Driver Training Australia

Risk Part Two
Objective Risk

What is Objective Risk?

In the last session we looked at the problems associated with Subjective Risk Assessment, and why asking drivers to "Drive carefully" or "Take it easy" doesn't really change driver behaviour. Objective Risk Assessment is an effort to help drivers make better decisions about their safety. Speed limits are an attempt to set an objective (measurable) dimension to decision making. However, speed limits are only safe in the best conditions. At night, in the wet or complex situations, safe speeds will be far lower than the limit.

Good News

There is some good news about avoiding crashes. Where and how people crash is well known. On your course you will discuss the 10 main crash types. This is important information for preventing crashes.

Strategies

It is true that driving with your headlights on, called daytime-running-lights (DRL), will reduce your chances of crashing by about 6%, but what about the other 94%? No single strategy can protect you from all crashes.

Can I stop or avoid a crash?

Many training courses teach swerving to avoid a crash. This is problematic if you haven't practised swerving or don't have the space to serve into. It's better to travel at a speed you can stop to avoid known crashes, or drive away from a rear-end-crash if you need to.

Crash Avoidance Space

Some drivers like to know objectively how much space they need to avoid a crash. Take a look at the table if you're one of those drivers.

Speed	Distance	Crash Avoidance Space
40 kph	18 metres	1.5 Seconds
60 kph	34 metres	2.0 Seconds
80 kph	55 metres	2.5 Seconds
100 kph	84 metres	3.0 Seconds
Adverse Conditions	Distracted, tired, wet road, gravel, bend or down hill…	+ 1 second for each adverse condition

Protect your CAS

If something could get into, or is actually in your CAS you are at risk. Low Risk Drivers use this method to give themselves feedback on risk-taking regardless of the speed limit.