

**re:act**

Road Safety  
Education Program 2021:  
Driver Fatigue

# Key Findings

Road and workplace safety findings presented in this document are based on primary research surveys undertaken in May 2021 with almost 900 TAFE apprentices and students across four Australian states: New South Wales, Victoria, Western Australia and Queensland. The majority of participants also had part-time employment which required driving to and from, and often for, work. Respondents' ages ranged from 16-25 years and the sample was not skewed towards any gender.

The most significant finding, in relation to road and workplace safety, was that young drivers understood there were risks associated with driving fatigued but external pressures, including in their work and personal lives, meant they had little choice but to take that risk. Other key findings are outlined below. Full findings, including a national overview and state by state breakdowns, are available in 'Overview of Findings'.

## Driver fatigue

Almost all respondents defined fatigued driving simply as 'driving tired', or similar variations. The vast majority of responses reflected that driver fatigue was associated with being fatigued before driving, rather than driving (long distances or long periods) being the cause of fatigue.

## Impairment and risk

When asked if driving while fatigued was acceptable, more than three quarters (78 per cent) said it was not. This indicates that the majority of young drivers understand driving fatigued carries a risk. However other findings from this research suggest they are not always aware what those risks are and are prepared, and to a large extent see it as necessary, to take that risk.

## Sleep and caffeine

Many respondents indicated rest was the best antidote for fatigue. While some highlighted a 'good night's sleep', most answers that focussed on sleep indicated napping was preferred. Conversely, stimulant use was a more common tactic to deal with the effects of fatigue, predominantly through consuming energy drinks or, to a lesser extent, coffee.

## Myths abound

Other common measures to mask the effects of fatigue suggest widespread belief in common myths with playing music and winding down the windows joining energy drinks as commonly mentioned. Of concern, is that some young drivers believe 'getting home faster' reduces the risk. On the flipside, a significant proportion (about one in six) would choose not to drive if feeling fatigued, however this cohort was smaller than those who employed common myths.

## Causes of fatigue

Sixty per cent of respondents had first-hand experience of fatigue and half (48%) had driven fatigued either occasionally or more often in the past three months. The most commonly mentioned causes of fatigue centred on driving late at night or in the early morning (usually commuting to work) or driving long distances mainly to or for work and, to a lesser extent, busy social lives.

# Background

## Re:act

In 2016, Andrew Hardwick, the founder of strategic creative behaviour change agency Hard Edge, launched the Re:act behavioural change initiative in collaboration with Swinburne University of Technology School of Design.<sup>1</sup> Re:act was created to provide design communications students with the experience of responding to a real-world brief to raise awareness of road safety issues among 18-25-year olds and encourage behaviour change, making our roads safer for all.

Launched in Victoria in 2016 with the support of Foundation Partners including the Transport Accident Commission (TAC), RACV, Transurban and the National Road Safety Partnership Program, Re:act challenges higher education students across University and TAFE networks to create an educational campaign that raises awareness among young road users of a critical road safety issue where they are over-represented. Since launching, Re:act has become a mandatory part of the course curriculum for Swinburne communication design students; expanded into NSW, QLD and WA; expanded internationally into the UK; and also launched in 2021 in the TAFE sector in Australia with road and workplace safety agencies as collaborative partners.

A panel comprised of university, TAFE, road and workplace safety representatives, and industry partners selects the most compelling road safety campaign in each state, which is then developed and launched on university or TAFE campuses and displayed across oOh!media's outdoor advertising network. Outdoor advertising is proven as a highly effective medium for road safety campaigns; biometric research demonstrates that people are 2.5 times more aware of and likely to act upon advertisements that are seen outside of the home. Critically, the immediacy of roadside advertising ensures that drivers are influenced at a key decision point – while they are driving.

Persuading road users to adopt safer attitudes and behaviour can significantly reduce transport-related injury and trauma, with outdoor roadside advertising constituting a large portion of Australian governments' annual expenditure on road safety initiatives. Re:act is the only peer-to-peer behavioural change initiative of its kind. Not only are young people responsible for creating advertising campaigns in a language easily accessed by their peers, but Re:act TAFE students also conduct peer research, generating valuable insights for workplace safety agencies on the type of messaging that engages a hard to reach and vulnerable audience.

## Re:act TAFE

Launched in 2021, Re:act TAFE is a new program focusing on students and apprentices who study at TAFE institutes around Australia.

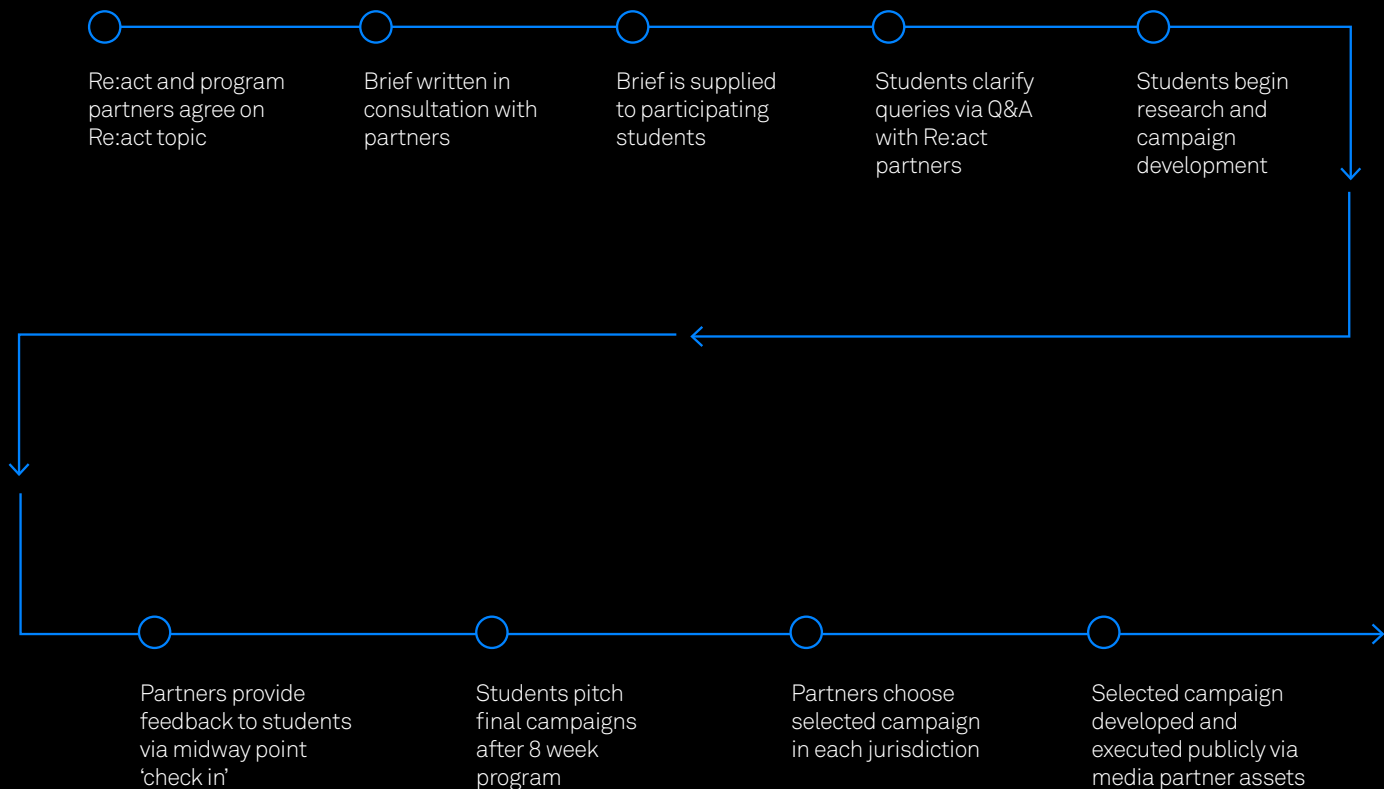
Mirroring the wider Re:act program, Graphic Design students developed campaigns around a specific road safety issue pertinent to 16-25 year olds with a secondary focus on apprentices and young workers. About 120 students participated in Re:act TAFE in its first year across four states: NSW TAFE, Holmesglen TAFE in Victoria, North Metropolitan TAFE in WA, and Queensland TAFE.

The campaigns are launched on campus to influence and change behaviour of students, but also include communication to employers. This is to ensure that employers are aware of their responsibilities to this vulnerable cohort and to provide them with effective messaging tools to use in the workplace. At the time of writing, the publicly executed Re:act TAFE 2021 campaigns had recorded an audience reach of more than 2.2 million, with the final campaign to be executed post lockdown restrictions.

1 <https://www.hardedge.com.au/>

# Background

## Re:act TAFE Pathway



## Re:act Vision

- Educate the next generation of road safety communication professionals through the 'real-world' experience of developing campaigns with and pitching to industry and government clients.
- Influence the behaviour and attitudes of young drivers and other young road users by raising awareness of how to be safer on our roads.
- Activate student campaigns in the public domain to ensure their voice is heard and positive road safety messages reach the wider community.
- Inspire student participants and program partners to share positive road safety messages through their professional and personal networks.

# Road Safety as a Work Safety Issue

Vehicle use is by far the most significant contributor to work-related traumatic injury. Safe Work Australia reports that 64 per cent of worker traumatic injury fatalities since 2003 have involved a vehicle, with half of these incidents (279 fatalities) occurring on a public road.<sup>2</sup>

While there are minor variances based on jurisdictions, Federal and State Work, Health and Safety (WHS) laws are based on the Model Work Health and Safety Act. Under the Act, employers carry a responsibility to provide and maintain a safe and healthy working environment for employees. The use of vehicles in road traffic represents one of the most critical workplace risks that Australian organisations must manage, with better workplace practices having the potential to make a significant contribution to reducing road trauma.<sup>3</sup>

Fundamental to ensuring safety on our roads are the actions and controls put in place by safe work agencies, industry and individual businesses to ensure that risk is eliminated or minimised so far as is reasonably practicable.

## *Driver fatigue*

Driver fatigue is well recognised as a problem in Australian road safety and is a major contributor to road trauma across the country. In the absence of a legislative framework to regulate driver fatigue among the general population, education campaigns, programs and training are the most effective intervention to address this issue.<sup>4</sup>

According to the Transport Accident Commission, 20 per cent of all fatal road crashes in Victoria involve driver fatigue, while estimates in Queensland are that fatigue contributes to 20–30 per cent of all deaths and severe injuries on the road. Fatigue-related deaths in WA account for more than 10 per cent of the State road toll with young people (particularly male) identified as a high-risk group. In NSW, fatigue accounts for approximately 17 per cent of all driving-related fatalities. Alarming, the chances of a young person being behind the wheel in a fatal crash due to fatigue are 32 per cent greater than other age groups, rising to 48 per cent greater risk for injury crashes.<sup>5</sup>

The National Road Safety Action Plan concludes that fatigue is four times more likely to contribute to impairment than drugs or alcohol.

2 Safe Work Australia, 2019. Work-related traumatic injury fatalities, Australia. <https://www.safeworkaustralia.gov.au/sites/default/files/2020-11/Work-related%20traumatic%20injury%20fatalities%20Australia%202019.pdf>

3 Austroads, 2019. Vehicles as a Workplace: Work Health and Safety Guide. [https://www.worksafe.qld.gov.au/\\_\\_data/assets/pdf\\_file/0020/21629/vehicles-as-a-workplace-national-guide.pdf](https://www.worksafe.qld.gov.au/__data/assets/pdf_file/0020/21629/vehicles-as-a-workplace-national-guide.pdf)

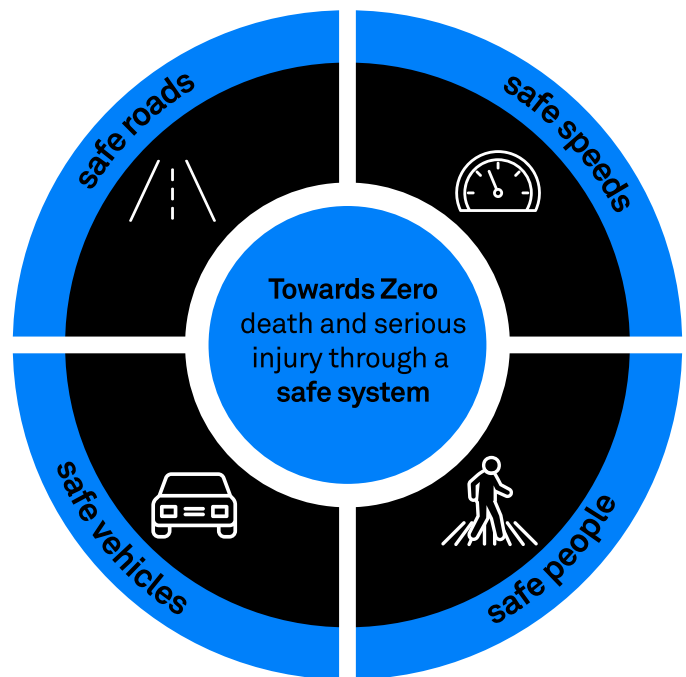
4 <https://roadsafety.transport.nsw.gov.au/stayingsafe/fatigue/index.html>

5 Transport Accident Commission (TAC), <https://www.tac.vic.gov.au/road-safety/statistics/summaries/fatigue-statistics>; Centre for Accident Research & Road Safety, Queensland (CARRS-Q), <https://research.qut.edu.au/carrsq/wp-content/uploads/sites/296/2020/12/Sleepiness-and-fatigue.pdf>; Road Safety Commission, Western Australia, <https://www.wa.gov.au/organisation/road-safety-commission/road-statistics>; Centre for Road Safety, NSW, <https://roadsafety.transport.nsw.gov.au/downloads/trauma-trends-fatigued-distracted-driving.pdf>; and, National Road Safety Strategy, <https://www.roadsafety.gov.au/action-plan/2018-2020/fatigue>.

# Re:act's Alignment with Existing Road Safety Initiatives and Strategies

Throughout Australia the “Safe System” approach to road safety recognises the importance of individual driver responsibility but situates this responsibility within a much broader context.<sup>6</sup> Individual ‘blame’ for road trauma and fatalities has shifted to a systems approach, resulting in an alignment of road safety with workplace safety models that have successfully operated in Australia for several decades.

Re:act is grounded in the Safe People pillar of the approach, encouraging better decision making through positive education and sharing information to motivate young drivers.



## 1. Draft [National Road Safety Strategy 2021-2030](#)

The National Road Safety Strategy represents the commitment of Federal, State and Territory governments to an agreed set of national road safety goals, objectives and action priorities. Its overarching aim is that no person should be killed or seriously injured on Australia's roads.

## 2. The United Nations [Sustainable Development Goals](#) and [Decade of Action for Road Safety](#)

In May 2010, the UN General Assembly proclaimed the period 2011–2020 as the Decade of Action for Road Safety, with a goal to stabilise and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at national, regional and global levels. The United Nations Sustainable Development Goal 3.6 aims to halve the number of global deaths and injuries from road traffic accidents. This was renewed in the Stockholm Declaration in 2020, with the UN setting a target of preventing at least 50 per cent of road traffic deaths and injuries by 2030.

## 3. The New South Wales [2026 Road Safety Action Plan](#)

## 4. Victoria's [Road Safety Strategy 2013-2022](#)

## 5. Western Australia's [Driving Change – Road Safety Strategy 2020-2030](#)

## 6. Queensland's [Road Safety Action Plan 2020-2021](#)

6 National Road Safety Strategy, <https://www.roadsafety.gov.au/nrss/safe-system>.

# Overview of Findings

# National

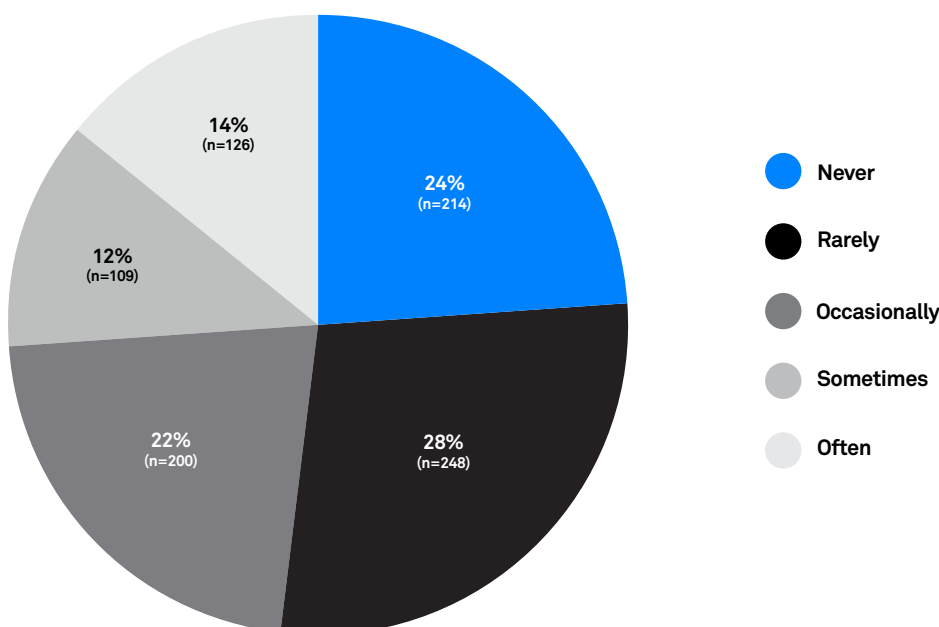


# What do you think 'driver fatigue' means?

The simple and direct definition 'driving while tired' (or slight variations) was the most common response, with about three quarters (75%) of the 897 respondents across Australia providing that response.

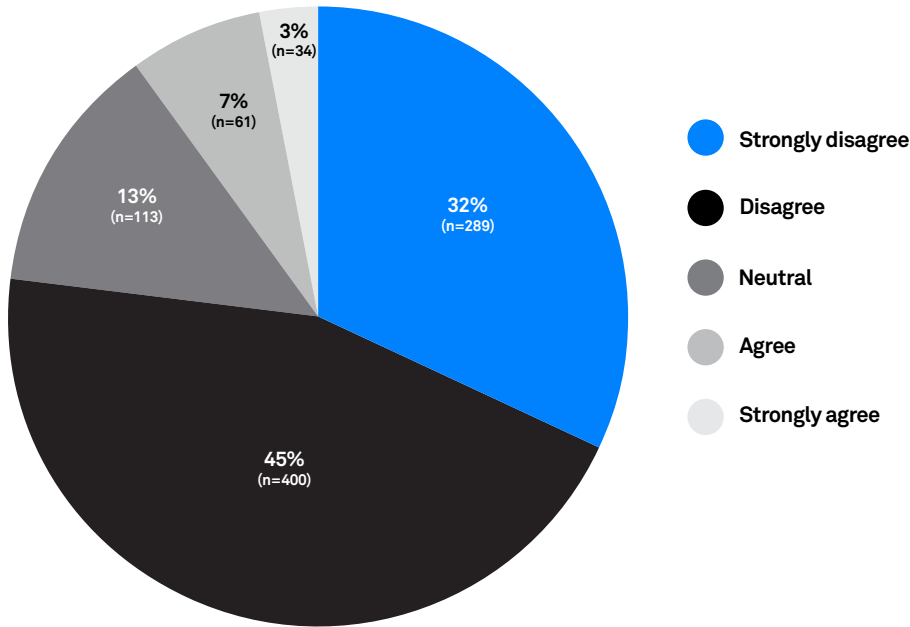
- About half of the remaining responses elaborated on the common 'tired' theme by also citing the ways fatigue could impair driver performance, such as slowing reaction times, decreasing concentration and reducing the ability to respond to hazards safely.
- Interestingly, in the majority of responses, drivers came to the driving task fatigued, rather than driving for long periods or over large distances causing the fatigue. Only a handful of respondents attributed driver fatigue to a lack of sleep.

## In the past 3 months, how often have you driven a vehicle even though you felt fatigued?

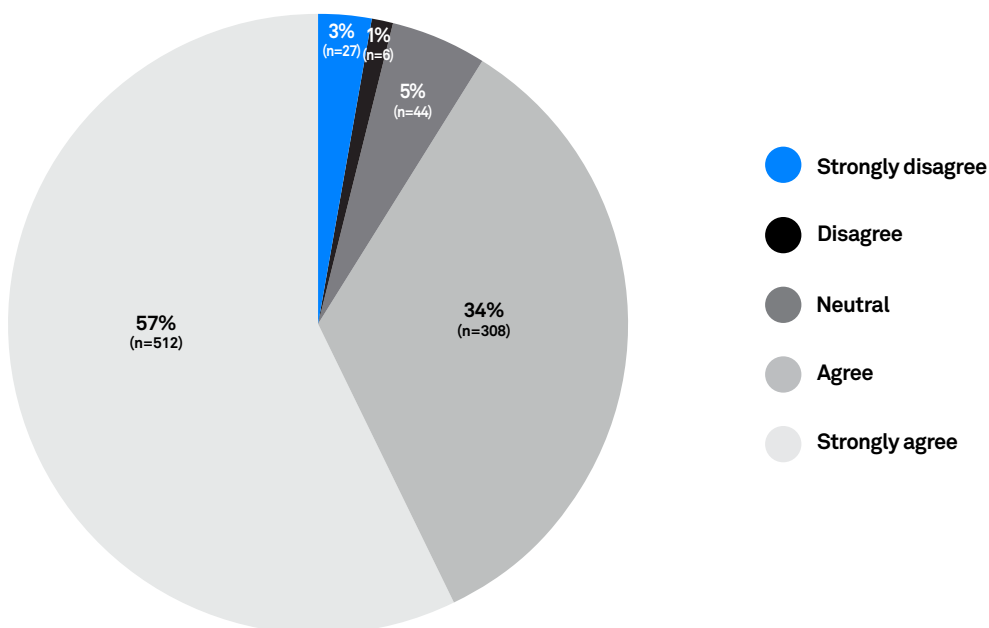


# To what extent do you agree with these statements?

*“It’s okay to drive when you feel fatigued.”*



*“Driving while fatigued increases my risk of crashing.”*



# What do you do to prevent driving while fatigued?

Stimulants was the most common response in all jurisdictions, accounting for about one in three responses nationally, with widely believed myths also commonly employed.

On the 'positive' side, taking naps, incorporating breaks into journeys, and seeking alternatives to driving were commonly highlighted.

## Key findings included:

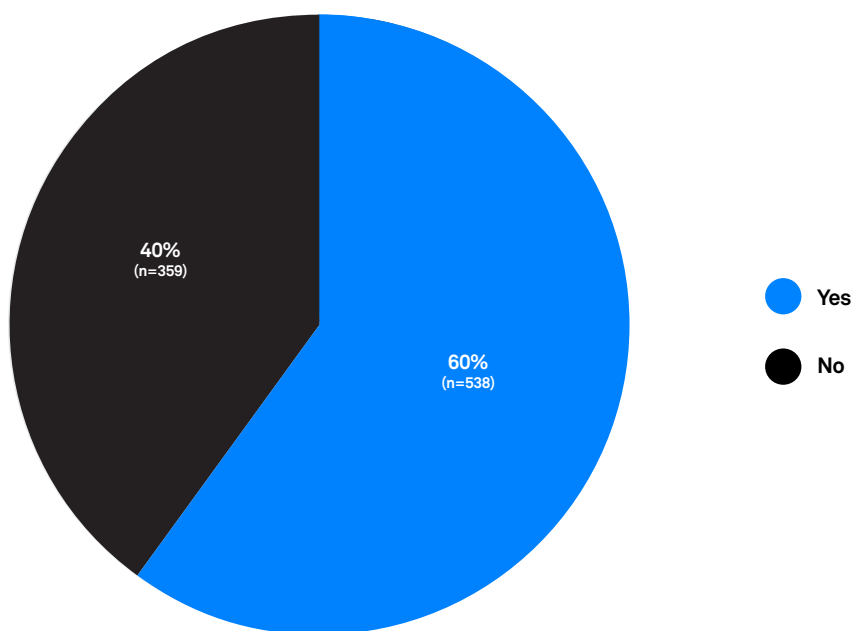
- 30 per cent used coffee or energy drinks to combat the effects of fatigue (NSW was the only state where energy drinks were more common than coffee);
- Another 15 per cent responded with commonly held myths, such as playing loud music, putting the window down, or turning on the air conditioning (such responses were much higher in WA, with almost one in four responses falling into the 'myths' category);
- About 18 per cent took naps or breaks while driving, with many planning rest stops as part of long journeys (this response was much more common in Victoria and NSW than Queensland and WA);
- Overall, almost 14 per cent sought alternatives if they felt too tired to drive, such as asking someone else to drive or public transport (although this diverged across jurisdictions with one in five young drivers in NSW implementing alternatives but only half that figure employing the same tactic in Victoria and Queensland);
- One in six (16%) said ensuring they had sufficient sleep or were well rested, indicating some planned ahead to prevent fatigue; and
- Only a small minority, responses indicated that some young drivers (approximately 5 per cent) felt that choosing not to drive when fatigued was not an option, often due to perceived pressures getting to or at work.

# Have you had any first-hand experiences of driver fatigue?

Nationally, most young drivers had experienced driver fatigue first hand, with all jurisdictions at or near the national 60 per cent average for 'yes' responses.

## Among those with first-hand experience of fatigue, responses that were elaborated on indicated that:

- While most were aware driving fatigued came with risk, the vast majority of instances of fatigued driving had no consequences (75 per cent);
- A further one in five responses described a 'near miss', with the most common occurrence by far indicating drivers had a microsleep and were woken by audible lines on the road before any collision;
- In about 5 per cent of responses, fatigue had led to an incident however most were minor collisions with only a handful describing significant consequences, such as a (non-fatal) head on collision; and
- Overall, responses indicated driver fatigue was common but consequences were not. However, those that experienced a near miss or an incident subsequently took the risks of driving fatigue far more seriously.



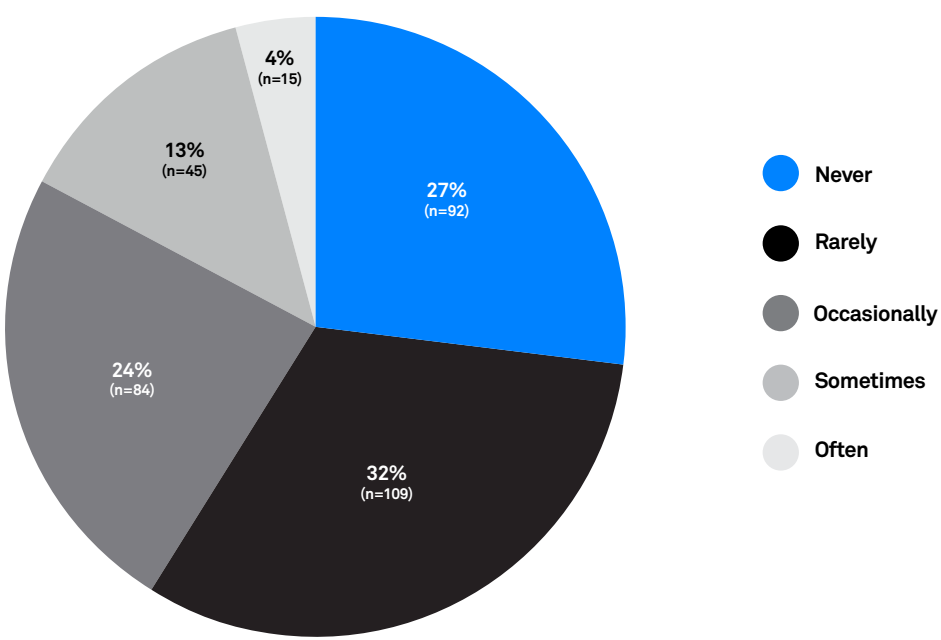
# New South Wales

# What do you think ‘driver fatigue’ means?

The simple and direct definition ‘driving while tired’ was the most common response, with more than half (52%) of the 345 respondents providing that answer.

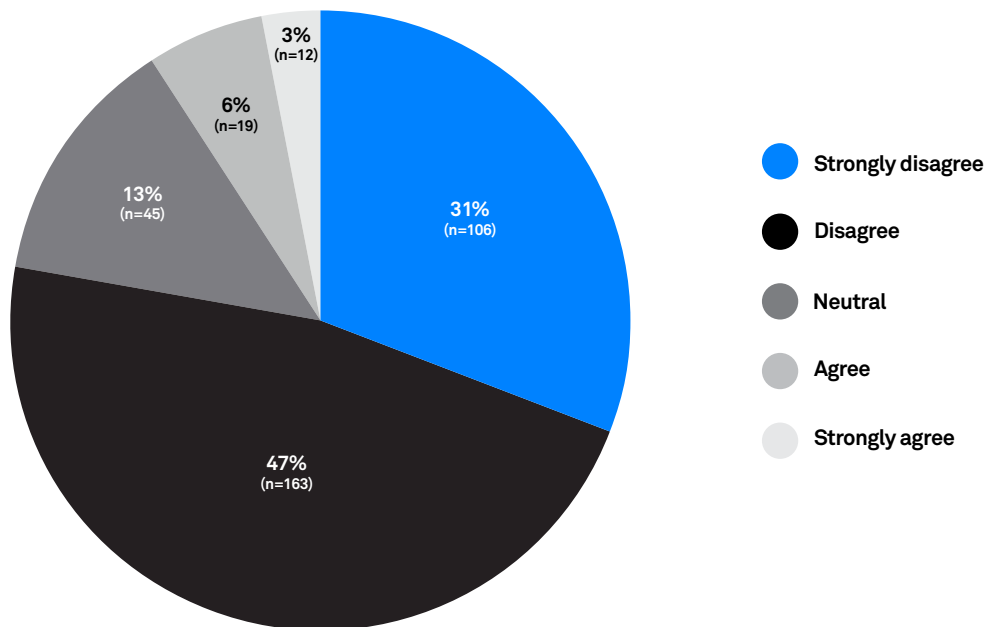
- A further 20 per cent of respondents also mentioned being tired or exhausted but also elaborated to include the potential impacts of driver fatigue, such as impairing reaction time, concentration and the ability to “make quick and safe decisions” in responding to hazards.
- Interestingly, in the majority of cases, the driver was tired or fatigued before beginning the driving task. However, another 20 per cent did attribute driver fatigued to be caused by the act of driving, specifically driving long distances or for long periods. Only 4 per cent of respondents attributed driver fatigue to a lack of sleep.
- (Only) Two respondents specifically referenced impairment caused by driving when you have been awake for 17 hours, when you’ve had less than 6 hours sleep or more than 2 hours without a break.

# In the past 3 months, how often have you driven a vehicle even though you felt fatigued?

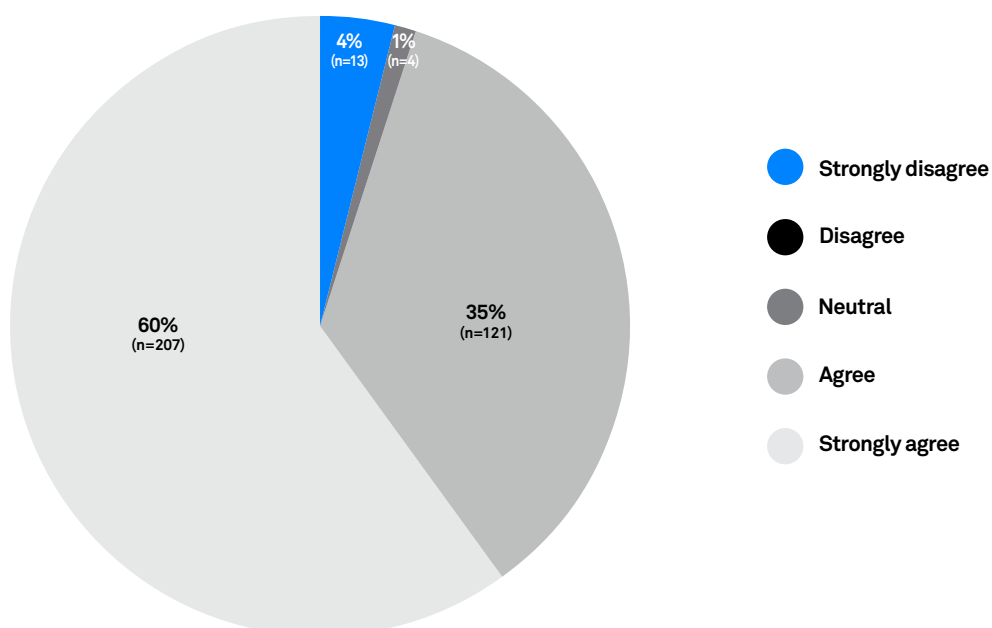


# To what extent do you agree with these statements?

*“It’s okay to drive when you feel fatigued.”*



*“Driving while fatigued increases my risk of crashing.”*



# What do you do to prevent driving while fatigued?

Stimulants was the most common response, accounting for almost one in three responses, while one in five employed naps or breaks while driving and seeking alternatives to driving if they felt fatigued.

## **Key findings included:**

- 30 per cent used coffee or energy drinks to combat the effects of fatigue;
- Another 12 per cent responded with commonly held myths, such as loud music or air conditioning;
- 21 per cent took naps or breaks during the journey, with many planning rest stops as part of long drives;
- 20 per cent sought alternatives if they felt too tired to drive, such as asking someone else to drive or public transport – many respondents said ‘not drive’ but did not elaborate on what alternative method they would employ; and
- One in six (16%) said ensuring they had sufficient sleep or were well rested, indicating effectively preventing fatigue involved forward planning.

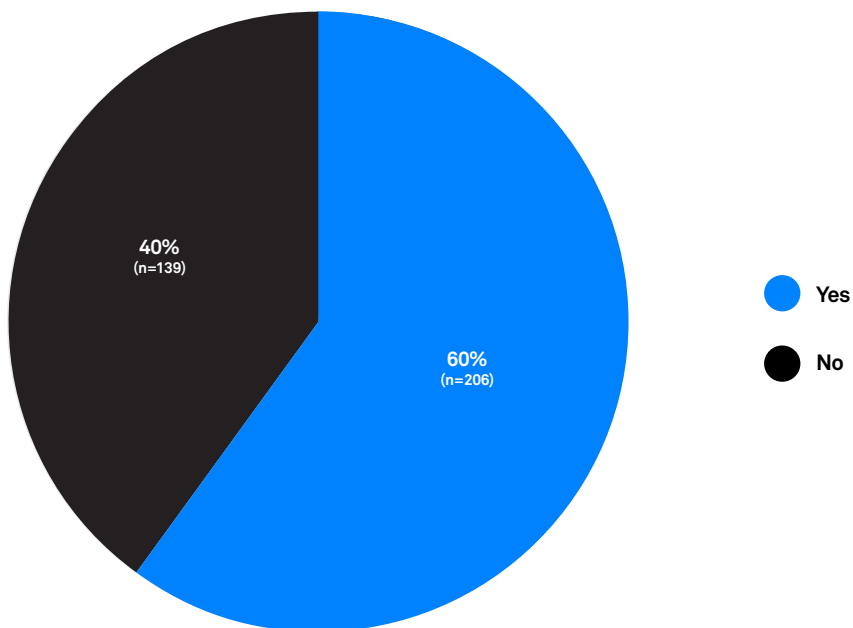
While only a small minority, of concern was that about 2 per cent of responses indicated that choosing not to drive when fatigued was not feasible, as demonstrated by responses such as “I will just drive if I’m fatigued”, “Usually I don’t have a choice and have to get home” and “It’s required as part of my work and they’re aware of our levels of fatigue...driver fatigue is not a legit reason to stop driving when fatigued”.



# Have you had any first-hand experiences of driver fatigue?

Of the 200 (60%) respondents who had experienced driver fatigue first hand, the majority volunteered further information:

- Most described isolated circumstances where they were aware they were taking risks due to driving fatigued but there were no consequences. Few outlined feeling that they had no other choice to take the risk, and most of these circumstances were work related rather than in their personal lives.
- Almost one in five (19%) described a 'near miss', commonly microsleeping ("nodded off", "dozed off") but waking before an incident occurred. In most of the near misses, audible lines on the road woke the driver.
- About 5 per cent detailed an experience where fatigue had led to a "car accident". Most of these were minor collisions with minimal damage or consequences, however some isolated instances did result in significant consequences: "Yes, I had a severe accident as a result of being tired and mentally exhausted"; "My friend fell asleep at the wheel and woke up wrapped around a tree"; and, "Yes, I had a major head on collision as I went through a red light while driving while fatigued".



# Victoria

# What do you think 'driver fatigue' means?

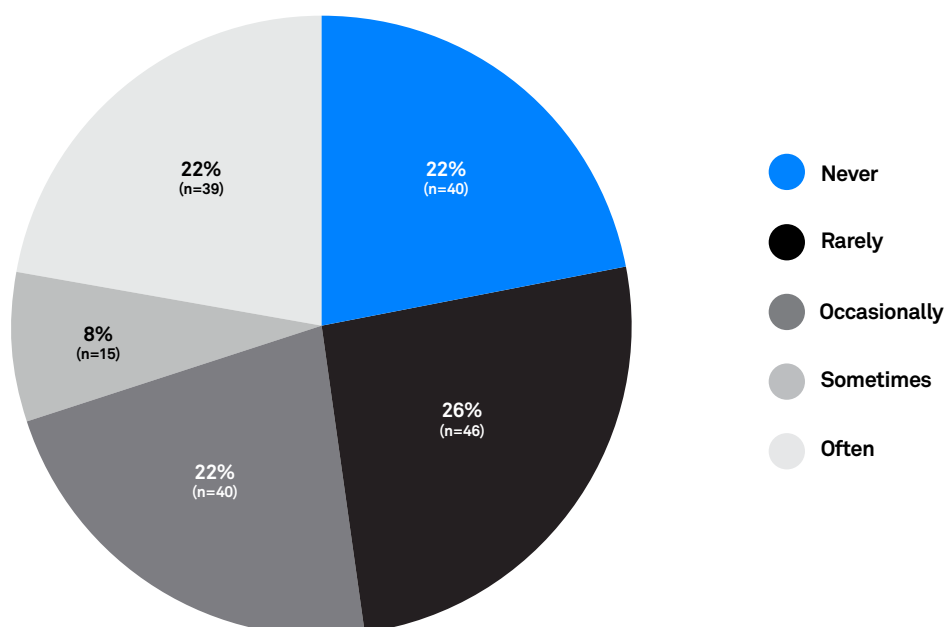
Fatigue was synonymous with tiredness, with by far the most common answer among the 180 Victorian respondents being 'driving tired' or 'being tired while driving'.

## Other (less) common answers mentioned:

- Decreases in concentration or focus
- Increase in distraction
- Being sleepy or drowsy.

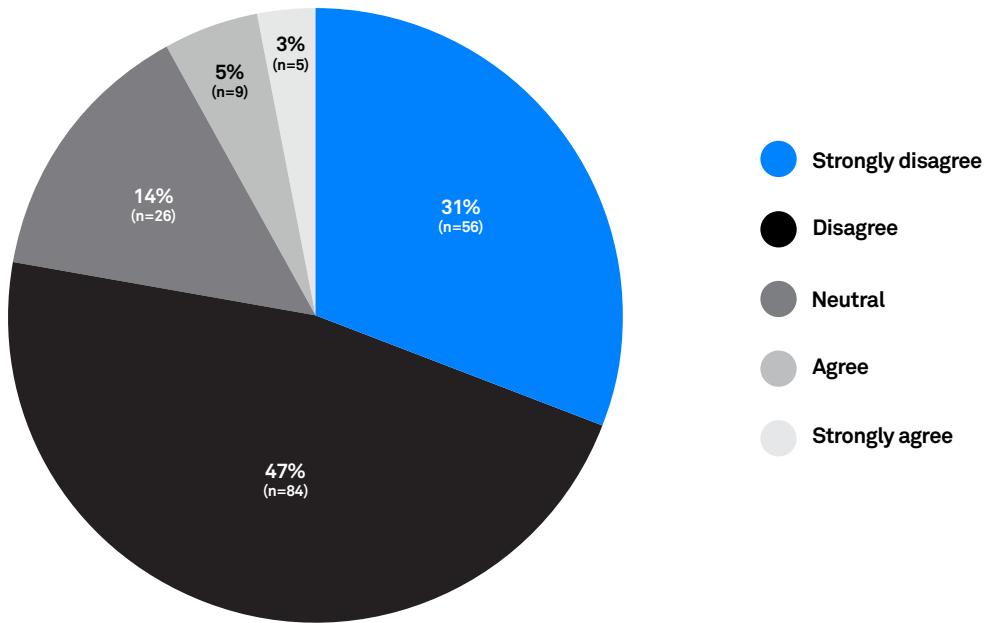
One response was 'sleeping behind the wheel' and another defined driver fatigue as being too tired to operate a vehicle safely.

# In the past 3 months, how often have you driven a vehicle even though you felt fatigued?

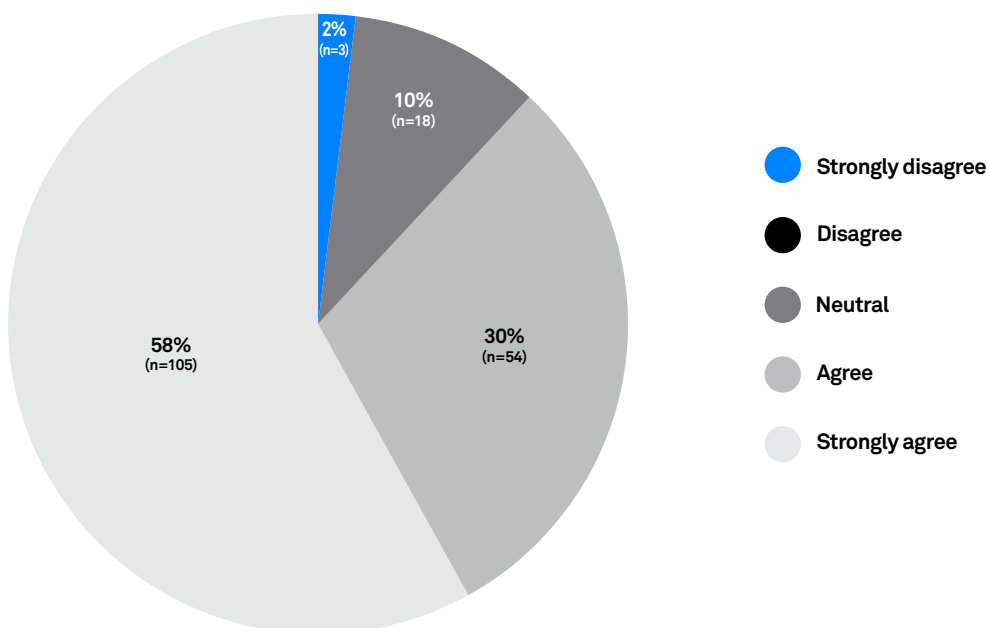


# To what extent do you agree with these statements?

*“It’s okay to drive when you feel fatigued.”*



*“Driving while fatigued increases my risk of crashing.”*



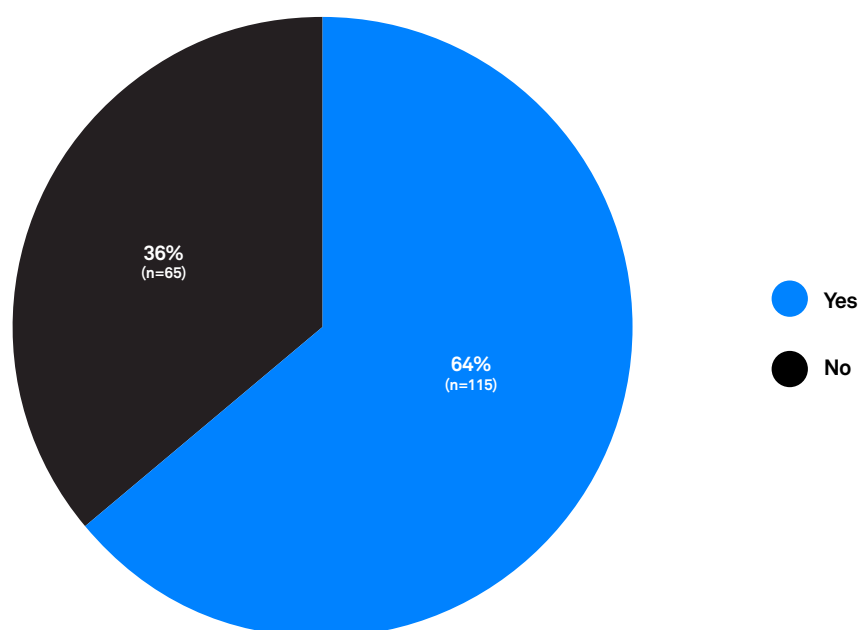
# What do you do to prevent driving while fatigued?

Responses indicated a large percentage of young drivers “got the right amount of sleep” or took naps to prevent driver fatigue. However, a larger proportion chose to drive and used energy or sugary drinks to mask the effects of fatigue.

## Key findings included:

- Naps or taking breaks were a common response, indicated by 27 per cent of respondents;
- Some would choose not to drive when fatigued but most would employ tactics to ‘mask’ the effects of fatigue;
- The most common measure was caffeine and sugar, predominantly through energy and sugary drinks and to a lesser extent coffee, with almost one in three (29%) relying on stimulants;
- Answers indicated myths around ‘cures’ for fatigue were commonly believed, such as playing loud music or winding the window down, with 15 per cent of responses indicating such methods. Interestingly, the same proportion suggested sleep was effective in preventing fatigue;
- Alternatives, such as taking public transport or sharing/asking someone else to drive, were only mentioned by a small number of respondents;
- Of concern is that ‘going straight home’ was seen as reducing the risks and ‘drugs’ were mentioned by a number of respondents.

# Have you had any first-hand experiences of driver fatigue?



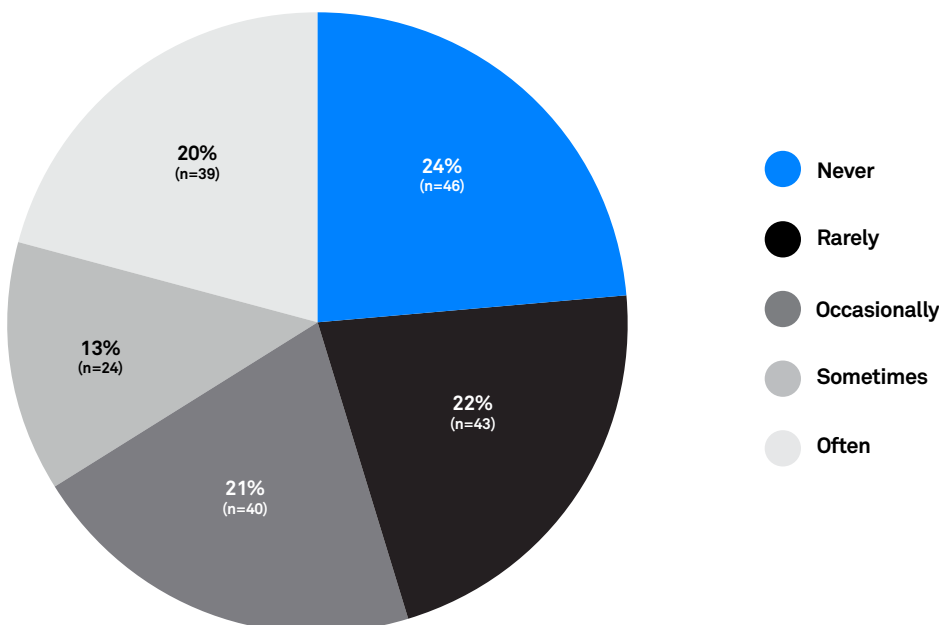
# Western Australia

# What do you think 'driver fatigue' means?

Almost universally among the 192 Western Australian respondents, driver fatigue was defined as 'driving tired', with 'driving tired', 'driving while tired' and 'driving when tired' accounting for more than 75 per cent of responses where a definition was provided.

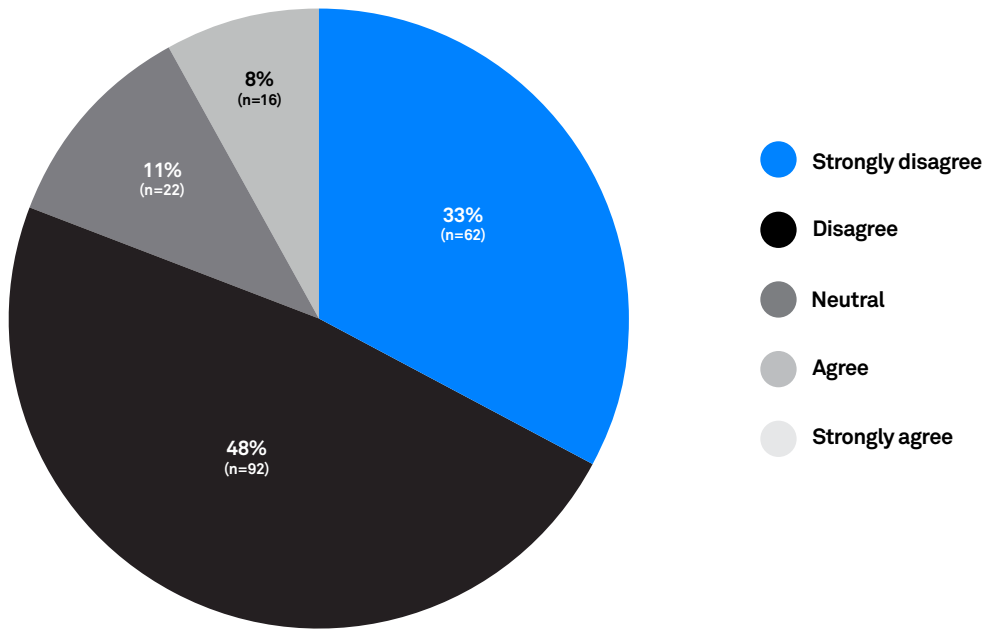
- Interestingly, less than 10 per cent of the Western Australian responses highlighted driving as the potential cause for the fatigue – these responses mentioned prolonged periods driving, lack of sleep or long work hours as the cause.
- Almost all other responses suggested the driver was in some stage of fatigue before getting behind the wheel.
- A handful of responses referenced the effects of fatigue and its impact on a driver's ability to drive safely, including slower reaction times and impaired concentration or focus.

## In the past 3 months, how often have you driven a vehicle even though you felt fatigued?

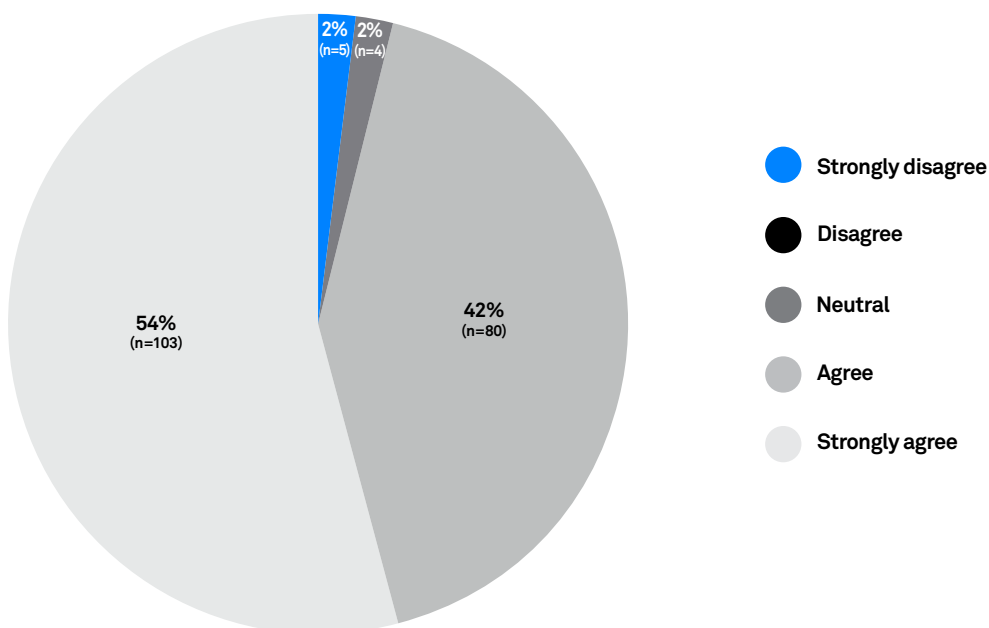


# To what extent do you agree with these statements?

*“It’s okay to drive when you feel fatigued.”*



*“Driving while fatigued increases my risk of crashing.”*





# What do you do to prevent driving while fatigued?

Responses indicated that caffeine, in the form of energy drinks or coffee, was the most common 'preventative' measure, and that common myths were also employed. Sleep, naps and alternatives were mentioned frequently, but not as commonly.

## **Key findings included:**

- 28% of respondents mentioned coffee or energy drinks;
- 23% mentioned other commonly believed myths such as winding down the window or putting on loud music;
- 18% of respondents indicated they planned ahead by ensuring they had sufficient sleep;
- 16% mentioned alternatives to driving, such as public transport or staying at a friend's house; and
- 13% said pull over and take a nap.

While a significant percentage of young drivers in WA will avoid driving fatigued, particularly by planning ahead if they know they will be driving for lengthy periods or have early starts/late nights, it is of concern that more than half employed commonly believed myths, including relying on stimulants. Perhaps of most concern were these two responses: "coffee and dexies", and "I drive faster".

# Have you had any first-hand experiences of driver fatigue?

The majority of respondents had first-hand experience of driver fatigue, with driving long distances or long working days commonly attributed as the cause.

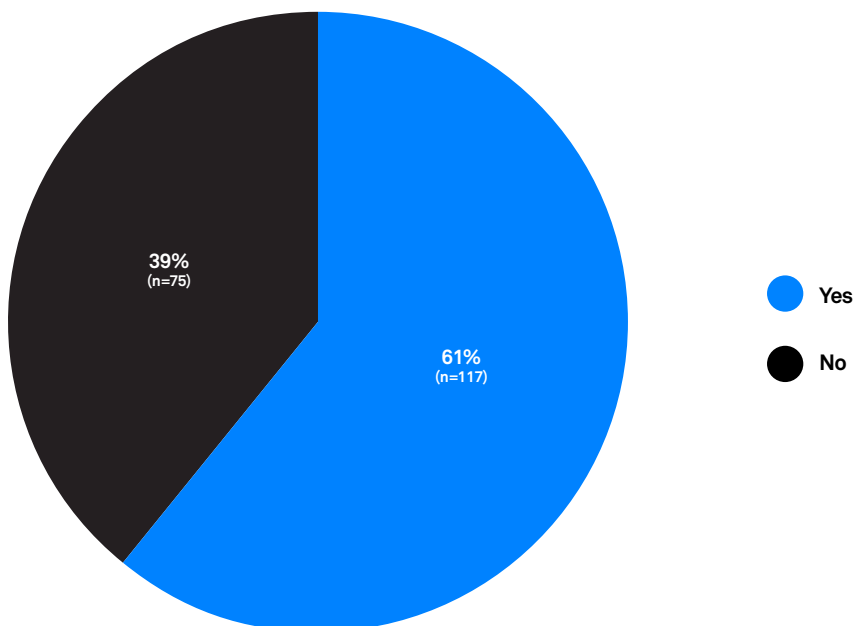
Another common response was along the lines of: "Yes, but no serious consequences". This indicates that many drivers are aware that fatigue could have significant consequences, and that the 'experience' of fatigue had no consequences for most.

## A few responses indicated first hand experiences were 'near misses' with potentially significant consequences, including:

Yes – almost had a head on collision because another car's driver fell asleep;

Yes. I used to work till midnight in a cafe. I fell asleep at the wheel multiple times and nearly crashed, luckily the emergency lane woke me up;

Yes. I dozed off at the wheel and the white lines on the side of the road made the noise to wake me up; I have almost fallen asleep a few times while driving.



# Queensland

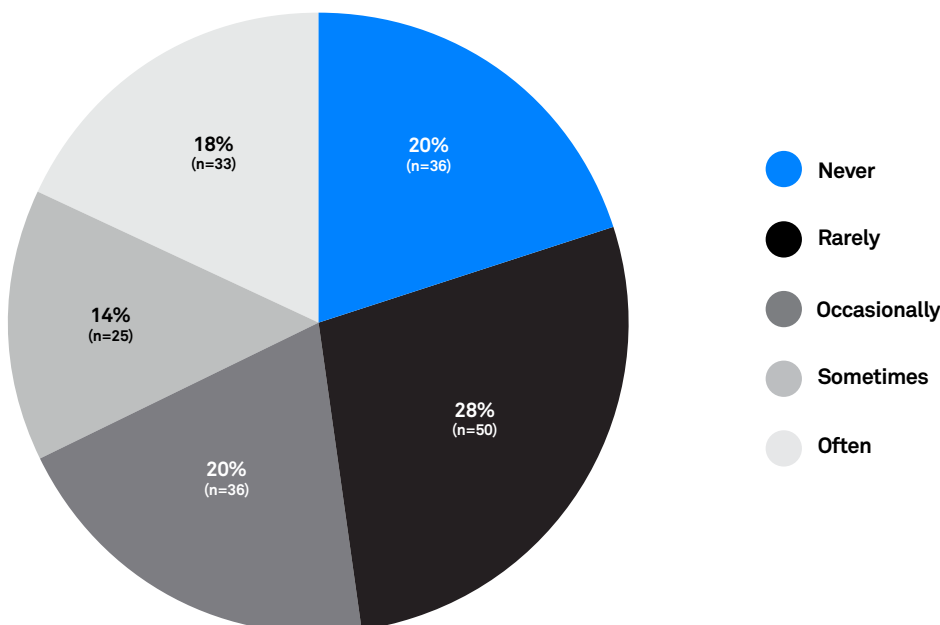
# What do you think 'driver fatigue' means?

For young drivers in Queensland, driver fatigue is defined as 'driving while tired' in the vast majority of cases (76%). About 10 per cent of the 180 respondents in the state referred to driving causing the fatigue, typically by "driving for too long".

Other responses mentioned sleep deprivation and the link between lack of sleep and impaired performance, such as the ability to focus, concentrate and make safe decisions.

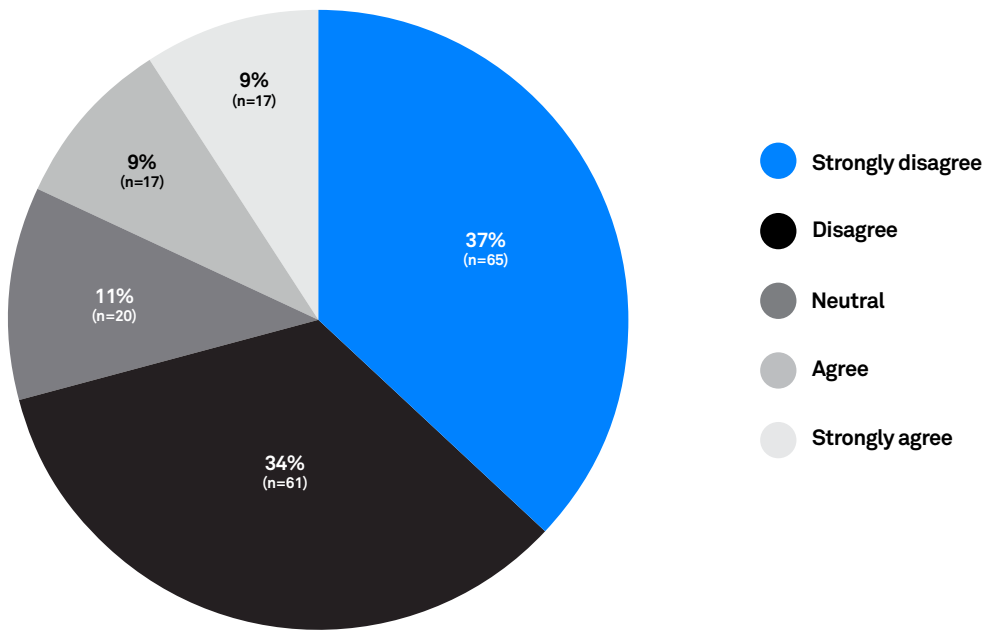
One response equated driver fatigue as a "similar risk factor to being intoxicated" while the flippant "It means David wrecks the Honda Accord" similarly demonstrates an understanding that there is risk attached to driver fatigue.

## In the past 3 months, how often have you driven a vehicle even though you felt fatigued?

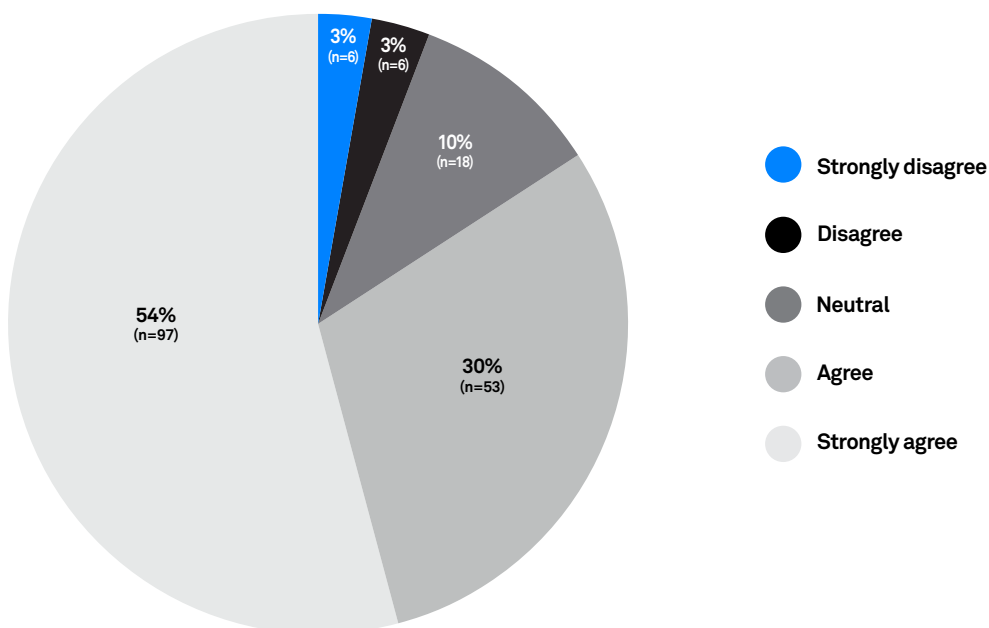


# To what extent do you agree with these statements?

*“It’s okay to drive when you feel fatigued.”*



*“Driving while fatigued increases my risk of crashing.”*



# What do you do to prevent driving while fatigued?

Stimulants was the most common response to 'preventing' fatigue, however ensuring they had enough sleep to be alert when driving was the second most common response.

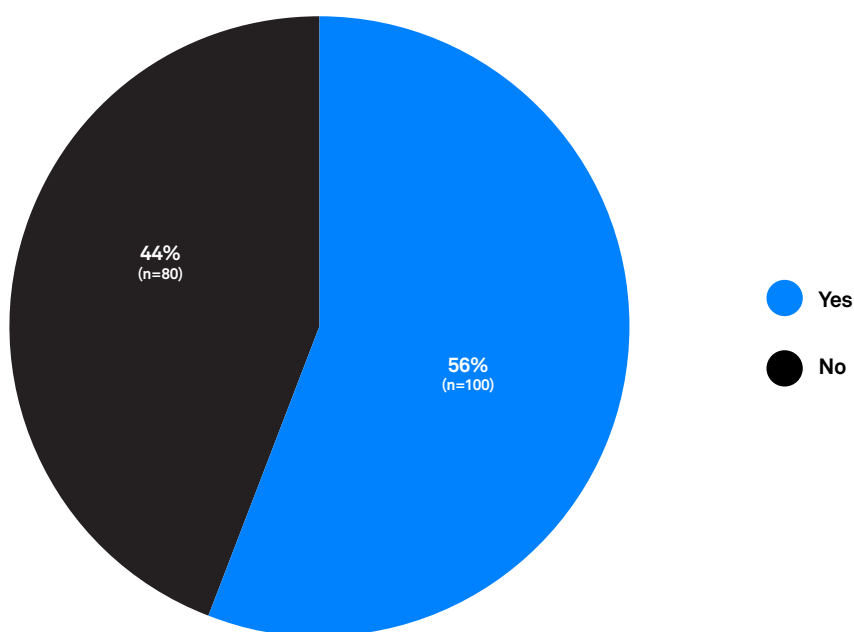
## **Among the young Queensland drivers who provided a response:**

- One third (32%) mentioned coffee and energy drinks, with one suggesting "No doze works ok";
- Another 11 per cent employed other common myths, such as winding the window down, turning up the air conditioning or playing loud music;
- Getting enough sleep was another common response (29%), indicating respondents would be alert and 'awake' when they began driving;
- Another 10 per cent would take regular breaks and 8 per cent would seek alternatives, such as public transport or sharing the driving.

Interestingly, about 7 per cent of total responses indicated they would simply not drive if they felt fatigued. However, on the flipside, a similar figure felt they had no option and would drive regardless of their mental or physical state, reflected in such responses as: "I don't have the option. If I need to drive, I do it fatigued" and "Not something I can worry about. I need to get to work every day".

# Have you had any first-hand experiences of driver fatigue?

Of the few 100 'yes' responses that elaborated on their first-hand experiences, driving late at night or in the early hours of the morning were common themes. Three drivers had fallen asleep at the wheel, one on two occasions, however the most severe consequence mentioned was hitting a road sign.



# Conclusions and Future Steps



# Conclusions and Future Steps

Australian road and work safe agencies have unilaterally identified young people as a vulnerable cohort. Not only do young workers have a much higher likelihood of being injured at work, but younger road users continue to be over-represented in road trauma statistics across the country. While changes to licensing laws have improved outcomes for young road users, in particular reducing rates of fatality, a significant challenge continues for this at risk and over-represented group in both their work and personal driving. It is reasonable, however, to want more; to move beyond statistical representations and instead find a way in which young people are heard and seen and authentically involved in policy- and decision-making that directly impacts their lives and livelihoods.

The existing literature on young people and government policy making reveals a clear message: young people who feel excluded from decision-making are likely to disengage from the conversation. In contrast, young people who are engaged by government and decision-makers in meaningful dialogue and information exchange are more likely to feel that they have agency over the challenges before them and are prepared to participate in problem-solving to effect positive behavioural change. Key to this agency, and to the meaningful amplification of the voices of young people more generally, is empowerment – when young people are given the opportunity to set the agenda and evaluate the work they are engaged in, the results are overwhelmingly positive for all parties.

The Re:act initiative not only empowers young people to create and control the narrative around road and workplace safety campaigns for their peers, but a core element of the Re:act program is their primary research, which provides government and decision-makers with invaluable insights into the lives and minds of young road users. The key findings and recommendations, informed by the research findings presented in this document, provide valuable insight and opportunity for government to address the challenges of effectively engaging young people.

**Key Finding:** Overwhelmingly, young people can identify risky on-road behaviours.

**Recommendation One:** State and Federal Governments use the Re:act initiative to open a meaningful dialogue with young people around road safety and driver behaviour. This could include the formal incorporation of the Re:act initiative into work and road safe agencies' annual planning for education and advertising campaigns targeting young road users.

**Key Finding:** Despite being able to identify risky on-road behaviours, young people rely heavily on myths and falsehoods to attempt to address or correct those behaviours.

**Recommendation Two:** Education and advertising campaigns targeting young people avoid paternalistic framing that focuses on the dangers of certain behaviours and instead ensure that young people are provided with viable, realistic and pertinent alternatives and solutions to risky on-road behaviours via these campaigns.

**Key Finding:** While young people are not an homogenous group, the experiences of young people as road users were common across all jurisdictions.

**Recommendation Three:** State-based road and work safe authorities collaborate through the Re:act initiative to address on-road behaviours of young drivers to ensure a nationally consistent response.

Young people neither believe they have all the answers, nor do they seek unrealistic responsibility when it comes to the development of solutions to the challenges they face. What is clear, however, from Re:act and other research, is that young people desire to be included in a meaningful way in the decision-making process and that they enthusiastically embrace opportunities that go beyond traditional consultative groups or committees. Re:act provides young people with an opportunity to take control of a key aspect of their lives – how they are communicated to around road and work safety – and harnesses their commitment and engagement to facilitate authentic and sustained behaviour change.

1. See: <https://www.worksafe.vic.gov.au/news/2016-09/young-workers-vulnerable-workplace-injuries>; [https://www.worksafe.qld.gov.au/\\_data/assets/pdf\\_file/0014/17105/young-workers-toolkit.pdf](https://www.worksafe.qld.gov.au/_data/assets/pdf_file/0014/17105/young-workers-toolkit.pdf); <https://www.worksafe.act.gov.au/health-and-safety-portal/safety-topics/new-and-vulnerable-workers>; and <https://www.safeworkaustralia.gov.au/media-centre/young-workers-tell-us-their-views-work-safety>.

2. Australian Government, Department of Infrastructure and Regional Development. (2013). "Young Adult Road Safety. A Statistical Picture," [https://www.bitre.gov.au/sites/default/files/is\\_051.pdf](https://www.bitre.gov.au/sites/default/files/is_051.pdf), Bureau of Infrastructure, Transport and Regional Economics (BITRE), Canberra.

3. Davis, S. (2007). "Myths of the Generations: Baby Boomers, X and Y." *Overland*, No. 187. 4 – 14; and, Bell, J., Vromen, A. and Collin, P. (2008). "Rewriting the Rules for Youth Participation, Inclusion and Diversity in Government and Community Decision Making. Report to the National Youth Affairs Research Scheme (NYARS)," Sydney.

4. Dunn, A., Foot, J., Gaventa, J. and Zipfel, T. (2007). "Champions of Participation: engaging citizenship in local governance." United Kingdom: LGA; and, Larson, R., Walker, K. and Pearce, N. (2005). "A comparison of youth-driven and adult-driven programs: Balancing inputs from youth and adults." *Journal of Community Psychology*. 33(1). 57 – 74.

5. Sagers, S., Palmer, D., Royce, P., Wilson, L. and Charlton, A. (2004) "Alive and Motivated": Young People, Participation and Local Government. National Youth Affairs Research Scheme, Canberra.

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