

L2P - learner driver mentor program: extending driver licensing reach to disadvantaged communities

August 2012



Victorian Graduated Licensing System

- 2007 onward mandatory minimum 120 hours supervised driving experience for all learner drivers aged under 21 years in Victoria
- Concern that a small percentage of the community would struggle to gain the 120 hours
- Transport Accident Commission (TAC) committed \$9 million to develop and pilot a community program

L2P
LEARNER
DRIVER
MENTOR
PROGRAM

Objectives of the L2P program

- Reduce crash and injury rate of young novice drivers by ensuring they obtain 120 hours supervised practice
- Increase equity of opportunity for all young Victorians to be safer and obtain a driver's licence
- Facilitate employment, mobility and social connection

The L2P model

- Community based volunteer mentor supervising driver program
- Importance of community engagement and mentoring in building and sustaining L2P
- Funding model pays for coordination and some operating costs
- Requires in kind, donations and sponsorship as well
- Supervising drivers and learners screened for suitability, supervising drivers trained by VicRoads appointed trainers

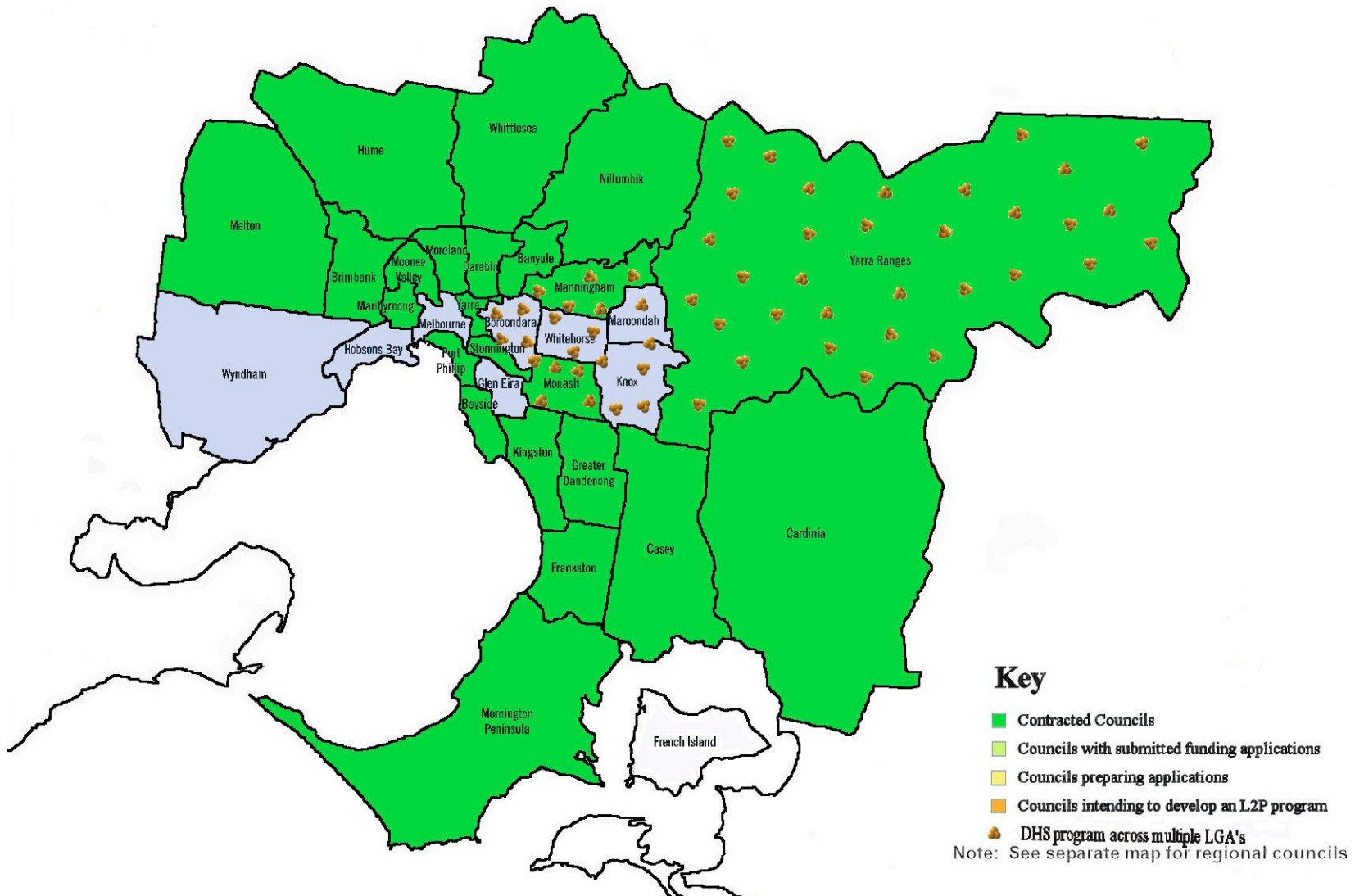
Reach

- 55 programs operating across 60 of 78 Victorian LGAs
- 24 metropolitan and 31 rural programs
- Potential for limited expansion
- 2 specialist DHS programs
- One rural indigenous community program
- Several programs with high CALD representation



Implementation maps

L2P Program Implementation - Metropolitan Councils



Progress

- Capacity 1,800 young people per annum
- At 31 March 2012:
 - 1,050 supervising drivers trained and in cars; 460 waiting to be matched
 - 1,300 learners in cars; 600 waiting to be matched
 - 60,000 hours of driving practice provided in total; 11,000 hours per quarter
 - Approximately 400 young people had gained a probationary licence

Focused L2P programs

- Young people involved in L2P all have disadvantage with regard to GLS access
- Metropolitan DHS programs include young people with severe long term disadvantage and often offending behaviour
- Rural Indigenous focused program has strong local roots, is managed by an Elder and is in an organisation that runs complementary programs
- CALD community represented in all L2P programs, however one metropolitan program focused on CALD young people. Success factors similar to the Indigenous program

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Learnings and evaluation

- Setup
- Operating model
- Training
- Program options
- Evaluation

Conclusions

- There is strong community support for L2P, suggesting a genuine need for the program
- The partnership approach is a key strength
- L2P offers a broad range of road safety and social benefits
- The L2P model fundamentals are transferable across community groups