

# Adolescent Risk Research Unit

Rise, and shine.

## **Safer driving agreements in the Australian context: Can they be effective?**

Scoole, D., Scott-Parker, B., Buckley, L., Senserrick, T., & Watson, B. (2013)

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The full article is accessible at - <http://bit.ly/2bSxLCe>



### **Why do this research?**

There is evidence suggesting that young drivers and their parents who have a contract regarding driving behaviours and driving privileges have improved safety during the Provisional (restricted intermediate) licence phase.

This project explored whether such driving contracts would be of use in the Australian context.

### **What did we do?**

We reviewed the literature around parent-young driver driving contracts and engaged with members of the community (including young drivers and parents) regarding their perceptions about the viability of such driving contracts in Australia.

We also consulted an expert panel of researchers and program developers in the US, and conducted surveys with police, transport and motoring organisations, parents and young drivers.

### **What did we find?**

One of the biggest difficulties we found was the likelihood of uptake in Australia. Some jurisdictions in the US allow unsupervised driving at 16 and 17 years, ages when the young driver is likely to reside at home, and therefore parents could monitor behaviours and enforce contracts.

In the Australian context, unsupervised young drivers are frequently older teens, and it is common for teens to move away from home at 17 and 18 years to attend a university. Indeed in Victoria, young people are unable to drive unsupervised until aged 18 years. Parents and young drivers felt that they could not enforce contracts with youth who already had their own licences, were living away from home, and/or were older than teens in the US context.

### **What does it mean?**

Those most likely to use a contract were among the safest parents and the safest young drivers. Therefore the viability/uptake of the contracts for the riskiest parents and the riskiest young drivers – arguably the target of such an intervention – does not seem likely.