encourage and guide' improvements to schemes in all states and territories.¹⁹⁹ Transport for NSW said that the Framework:
- ...outlines an evidence-based best practice approach for three levels: a 'Standard GLS', an 'Enhanced GLS' and an 'Exemplar GLS' recognising that improvements to existing GLS systems will be incremental.²⁰⁰
- 4.14 The NSW GLS was introduced in 2000. Its current requirements are set out in Chapter One.²⁰¹
- 4.15 In its submission, PCYC provided that different maximum speeds apply for learner drivers across Australian jurisdictions. It stated that learner drivers in Queensland, Victoria and the Australian Capital Territory can drive at the posted speed limit when supervised. However, in NSW learner and provisional drivers are limited to driving at prescribed maximum limits at all times. Specifically, a limit of 90 kilometres per hour for learner and provisional 1 (P1) licence holders and 100km kilometres per hour for provisional 2 (P2) licence holders.²⁰²
- 4.16 PCYC highlighted that this creates a difference in the maximum speeds learner drivers and other road users can travel in NSW. Further, that this difference 'can lead to potentially dangerous situations' on roads with speed limits of 110km/hour, such as the Newell Highway running through central NSW. For example, other 'frustrated road users may attempt to overtake a learner in an unsafe manner, and learners may be pressured into an error that could result in a crash'.²⁰³
- 4.17 Further, PCYC also said that the differences in travelling speeds may also see parents or carers choosing to drive in order to reach a destination more quickly, given the long distances between towns in rural and regional areas, rather than allowing a learner driver to gain experience on the road.²⁰⁴

¹⁹⁸ Austroads, [Australian Driver Licensing](#), webpage, viewed 1 April 2022; NRMA, [NSW Graduated Licensing System](#), webpage, viewed 5 April 2022.

¹⁹⁹ Transport and Infrastructure Council, [Communique](#), 7 November 2014, pp 3-4; [Submission 42](#), NSW Government, p 7.

²⁰⁰ [Submission 42](#), NSW Government, p 7.

²⁰¹ [Submission 42](#), NSW Government, p 7.

²⁰² [Submission 38](#), PCYC, p 3; [NSW Graduated Licensing System](#), viewed 7 April 2022.

²⁰³ [Submission 38](#), PCYC, p 3.

²⁰⁴ [Submission 38](#), PCYC, p 3.

Chapter Five – Changes since 2017 report into driver education, training and road safety

Changes post-2017 inquiry

Summary

Since the Committee's 2017 report on *Driver Education, Training and Road Safety*, changes have been made to the Graduated Licensing Scheme, driving programs, and regulatory frameworks for professional driving instructors.

- 5.1 On 21 September 2017, the Joint Standing Committee on Road Safety tabled its report on *Driver Education, Training and Road Safety*. The report made 17 findings and 30 recommendations.²⁰⁵
- 5.2 The report examined, among other issues, driver training and testing for learner and professional drivers, and licenced drivers from a whole-of-life perspective. It also considered the regulation of the professional driver training industry.²⁰⁶
- 5.3 As part of this inquiry, the Committee also invited submissions on changes to driver training and testing since its 2017 report. The Committee notes that not all of the findings and recommendations from the 2017 report were addressed by the evidence.
- 5.4 The Committee was told that the following key changes have occurred since its 2017 report:
- Changes to the Graduated Licensing Scheme (GLS).
 - Improvement of the Driver Licensing Access Program (DLAP).
 - Review of the Safer Driver Course.
 - Streamlined regulation of professional driving instructors.
- 5.5 It also received evidence about other changes, including to the Road Safety Handbook. These changes are discussed below.

Changes to the Graduated Licensing Scheme

- 5.6 Changes were made to the GLS on 20 November 2017. Transport for NSW said that the changes align the GLS more closely with the 'exemplar' model GLS in the Australian Graduated Licensing Scheme Policy Framework. They included changing

²⁰⁵ [Driver Education, Training and Road Safety](#), pp xiv-xx; [Submission 42](#), NSW Government, p 28.

²⁰⁶ [Driver Education, Training and Road Safety](#), pp vi-vii.

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the timing of the hazard perception test (HPT), removing the driver qualification test and extending the P2 licence period for licence suspensions.²⁰⁷

- 5.7 First, the timing of the HPT was changed from a requirement to transition from the provisional P1 licence to P2 licence, to become a requirement to progress from a learner driver licence to a P1 provisional licence. Transport for NSW advised that moving the HPT to an earlier stage of the GLS requires novice drivers to demonstrate hazard perception skills before driving on their own, offering greater potential for the HPT to assist young driver safety. Wollongong City Council said that it helps develop low risk driving behaviours sooner.²⁰⁸
- 5.8 Wollongong City Council also highlighted that the HPT has not been 'modernised in any way' since Staysafe's 2017 report. It drew the Committee's attention to section 2.39 of that report, which included that Roads and Maritime Services noted it would update the HPT to reflect current hazards on the road network. In its submission to this inquiry, Transport for NSW told the Committee that the Centre for Road Safety is currently reviewing the HPT with a view to updating the outdated image quality of clips and ensuring the hazard related crash scenarios are relevant. Transport for NSW also said that this review had an expected completion date of mid-2021.²⁰⁹ As at the time of writing, the Committee is unaware of the outcome of this review.
- 5.9 Second, the driver qualification test (DQT), which confirmed that P2 drivers had the knowledge and skills to progress to a full licence, was removed. Transport for NSW stated that research shows that a person's 'driving record is a better predictor of future crash involvement' than how they perform in the DQT.²¹⁰
- 5.10 Third, the P2 licence period is extended for an extra six months for every licence suspension a provisional P2 driver receives for unsafe driving, where they 'receive a demerit point suspension or a suspension for committing a higher risk road offence'. Transport for NSW said that this measure ensures the safety benefits of P2 licence restrictions continue to apply to drivers whose driving record suggests 'they are at higher risk of future crash involvement'.²¹¹
- 5.11 Transport for NSW also said there has been hardware and software infrastructure improvements to support GLS testing. This includes the provision of four mobile service centres. These are buses fitted with equipment necessary for processing Service NSW customer transactions, which visit regional New South Wales communities and allow people to perform tests such as the driver knowledge test and the HPT.²¹²

²⁰⁷ [Submission 42](#), NSW Government, pp 7, 28.

²⁰⁸ [Submission 30](#), Wollongong City Council, p 5; [Submission 42](#), NSW Government, p 28; NSW Government, [Provisional P1 licence](#), webpage, viewed 29 March 2022.

²⁰⁹ [Submission 42](#), NSW Government, p 30.

²¹⁰ [Submission 42](#), NSW Government, p 28.

²¹¹ [Submission 42](#), NSW Government, pp 28-29.

²¹² [Submission 42](#), NSW Government, p 29.

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Review and improvement of the Driver Licensing Access Program

- 5.12 Transport for NSW commissioned a review of the Driver Licensing Access Program (DLAP) in 2019, which was conducted in two phases. Phase one examined 'administrative processes and included a desktop review of delivery models'. Phase two reviewed the program's delivery and processes and considered how to improve its reach and efficiency.²¹³
- 5.13 The review found that the DLAP follows best practice and identified opportunities for program enhancement. Improvements for program enhancement were incorporated into a new procurement strategy, implemented in 2020, to renew the provider panel and expand the program. Transport for NSW said that the 2020 procurement strategy and a tender evaluation plan, also prepared in 2020, were developed based on, among other things, experience from delivering the program, the DLAP review and stakeholder input.²¹⁴
- 5.14 Transport for NSW said that the procurement strategy:
- Standardised pricing and included service packages in place of a varied pricing structure, while retaining flexibility for the local tailoring of services. This includes an 'on-road driving experience service package' focusing on, among other things, 'learning driver mentoring including supervised driving hours' and 'access to a road worthy vehicle for driving practice.'
 - Improved value for money.
 - Improved geographic coverage of the DLAP with a mix of providers including non-government organisations, charities, educational institutions, refugee specialists and Aboriginal and Torres Strait Islander businesses, and increased expansion in rural and remote areas.
 - Expanded the DLAP provider panel.²¹⁵
- 5.15 Transport for NSW also said that 'work continues to standardise branding resources, and data collection and reporting'.²¹⁶
- 5.16 An open tender was introduced to encourage new suppliers to become involved in the program and gain knowledge of the market. An expert panel was also assembled to assess tenders. Transport for NSW Aboriginal Engagement, Multicultural NSW, Transport Social Policy, Road Safety Policy and Transport procurement were represented on the panel.²¹⁷

²¹³ [Submission 42](#), NSW Government, p 29.

²¹⁴ [Submission 42](#), NSW Government, pp 13, 29.

²¹⁵ [Submission 42](#), NSW Government, pp 13-14.

²¹⁶ [Submission 42](#), NSW Government, p 29.

²¹⁷ [Submission 42](#), NSW Government, p 29.

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Review of the Safer Driver Course

- 5.17 Transport for NSW completed a review of the Safer Driver Course in 2018 and found that it was operating effectively overall, but noted there was potential to improve:
- Its reach to young learners in regional and remote areas and from low socioeconomic and non-English speaking backgrounds.
 - Administrative issues including communication between the Transport for NSW program deliverer and course providers, and increased flexibility of provider rules regarding participant numbers, especially in low-demand areas.
 - Course content and delivery.²¹⁸
- 5.18 The Committee was informed that work to address identified areas for improvement is completed or underway.²¹⁹
- 5.19 Transport for NSW said that more crash data is needed for the Centre for Road Safety to evaluate the effectiveness of the course on novice driver safety. It said that making this course compulsory will not be considered until after this evaluation is completed. The Committee notes that it recommended in its 2017 report that Transport for NSW consider whether safety benefits can be achieved by making this course compulsory for all learner drivers as part of a review conducted in consultation with relevant stakeholders and community.²²⁰

Streamlined regulation of professional driving instructors

- 5.20 In 2019, various amendments were made to the Driver Instructors Regulation 2016 to codify the different types of driving instructor licences, providing greater clarity about the types of licence classes and conditions for each class. The Committee was informed that the types of licences 'were previously only based in policy'.²²¹
- 5.21 In 2020, the *Driving Instructor Act 1992* was amended to remove the need for an instructor to complete a police interview as part of the character test, as applicants are required to undergo a criminal history check as part of the Working with Children Clearance (WWCC). Transport for NSW said that this removed duplication of the character test, now made as a result of the WWCC, and that the standard of the character test has not been reduced as applicants must still undergo a criminal history check.²²²
- 5.22 Transport for NSW also advised that it is also considering other 'initiatives to reduce regulatory burden, enhance operational efficiency and improve the customer experience for the driving instructor enrolment process'.²²³

²¹⁸ [Submission 42](#), NSW Government, pp 29-30.

²¹⁹ [Submission 42](#), NSW Government, p 30.

²²⁰ [Submission 42](#), NSW Government, p 30; [Driver Education, Training and Road Safety](#), pp xiv, 15.

²²¹ [Submission 42](#), NSW Government, p 31.

²²² [Submission 42](#), NSW Government, p 31.

²²³ [Submission 42](#), NSW Government, p 31.

Appendix One – Terms of reference

The Committee will inquire into and report on opportunities to better support rural and regional learner drivers, with reference to:

- a. challenges faced by learner drivers in rural and regional areas to get the required training and experience to obtain a licence
- b. options for rural and regional learners to access driver training opportunities
- c. support for rural and regional learner drivers in other jurisdictions
- d. the use of driver simulators and other technology to assist rural and regional learners
- e. changes to driver training and testing in New South Wales since Staysafe's 2017 report into driver education, training and road safety, and
- f. any other related matters.

Appendix Two – Conduct of inquiry

On 25 March 2021, the Committee resolved to conduct an inquiry into support for rural and regional learner drivers. Written invitations were sent to selected stakeholders and a media release was issued calling for submission by 14 May 2021.

The Committee received 43 submissions from government agencies, local councils, research bodies and academics and industry peak bodies. The full list of submissions appears in **Appendix Three**.

Two hearing were conducted at Parliament House on Tuesday 30 November 2021 and Tuesday 7 December 2021. All witnesses for the first hearing appeared via videoconference. Most of the witnesses for the second hearing appeared via videoconference, while six witnesses appeared in-person.

Due to technical issues the public gallery for the first hearing was not open but the hearing was broadcast live on the Parliament's website. Witnesses who provided evidence at the public hearings are listed in **Appendix Four**.

Transcripts of the public hearings, together with submissions, answers to questions on notice and additional information, are available on the inquiry's [webpage](#).

Appendix Three – Submissions

1	Regional Development Australia Riverina
2	Mrs Lynn Starkey
3	Mr James Steward
4	Rotary Club of Wingham
5	Shoalhaven City Council
6	Mr John Southon
7	Yass Valley Council
8	Wollondilly Shire Council
9	Gwydir Shire Council
10	Ms Camilla Baker
11	Mr Robert Cox
12	Mr Peter Bright
13	City of Newcastle
14	Blue Mountains City Council
15	Rotary Club of Young
16	Eurobodalla Shire Council
17	Road Safety Research Collaboration, University of the Sunshine Coast
18	Confidential
19	Mrs Lena Huda
20	Motorcycle Council of NSW
21	Road Safety Education Limited
22	Youth Action NSW
23	Australasian New Car Assessment Program (ANCAP) Safety
24	Bellingen Shire Council and Nambucca Valley Council
25	Upper Hunter Shire Council
26	Snowy Monaro Regional Council
27	The Association of Independent Schools of New South Wales
28	National Motorists Association of Australia
29	Port Macquarie Hastings Council
30	Wollongong City Council
31	Office of the Advocate for Children and Young People
32	Bathurst Regional Council

Support for rural and regional learner drivers

Submissions

33	Mid-Western Regional Council
34	Cessnock City Council
35	Just Reinvest NSW
36	Youthsafe
36a	Youthsafe
37	National Roads and Motorists' Association (NRMA)
38	Police Citizens Youth Club NSW
39	Liverpool City Council
40	Penrith City Council
41	Australasian College of Road Safety
42	NSW Government
43	Bourke Shire Council

Appendix Four – Witnesses

30 November 2021, Room 814-815, Parliament House, Sydney

Witness and Position	Organisation
Ms Rebecca Copping Road Safety Officer	Snowy Monaro Regional Council
Ms Suzan Mehmet Road Safety Coordinator	Blue Mountains City Council
Mr Nathan McBriarty Traffic & Transport Unit Leader	Wollongong City Council
Ms Meryl Hinge Road Safety Officer	Yass Valley Council
Ms Bernadette Gammon Education Team Leader, Community Education	Port Macquarie Hastings Council
Ms Kim Bush Divisional Manager, Community Development & Participation	Eurobodalla Shire Council
Mr Mark Riley General Manager	Bourke Shire Council
Mr Kenneth Patterson Special Projects	Rotary Club of Wingham
Mr Frank Lincoln Simulator Coordinator	Rotary Club of Young

7 December 2021, Jubilee Room, Parliament House, Sydney

Witness and Position	Organisation
Ms Kate Munro Chief Executive Officer	Youth Action NSW
Ms Zoë Robinson Advocate for Children and Young People	Office of the NSW Advocate for Children and Young People
Mr Dominic Teakle Chief Executive Officer	Police Citizens Youth Club NSW

Community Services and Planning Committee 14 July 2022 ~~B~~wydir Shire Council

Support for rural and regional learner drivers

Witnesses

Ms Jenny Lovric Manager, Community Engagement & Partnerships	Just Reinvest NSW
Mr Warren Johnson Chief Executive	Youthsafe
Mr Levi Anderson Research Associate	Road Safety Research Collaboration, University of the Sunshine Coast
Mr Albert Birss Managing Director/CEO	Road Safety Education Limited
Ms Brooke O'Donnell General Manager – Education & Communications	
Mr Brian Wood Secretary	Motorcycle Council of NSW
Mr Michael Lane National Media Liaison Officer	National Motorists Association Australia
Mr Dean Rance Policy Advisor – Mobility & Planning	National Roads and Motorists' Association (NRMA)
Mr Kenneth Patterson Special Projects	Rotary Club of Wingham
Mr John Southon Principal	Trundle Central School
Mr Darryl Buchanan Associate Chief Executive	The Association of Independent Schools of NSW
Ms Carla Hoorweg Chief Executive Officer	Australasian New Car Assessment Program (ANCAP) Safety
Mr Michael Timms Treasurer and Committee Member	Australasian College of Road Safety
Mr Bernard Carlon Chief - Centres for Road Safety and Maritime Safety - Safety, Environment and Regulation	Transport for NSW
Ms Andrea Parker Executive Director Regulatory Operations – Safety, Environment and Regulation	

Appendix Five – Extract from minutes

MINUTES OF MEETING No. 12

1.41 pm, 25 March 2021

Room 1043

Members present

The Hon. Lou Amato MLC (Chair), Ms Robyn Preston MP (Deputy Chair) Mr Roy Butler MP, Mr Chris Gulaptis MP, Ms Wendy Lindsay MP, Mr Nick Lalich MP, the Hon. Shaoquett Moselmane MLC, and the Hon. Reverend Fred Nile MLC

Apologies

Mr Stephen Bromhead MP

Officers in attendance

Elaine Schofield, Cheryl Samuels, Abegail Turingan, Vanessa Gasiewski

1. Membership

The Committee was advised that on 18 November 2020 the House resolved to appoint Mr Shaoquett Moselmane MLC to the Committee in place of Mr Daniel Mookhey MLC, discharged.

2. Confirmation of minutes

Resolved, on the motion of Ms Preston:

That the minutes of the meeting held on 7 August 2020 be confirmed.

3. ***

4. ***

5. Consideration of correspondence from Mr Stephen Bromhead MP

The Committee noted the correspondence received from Mr Stephen Bromhead MP, dated 17 July 2020, concerning a proposal that the time spent under supervised training on a driver simulator be credited to the 120 hours needed to obtain a drivers licence. The Committee also noted that the matter raised falls within the proposed inquiry into support for rural and regional learner drivers.

6. Proposed inquiries

6.1. Support for rural and regional learner drivers

Resolved, on the motion of Mr Moselmane, seconded by Reverend Nile:

That the Committee conduct an inquiry into support for rural and regional learner drivers, in accordance with the following terms of reference:

The Committee will inquire into and report on opportunities to better support rural and regional learner drivers, with reference to:

- a. challenges faced by learner drivers in rural and regional areas to get the required training and experience to obtain a licence

Support for rural and regional learner drivers

Extract from minutes

- b. options for rural and regional learners to access driver training opportunities
- c. support for rural and regional learner drivers in other jurisdictions
- d. the use of driver simulators and other technology to assist rural and regional learners
- e. changes to driver training and testing in New South Wales since Staysafe's 2017 report into driver education, training and road safety, and
- f. any other related matters.

Resolved, on the motion of Mr Moselmane, seconded by Reverend Nile:

That the Committee call for submissions to be received by 14 May 2021 and write to the listed stakeholders.

7. ***

8. ***

Next meeting

The meeting adjourned at 1.50 pm until a date and time to be determined.

MINUTES OF MEETING No. 13

10.04 am, 24 May 2021

Online via Webex and Room 1136, Parliament House

Members present

The Hon. Lou Amato MLC (Chair), Ms Robyn Preston MP (Deputy Chair), Mr Stephen Bromhead MP, Mr Roy Butler MP, Mr Chris Gulaptis MP (via Webex)
Ms Wendy Lindsay MP, the Hon. Shaoquett Moselmane MLC (Room 1136)

Apologies

Mr Nick Lalich MP, the Hon. Reverend Fred Nile MLC

Officers in attendance

Elaine Schofield, Kieran Lewis, Cheryl Samuels, Aaron Willey, Abigail Turingan, Vanessa Gasiewski

1. Confirmation of minutes

Resolved, on the motion of Mr Moselmane, seconded by Ms Preston:

That the minutes of the meeting held on 25 March 2021 be confirmed.

2. ***

3. General business

The Committee discussed the timeline for the inquiry into support for rural and regional learner drivers.

Next meeting

The meeting adjourned at 10.18 am until a date and time to be determined.

Support for rural and regional learner drivers

Extract from minutes

MINUTES OF MEETING No. 14

1.42 pm, 22 June 2021

Room 1136, Parliament House and by videoconference

Members present

The Hon. Lou Amato MLC (Chair), Ms Robyn Preston MP (Deputy Chair), Mr Stephen Bromhead MP, Mr Chris Gulaptis MP, Mr Nick Lalich MP, Ms Wendy Lindsay MP, the Hon. Shaoquett Moselmane MLC, the Hon. Reverend Fred Nile MLC (in Room 1136)
Mr Roy Butler MP (by Webex)

Apologies

Nil

Officers in attendance

Elaine Schofield, Cheryl Samuels, Vanessa Gasiewski (in Room 1136)
Abegail Turingan, Aaron Willey (by Webex)

1. Confirmation of minutes

Resolved, on the motion of Mr Bromhead, seconded by Ms Preston:
That the minutes of the meeting held on 24 May 2021 be confirmed.

2. ***

3. Inquiry into support for rural and regional learner drivers

3.1. Publication of submissions

Resolved, on the motion of Mr Moselmane, seconded Mr Lalich:

- That the Committee publish submissions numbered 1 to 14, 17, 19 to 32, and 34 to 41 in full.
- That the Committee publish submission number 15 with the names and contact details of some third party individuals redacted.
- That the Committee publish submission number 16 with the attachments in the Addendum that refer to or have images of third party individuals redacted.
- That submission number 18 remain confidential to the Committee and not be published.
- That the Committee publish submission number 33 with the name and position title of the author redacted.

4. Public hearings

Resolved on the motion of Mr Lalich, seconded Mr Moselmane that the Committee authorise the Chair to organise two days of public hearing and circulate potential witnesses to the Committee.

5. ***

Next meeting

The meeting adjourned at 2.10 pm until a date and time to be determined.

Support for rural and regional learner drivers

Extract from minutes

MINUTES OF MEETING No. 15

10.05 am, 14 July 2021

All by videoconference

Members present

The Hon. Lou Amato MLC (Chair), Ms Robyn Preston MP (Deputy Chair), Mr Chris Gulaptis MP, the Hon. Reverend Fred Nile MLC, Mr Roy Butler MP

Apologies

Mr Stephen Bromhead MP, Mr Nick Lalich MP, Ms Wendy Lindsay MP, the Hon. Shaoquett Moselmane MLC

Officers in attendance

Elaine Schofield, Kieran Lewis, Abegail Turingan

1. Confirmation of minutes

Resolved, on the motion of Reverend Nile, seconded by Ms Preston:
That the minutes of the meeting held on 22 June 2021 be confirmed.

2. ***

3. Inquiry into support for rural and regional learner drivers

3.1. Publishing submission

Resolved, on the motion of Reverend Nile, seconded Mr Gulaptis:
That the Committee publish submission number 42 in full.

4. Proposed hearings

The Committee was updated on the progress for arranging the proposed hearings for the inquiry.

5. ***

Next meeting

The meeting adjourned at 10.10 am until a date and time to be determined.

MINUTES OF MEETING No. 16

10.03 am, 30 September 2021

Online by Webex

Members present

The Hon. Lou Amato MLC (Chair), Mr Stephen Bromhead MP, Mr Nick Lalich MP, Ms Wendy Lindsay MP, the Hon. Shaoquett Moselmane MLC, Ms Robyn Preston MP (Deputy Chair), Mr Chris Gulaptis MP, the Hon. Reverend Fred Nile MLC, Mr Roy Butler MP

Officers in attendance

Sam Griffith, Emma Wood, Francesca Arciuli-Matar, Cheryl Samuels, Abegail Turingan

Support for rural and regional learner drivers

Extract from minutes

1. Apologies

Nil

2. Recording of proceedings

Resolved, on the motion of Mr Moselmane, seconded by Mr Lalich:

That the Committee agree to record the meeting for the purposes of the secretariat preparing the minutes and that the recording be deleted when the minutes are settled.

3. Confirmation of minutes

Resolved, on the motion of Reverend Nile, seconded by Ms Preston:

That the minutes of the meeting held on 14 July 2021 be confirmed.

4. ***

5. Inquiry into support for rural and regional learner drivers

5.1. Public hearing arrangements

The Committee considered a list of possible witnesses and agreed that members would provide the secretariat with their suggestions for possible witnesses by Friday 8 October 2021.

Resolved, on the motion of Mr Moselmane, seconded by Reverend Nile:

That the Committee conduct public hearings in late November/early December, and that the secretariat canvass members as to their availability.

6. ***

7. ***

Next meeting

The meeting adjourned at 10.42 am until a date and time to be determined.

MINUTES OF MEETING No. 17

9.33 am, Monday, 29 November 2021

Room 814/815, Parliament House and by Webex videoconference

Members Present

The Hon. Lou Amato MLC (Chair), Ms Robyn Preston MP (Deputy Chair), Mr Stephen Bromhead MP, Mr Roy Butler MP, Mr Nick Lalich MP, the Hon. Shaoquett Moselmane MLC

By videoconference: Ms Wendy Lindsay MP, Mr Chris Gulaptis MP, Reverend the Hon. Fred Nile MLC

Officers in attendance

Sam Griffith, Kieran Lewis, Rima Dabliz, Francesca Arciuli-Matar, Cheryl Samuels, Abigail Turingan, Siobhan Ryan

1. Apologies

Nil

Support for rural and regional learner drivers

Extract from minutes

2. Confirmation of minutes

Resolved, on the motion of Mr Moselmane seconded by Mr Lalich:
That the minutes of the meeting held on 30 September 2021 be confirmed.

3. ***

4. Inquiry into support for rural and regional learner drivers

Resolved, on the motion of Mr Butler, seconded by Mr Bromhead:
That supplementary submission number 36a and submission number 43 be published in full.

5. ***

6. ***

7. ***

The Chair adjourned the deliberative meeting at 9.44 am.

8. ***

Next meeting

The meeting adjourned at 4.15 pm until 9.15 am on Tuesday 30 November 2021 in Room 814/815 and by Webex videoconference.

MINUTES OF MEETING No. 18

9:18 am, Tuesday 30 November 2021

Room 814/815, Parliament House and Webex videoconference

Members Present

The Hon. Lou Amato MLC (Chair), Ms Robyn Preston MP (Deputy Chair), Mr Stephen Bromhead MP, Mr Roy Butler MP, Mr Nick Lalich MP, the Hon. Shaoquett Moselmane MLC, Reverend the Hon. Fred Nile MLC

By videoconference: Mr Chris Gulaptis MP, Ms Wendy Lindsay MP

Officers in attendance

Sam Griffith, Kieran Lewis, Rima Dabliz, Francesca Arciuli-Matar, Cheryl Samuels, Abigail Turingan, Siobhan Ryan

1. Apologies

Nil

2. ***

3. Inquiry into support for rural and regional learner drivers

3.1. Public hearing

The Committee noted that the public hearing will start at 1.20 pm. The Committee also noted the hearing schedule, suggested questions for witnesses, and hybrid hearing guidelines.

4. *, and inquiry support for rural and regional learner drivers**

4.1. Publication orders

Resolved, on the motion of Mr Butler, seconded by Reverend Nile:

That the Committee authorises the audio-visual recording, photography and broadcasting of the public hearings on 30 November 2021, in accordance with the Legislative Assembly's guidelines for the coverage of proceedings for committees administered by the Legislative Assembly.

4.2. Transcripts of evidences

Resolved, on the motion of Reverend Nile, seconded by Mr Lalich:

That the corrected transcripts of public evidence given on 30 November 2021 be authorised for publication and uploaded on the Committee's website.

4.3. Questions taken on notice and supplementary questions

Resolved, on the motion of Mr Butler, seconded by Mr Lalich:

That witnesses be asked to provide answers to questions taken on notice and supplementary questions within 2 weeks of the date on which the questions are forwarded, and that once received, answers be published on the Committee's website.

4.4. Acceptance and publication of tendered documents (if any)

Resolved, on the motion of Mr Butler, seconded by Mr Moselmane:

That documents tendered during the public hearings be accepted by the Committee and published on the Committee's website.

The Chair adjourned the deliberative meeting at 9.20 am.

5. Public hearing – Inquiry into support for rural and regional learner drivers

The Chair opened the public hearing at 1.20 pm. All witnesses attended the public hearing via Webex videoconference and the hearing was broadcast via the Parliament's website.

The Chair made a short opening statement.

The following witnesses were then admitted:

- Ms Rebecca Copping, Road Safety Officer, Snowy Monaro Regional Council, was affirmed and examined.
- Ms Suzan Mehmet, Road Safety Coordinator, Blue Mountains City Council, was affirmed and examined.
- Mr Nathan McBriarty, Traffic and Transport Unit Leader, Wollongong City Council, was sworn and examined.

Evidence concluded, the witnesses withdrew.

The following witnesses were then admitted:

Support for rural and regional learner drivers

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- Ms Meryl Hinge, Road Safety Officer, Yass Valley Council, was sworn and examined.
 - Ms Bernadette Gammon, Education Team Leader, Community Education, Port Macquarie Hastings Council, was sworn and examined.
 - Ms Kim Bush, Divisional Manager, Community Development and Participation, Eurobodalla Shire Council, was affirmed and examined.
 - Mr Mark Riley, General Manager, Bourke Shire Council, was affirmed and examined.
- Evidence concluded, the witnesses withdrew.

The following witnesses were then admitted:

- Mr Kenneth Patterson, Special Projects, Rotary Club of Wingham, was sworn and examined.
- Mr Frank Lincoln, Simulator Coordinator, Rotary Club of Young, was sworn and examined.

Evidence concluded, the witnesses withdrew.

Next meeting

The meeting adjourned at 3.50 pm until 9.45 am on Tuesday 7 December 2021 in the Jubilee Room and by Webex videoconference.

MINUTES OF MEETING No. 19

9.50 am, Tuesday, 7 December 2021

Jubilee Room, Parliament House and Webex videoconference

Members Present

The Hon. Lou Amato MLC (Chair), Ms Robyn Preston MP (Deputy Chair) (by teleconference until 10.54 am and then in person), Mr Roy Butler MP, Ms Wendy Lindsay MP, the Hon. Shaoquett Moselmane MLC, Reverend the Hon. Fred Nile MLC

By videoconference: Mr Chris Gulaptis MP

Officers in attendance

Sam Griffith, Kieran Lewis, Rima Dabliz, Francesca Arciuli-Matar, Abegail Turingan, Siobhan Ryan

1. Apologies

Mr Nick Lalich MP, Mr Stephen Bromhead MP

2. Confirmation of minutes

Resolved, on the motion of Mr Butler seconded by Reverend Nile:

That the minutes of meetings held on 29 November and 30 November 2021 be confirmed.

3. Inquiry into support for rural and regional learner drivers

3.1. Public hearing

The Committee noted that the public hearing will start at 10:00 am. The Committee also noted the hearing schedule, suggested questions for witnesses, and hybrid hearing guidelines.

3.2. Publication orders

Resolved, on the motion of Mr Butler seconded by Mr Gulaptis:

That the Committee authorises the audio-visual recording, photography and broadcasting of the public hearing on 7 December 2021, in accordance with the Legislative Assembly's guidelines for the coverage of proceedings for committees administered by the Legislative Assembly.

3.3. Transcript of evidence

Resolved, on the motion of Mr Moselmane seconded by Reverend Nile:

That the corrected transcript of public evidence given on 7 December 2021 be authorised for publication and uploaded on the Committee's website.

3.4. Questions taken on notice and supplementary questions

Resolved, on the motion of Mr Butler seconded by Mr Gulaptis:

That witnesses be asked to provide answers to questions taken on notice and supplementary questions by Wednesday 12 January 2022, and that once received, answers be published on the Committee's website.

3.5. Acceptance and publication of tendered documents (if any)

Resolved, on the motion of Reverend Nile seconded by Mr Moselmane:

That documents tendered during the public hearing be accepted by the Committee and published on the Committee's website.

4. ***

The Chair adjourned the deliberative meeting at 9.57 am.

5. Public hearing

The Chair opened the public hearing at 10.00 am. Witnesses attended the public hearing via Webex videoconference and in person. The hearing was broadcast via the Parliament's webcast.

The Chair made a short opening statement.

The following witnesses were admitted:

- Kate Munro, Chief Executive Officer, Youth Action NSW, appearing in person, was affirmed and examined.
- Zoë Robinson, Advocate for Children and Young People, Office for the Advocate for Children and Young People, appearing in person, was affirmed and examined.
- Dominic Teakle, Chief Executive Officer, Police Citizens Youth Club NSW, appearing via videoconference, was sworn and examined.

Evidence concluded, the witnesses withdrew.

The following witnesses were then admitted:

- Jenny Lovric, Manager, Community Engagement and Partnerships, Just Reinvest NSW, appearing via videoconference, was affirmed and examined.
- Warren Johnson, Chief Executive, Youthsafe, appearing in person, was affirmed and examined.

Evidence concluded, the witnesses withdrew.

The following witnesses were then admitted:

Support for rural and regional learner drivers

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- Levi Anderson, Research Associate, Road Safety Research Collaboration, University of the Sunshine Coast, appearing via videoconference, was affirmed and examined.
- Albert Birss, Managing Director/CEO, Road Safety Education Limited, appearing via videoconference, was affirmed and examined.
- Brooke O'Donnell, General Manager – Education & Communications, Road Safety Education Limited, appearing via videoconference, was affirmed and examined.

Evidence concluded, the witnesses withdrew.

The following witnesses were then admitted:

- Brian Wood, Secretary, Motorcycle Council of NSW, appearing via videoconference, was affirmed and examined.
- Michael Lane, National Media Liaison Officer, National Motorists Association Australia, appearing via videoconference, was affirmed and examined.
- Dean Rance, Policy Advisor – Mobility and Planning, National Roads and Motorists' Association (NRMA), appearing in person, was affirmed and examined.

Evidence concluded, the witnesses withdrew.

The Chair closed the public hearing at 12.49 pm.

Deliberative meeting

The Chair opened the meeting at 12.53 pm

The Chair adjourned the deliberative meeting at 12.55 pm.

Resumption of public hearing

The public hearing resumed at 12.59 pm.

Ms Wendy Lindsay MP joined the public hearing at 12.58 pm.

The following witness was then admitted:

- Kenneth Patterson, Special Projects, Rotary Club of Wingham, appearing via videoconference, was sworn and examined.

Evidence concluded, the witness withdrew.

The following witnesses were then admitted:

- John Southon, Principal, Trundle Central School, appearing via videoconference, was sworn and examined.
- Darryl Buchanan, Associate Chief Executive, The Association of Independent Schools of NSW, appearing in person, was affirmed and examined.

Evidence concluded, the witnesses withdrew.

The following witnesses were then admitted:

- Carla Hoorweg, Chief Executive Officer, Australasian New Car Assessment Program (ANCAP Safety), appearing via videoconference, was affirmed and examined.
- Michael Timms, NSW Treasurer and Committee Member, Australasian College of Road Safety – NSW Chapter, appearing in person, was sworn and examined.

Evidence concluded, the witnesses withdrew.

Support for rural and regional learner drivers

Extract from minutes

The following witnesses were then admitted:

- Bernard Carlon, Chief – Centres for Road Safety and Maritime Safety – Safety, Environment and Regulation, Transport for NSW, appearing via videoconference, was sworn and examined.
- Andrea Parker, Executive Director Regulatory Operations – Safety, Environment and Regulation, Transport for NSW, appearing via videoconference, was affirmed and examined.

Evidence concluded, the witnesses withdrew.

The Chair closed the public hearing at 4.00 pm.

6. Post hearing deliberative meeting

The Chair opened the meeting at 4.01 pm.

Resolved, on the motion of Ms Lindsay seconded by Mr Moselmane:

That the secretariat email relevant inquiry participants with information about the Transport for NSW Community Road Safety Grants Program, and information about the NSW Government's program of Youth Development Scholarships.

Next meeting

The meeting adjourned at 4.06 pm until a date and time to be determined.

MINUTES OF MEETING No. 20

12.32 pm, Friday, 13 May 2022

Room 1254, Parliament House and by Webex videoconference

Members present

The Hon. Lou Amato MLC (Chair), Mr Nathaniel Smith MP (Deputy Chair), Mr Roy Butler MP, Mrs Shelley Hancock MP, the Hon. Shaoquett Moselmane MLC, Mr Christopher Gulaptis MP

Via videoconference: Mr Nick Lalich MP, Reverend the Hon. Fred Nile MLC

Officers present

Sam Griffith, Kieran Lewis, Francesca Arciuli-Matar, Rima Dabliz, Nicolle Gill

Apologies

Mr Stephen Bromhead MP

1. Committee membership

The Committee noted the membership change as recorded in the Legislative Assembly Votes and Proceedings, no 134, entry no 17:

Mrs Shelley Hancock MP and Mr Nathaniel Smith MP have been appointed to the Committee in place of Ms Wendy Lindsay MP and Ms Robyn Preston MP, discharged.

The Chair welcomed the new members.

Support for rural and regional learner drivers

Extract from minutes

2. Election of Deputy Chair

There being a vacancy in the office of Deputy Chair, the Chair called for nominations:
Mr Gulaptis moved that Mr Smith be the Deputy Chair of the Committee, seconded by Mr Butler.

No further nominations were received.

There being only one nomination, Mr Smith was declared to be the Deputy Chair.

3. Confirmation of minutes

Resolved, on the motion of Mr Gulaptis, seconded by Mr Moselmane:
That the minutes of the meeting of 7 December 2021 be confirmed.

4. ***

5. ***

6. Inquiry into support for rural and regional learner drivers

6.1.

The Chair provided an updated to the Committee about progress on the report.

6.2. Correspondence

The Committee noted the following correspondence:

- Email from Mr Ken Patterson, Rotary Club of Wingham, with attached copy of Simulator Driver Training brochure, dated 11 December 2021.
- Email from Mr Ken Patterson, Rotary Club of Wingham, outlining funding applications for the purchase of driver simulators, dated 22 December 2021.
- Letter from Mr Frank Lincoln, Driving Simulator Convenor, Rotary Club of Young, with attached 'Drive Safely and Stay Alive' pamphlet, dated 13 December 2021.

7. ***

8. ***

9. ***

Next Meeting

The meeting adjourned at 1.45 pm until a time and date to be determined.

MINUTES OF MEETING No. 22

11.03 am, Wednesday, 29 June 2022

Room 1043, Parliament House and via videoconference

Members present

The Hon. Lou Amato MLC (Chair), The Hon. Shaoquett Moselmane MLC, Mr Nick Lalich MP, Reverend the Hon. Fred Nile MLC.

Via videoconference: Mr Nathaniel Smith MP (Deputy Chair), Mr Roy Butler MP, Mrs Shelley Hancock MP, Mr Christopher Gulaptis MP

Officers present

Sam Griffith, Kieran Lewis, Rima Dabliz, Francesca Arciuli-Matar, Abegail Turingan

Apologies

Mr Stephen Bromhead MP

1. Confirmation of minutes

Resolved, on the motion of Mr Moselmane, seconded by Mr Lulich:

That the minutes of the meeting of 31 May 2022 be confirmed.

2. Recording of proceedings

Resolved, on the motion of Reverend Nile, seconded by Mr Lulich:

That the Committee agree to record the meeting for the purposes of the secretariat preparing the minutes and that the recording be deleted when the minutes are settled.

3. Inquiry into support for rural and regional learner drivers

3.1 Consideration of Chair's draft report

Resolved, on the motion of Mr Moselmane, seconded by Reverend Nile:

That the Committee consider the Chair's draft report in globo.

Mr Moselmane moved the following amendments to the Chair's draft report:

1. That Recommendation 1 be amended to omit "whether" and insert instead "how".
Discussion ensued.
Question put.
The Committee agreed to the amendment.
2. That Recommendation 10 be amended to omit "consider creating a data-sharing portal" and insert instead "investigate the creation of a data-sharing portal".
Discussion ensued.
Question put.
The Committee agreed to the amendment.
3. That Recommendation 11 be amended to omit "consider" and insert instead "investigate".
Discussion ensued.
Question put.
The Committee agreed to the amendment.
4. That Recommendation 13 be amended to omit "consider subsidising" and insert instead "subsidise".
Discussion ensued.
Question put.
The Committee agreed to the amendment.
5. That Recommendation 16 be amended to omit "consider" and insert instead "investigate".
Discussion ensued.
Question put.
The Committee agreed to the amendment.

6. That Recommendation 19 be amended to omit "consider" and insert instead "investigate".
Discussion ensued.
Question put.
The Committee agreed to the amendment.

Mr Butler moved the following amendments to the Chair's draft report:

7. That Recommendation 12 be amended to omit "consider offering" and insert instead "offer".
Discussion ensued.
Question put.
The Committee agreed to the amendment.
8. That Recommendation 17 be amended to omit "That Transport for NSW consider" and insert instead "That Transport for NSW, in consultation with local councils, investigate".
Discussion ensued.
Question put.
The Committee agreed to the amendment.

Mrs Hancock moved the following amendment to the Chair's draft report:

9. That Recommendation 15 be amended to omit "NSW Government" and insert instead "Transport for NSW".
Discussion ensued.
Question put.
The Committee agreed to the amendment.

Reverend Nile moved the following amendment to the Chair's draft report:

10. That Recommendation 14 be amended to omit "consider developing" and insert instead "develop".
Discussion ensued.
Question put.
The Committee agreed to the amendment.
11. That Recommendation 15 be amended to insert at the end "That Transport for NSW investigate options to reduce the number of hours."
Discussion ensued.
Question put.
The Committee agreed to the amendment.

Resolved, on the motion of Reverend Nile, seconded by Mr Lalich:

- That the draft report, as amended, be the report of the Committee and that it be signed by the Chair and presented to the House.
- That the Chair and committee staff be permitted to correct stylistic, typographical and grammatical errors and to make consequential amendments.
- That, once tabled, the report be posted on the Committee's website.

Support for rural and regional learner drivers

Extract from minutes

4. ***

Next Meeting

The meeting adjourned at 11.50 am until a time and date to be determined.

7 COUNCILLORS' REPORTS

8 CLOSURE