Final Report for the 2024 Road Safety Fund Community Grants Program

Project title:	Ageing Driver Education and Assessment
Implementing organisation:	Capital Road Safety Education T/A the Road Ready Centre
Reporting period:	28/11/2025 to 31/07/2026
Date of submission:	31/07/2026
Appendix A	Data analysis report

Executive Summary

In 2024, Capital Road Safety Education P/L(CRSE) T/A Road Ready Centre recognised a need for an intervention program for aging drivers based on information such as:

- In Sept 2024 ABC News Reported that a national insurer had found "Australians over the age of 65 are the most likely cohort to be involved in a crash on the road."
- Over the 10 years to 2024, total annual road deaths increased by 85 (7.0% increase). In contrast, deaths for the 65+ age group (older people) increased by 38 (14.1% increase) *(SOURCE: Dept of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts, datahub).*

CRSE was subsequently awarded funding under the ACT Government Road Safety Grant Scheme, to deliver an education program to ageing drivers, targeting people over the age of 55.

The program was titled the "Ageing Driver Education and Assessment" project and consisted of a 2-hr presentation and free on road coaching sessions. Attendees could receive up to 3 on-road coaching sessions.

The key objectives of the project were to:

- Update ageing drivers on recent changes to road rules or new road rules.
- Help ageing drivers understand modern vehicle safety technology
- Educate ageing drivers on low risk driving techniques
- Help ageing drivers to be able to self-assess their driving ability and encourage them to identify when it is time to cancel their licence.
- Help ageing drivers plan for a non-licence future

The presentations were delivered primarily at retirement villages, but also at COTA in Deakin, a religious groups venue and at Road Ready Centre's Kambah Training Centre, to a total of approx. 400-450 people, ranging in age from 57-94.

Delivery of presentations mostly occurred in the Tuggeranong, Woden and Gungahlin areas.

Attendees who elected to undergo an on-road coaching session were picked up and dropped off at their nominated locations by an accredited driving instructor, who during the session observed and coached the driver to help them recognise areas for improvement and to give them feedback on their driving. A total of 148 on-road coaching sessions were conducted.

Post presentation and post on-road coaching surveys demonstrated positive results, demonstrating the project was effective and achieved the desired outcomes.

The crash statistics for ageing drivers, the enthusiastic reception of attendees and the outcomes of the project demonstrate a need for the consideration of ongoing education/interventions for ageing drivers to improve their safety, and the safety of others, on the road, and to assist them to gauge their own driving and make a personal choice on when to surrender their licence and not wait until they have an incident or are forced to surrender it.

The project

The content of the components is described here.

Presentation

- Introduction and background to the need for the program.
- A road rules quiz, including questions on recently introduced or changed road rules; discussions were developed during the quiz about the rules, in particular the reasoning behind each specific rule covered in the quiz.
- A presentation on modern vehicle safety technology; purpose, effectiveness and how the technology works
- A presentation on Zero Emission Vehicles
- Low risk driving techniques: Managing vision, speed and space
- Self-evaluation of driving ability; things to consider such as reaction time, vision, cognitive ability, etc.
- Transitioning to a non-licence lifestyle

On road coaching

These voluntary 1-hour sessions were conducted 1 on 1 by accredited driving instructors. The purpose of the sessions was for the instructor to observe the driver, identify areas for improvement and use coaching techniques to assist the driver to develop in these areas.

While not the objective of the coaching sessions, instructors were to report any driver that they felt represented a danger on the road, which would then be reported to Access Canberra for follow up.

The Cohort

The cohort consisted of people aged between 57 and 94 years of age and consisted of approx.66% females and 34 % males.

Key cohort characteristics (from pre-program surveys):

- 50% drive every day
- The main motivation for driving is to access services (33%)
- Accordingly, the most common destination is the nearest town centre
- They mostly drive with no one else in the vehicle

Please refer to the attached survey data analysis report for more detailed information.

During the delivery of the project:

1. 18 presentations were delivered to between 400 & 450 people, and
2. 148 on-road coaching sessions.

General information about this cohort indicated through the surveys conducted as part of this project includes that:

- They drive regularly (at least a few times per week)
- They drive mostly to access services and for social and family reasons
- They drive mostly local to their residence
- They are mostly driving with no passengers
- Had an average understanding of vehicle safety technology prior to the presentation
- The large majority of this cohort and either comfortable or confident with their current driving skills, but at the same time 66% are sometimes anxious when driving.
- Their anxiety is mostly related to heavy traffic, night driving, weather conditions and unfamiliar roads.
- Around half of these drivers recognise some deterioration in their driving ability
- Most are considering giving up their licence in the next few years.

Methodologies:

Presentation
The presentation was delivered by a road safety facilitator with 22 years' experience in the sector including facilitating road safety education to pre-learners, learner drivers, provisional drivers, people charged with drink/drug driving, special needs cohorts such as within correctional facilities and ageing drivers.

The presentation was delivered in an interactive style, encouraging attendees to voice their opinions, question information, etc.

On-Road Coaching
The on-road coaching sessions were delivered by ACT Accredited Driving Instructors and were delivered in a coaching format where instructors encouraged participants to self-identify areas for improvement and solutions.

Key components:

This project was focused on engaging with ageing drivers and to help them specifically with:

1. Updated road rules
2. Modern Vehicle technology
3. Safe driving techniques
4. Self-assessing their driving ability and encourage them to identify when it is time to cancel their licence.
5. Planning for a non-licence future.

Vehicles used

- Mostly company instruction vehicles with dual controls, but
- Some attendees did the coaching sessions in their own vehicles
- We had one vehicle specifically purchased to bring to presentations and do on-road sessions with. This vehicle was of the type we would recommend ageing drivers consider. We could not afford to dedicate this vehicle entirely to this project and it was used for delivering learner driver lessons as well. The vehicle was present for approx. 6 presentations and around 18 attendees viewed the vehicle and discussed its features at the end of their presentation.

Description of activities undertaken during the reporting period:

Program Objectives:

- 12 presentations to approx. 15 attendees (180 attendees)
- Up to 300 driving lessons

Upon completion of the program, we delivered:

- 18 presentations
- 148 driving lessons
- Approx. 400-450 people attended the presentations

Comments:

1. We delivered 6 extra presentations to more than double the KPI of 180 attendees.
2. We delivered 152 less driving lessons than we were capable of under the funding, based on 12 presentations. As the project was rolled out it became apparent that the demand from the cohort for driving lessons was less than

anticipated, but the demand for the presentation was more than anticipated. In response to this we pivoted quickly to address what the cohort was demanding to meet their needs by scheduling another 6 presentations Therefore, the project was delivered in the format that the cohort demanded and as a result achieved maximum outcomes.

3. Many presentation attendees were suspicious about the lessons (worried they were a test and that it may affect their licence), many didn't feel they needed them and many weren't interested for other reasons. We believe it is a combination of these factors which led to a lower number of lessons than was hoped for.

Outcomes

According to pre and post program survey results:

- There was an 11% improvement in understanding of the road rules included in the presentation.
- An average improvement in understanding modern vehicle safety technology of approx. 25%
- A small reduction of approx. 10% in attendees' perception of their safe driving, i.e. they rated themselves as less safe after the presentation and on-road coaching than what they perceived themselves as prior to attending. (*)
- Ability to self-assess own driving: 99% of attendees agreed the presentation helped them to be able to gauge their driving ability.
- 73% of respondents to the surveys indicated that the presentation and on-road coaching helped them to plan for a non-licenced future.

(*) This result is a positive one. It represents a more accurate self-evaluation of attendees, after undergoing the education and training. This is the normal outcome after conducting driver education and training.

Refer to Appendix A for detailed information on the data.

Aside from the lower than anticipated demand for the on-road sessions, this program was very well received. Our largest presentation was to 65 people, which was our first one, at COTA.

We received very positive feedback from each presentation including from attendees and the venues themselves.

The program got well known within this cohort, so that we had people and venues approaching us to see if we would run it at their location. It has resulted in us making the decision we would like to offer a version of it in the future, paid for by the venues or the attendees.

It became clear early that many people in this cohort feel forgotten in regard to driving and licencing and were very thankful that we had considered them by implementing the program.

Summary

Our conclusions are that this project has largely met, and exceeded, expectations. It surpassed the KPI for the number of presentations, and while the number of on-road coaching sessions was lower than hoped, there were still 148 sessions conducted and given the challenges in converting presentation attendees to on-road coaching sessions (refer to the survey data analysis for detail) this represents a strong outcome.

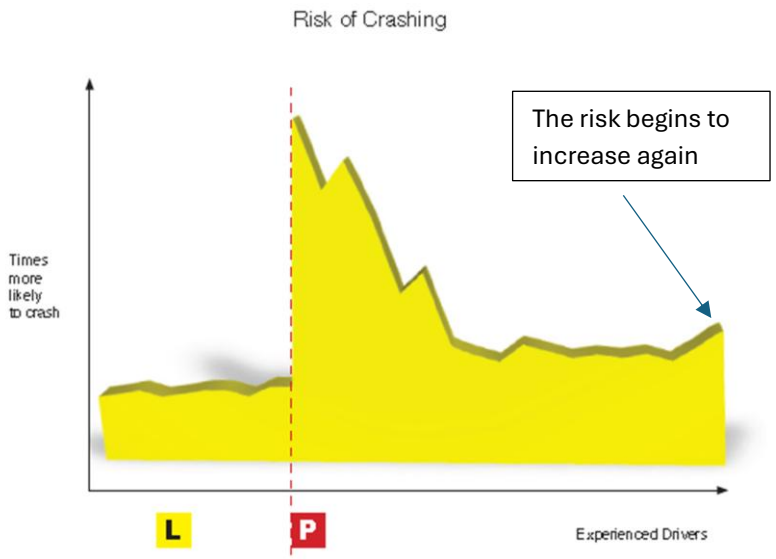
It was clear during presentations that this cohort was looking for engagement in this area (driving, licencing and road safety) and were feeling unsupported by the ACT Government. As a result, they were very grateful that this project was implemented and that they had the opportunity to engage with it.

The data analysis demonstrates that attendees of this project improved their knowledge of the road rules, modern vehicle safety technology, ZEV's, safe driving techniques and what to consider with new vehicles and for a non-licenced future.

The project outcomes clearly show a demand and need for an ongoing program to educate and assist ageing drivers to both maintain a licence as long as it is safe for them to do so but also to support them to continue to drive while safe and to help them transition to a non-licence future.

Key Presentation Components

Crash risk graph



Early in the presentation we presented to the attendees this graph which shows the risk of being involved in a serious crash based on years of driving. This graph clearly

shows that learner drivers are the safest drivers on the road, P Platers are at a very high-risk level, and fully licenced drivers are at a reduced level of risk compared to P Platers, but still higher than Learner drivers. It also shows that the risk begins to rise again for ageing drivers.

Attendees were very engaged in the discussion about who's least and most at risk of crashing on the road based on the graph and were almost always a bit shocked that over 65's are the most common drivers in crashes. This worked well to get attendees involved and interested in the rest of the content.

Road Rules Component
This was always an interesting part of the presentation to deliver. It involved taking a sample of questions in the Road Rules Knowledge Test for pre-learner drivers and administering them to this cohort. The cohort found this a bit of a fun exercise, and it generated a lot of discussion about the rules.

Over the 18 presentations, it became clear that this cohort least understood:

- Alcohol – How long we can still be over the limit after consuming alcohol.
- Roundabouts – in particular, indicating off a roundabout.
- Merging and form one lane rules.
- The rules related to centre lines, in particular turning across them into driveways.
- The rules about keeping space when passing cyclists and that it is now legal to cross over any painted lines to pass a cyclist if it's safe.
- Minimum safe following distance of 3 seconds.
- Motorcycle lane filtering.

There was average knowledge about the minimum space to keep when passing a cyclist and lane discipline (that you can be in any normal lane on roads up to 80kph)

Vehicle Safety Technology
It was clear that most attendees didn't know what safety technology is installed in their vehicle and that they didn't how the safety technology worked and when it would be triggered for the active safety features.

Unfortunately, most attendees either didn't get a lesson or took their lessons in our cars, so we didn't get to go through what technology their vehicles have installed for the majority of attendees.

We purchased a vehicle to display at the presentations, which we could go through its technology for anyone who was interested. We were able to make the vehicle available for the first tranche of presentations but found that only about 3-4 attendees took the time to look at the vehicle and go through its features. After this, the vehicle was constantly in use for lessons, although it was also used in on-road sessions for ageing drivers as part of this project as well.

Recommendations for purchasing a new vehicle
This may have been the least interesting component for most attendees. Many are driving the final vehicle they will own; others had already considered many of the factors we discussed; at the same time there were attendees who expressed that the information was helpful.

ZEV's (Zero Emission Vehicles)
Unsurprisingly, this topic had the most contentious discussions; it is a topic that people have quite strong opinions about.

We made it clear that ZEV's are a personal choice and everyone has their own opinions and thoughts about them.

We found even attendees who own a ZEV or Hybrid vehicle mostly did not understand all of the potential disadvantages, although they understood the advantages because they are experiencing them. There was also a low understanding of regenerative braking and how it operates.

Safe driving
Attendees found this component useful, but most considered they are driving safely already. Even so they were open to the recommendations and as in the road rules component, there was a strong realisation within the cohort they are probably not keeping enough space to vehicles in front when following. Just this understanding may help to reduce incidents on the road.

Monitoring own driving and an unlicenced future
Attendees were mixed in terms of how much consideration they had given to the future. We found that the concept of monitoring their own driving was accepted as necessary and the component did help them with ideas on what to monitor and the component also helped the cohort understand what the requirements are to maintain a licence in the ACT as well as when it does come time that Access Canberra takes a supportive approach rather than an approach of looking to cancel licences. By this we mean looking at the possibility of restrictions first, rather than cancellation.

On road coaching
The on-road coaching was conducted in 1-hour blocks. Attendees to the presentation had up to three on-road coaching sessions available to them as part of the funded project.

These sessions were mostly conducted in one of our vehicles with dual controls for safety reasons, but if an instructor was comfortable to do so were also conducted in the attendee's vehicle, which is what most attendees preferred. Instructors would pick the attendee up at their nominated location and drop them off at their nominated location as well.

The on-road session was coaching, not instruction. This is an important point to make. Instruction involves telling a student what they need to do, whereas coaching is

where the instructor will observe the attendee driving and provide suggestions and tips as well as feedback and they will work with the attendee to identify areas for improvement and encourage them to identify solutions. Instruction for this cohort is unsuitable, coaching however is very powerful because it respects the cohort's lifetime of driving experience and empowers them to self-assess and develop solutions that are suitable for them.

Feedback was provided verbally and in a feedback form to the driver, a copy of which was not retained by us.

As part of this project, it was incumbent upon us to report to Access Canberra any attendee who represented a risk to the community through their driving. No attendee was identified.

Surveys

The completion of the surveys was not as simple as we thought it would be. Please refer to the survey data analysis for more details.

Some key points to note:

1. We arranged for a driving lesson for an attendee who is about to tow a caravan for the first time on holidays around Australia. He attended a presentation and expressed his concern at towing a caravan. We delivered this lesson outside of this funding.
2. Feedback on the presentations has been outstanding. The presentations were extremely well received with attendees both verbally and in written feedback expressing how much they learnt. So even if we did not provide all attendees with an on-road coaching session the project is still having a positive road safety impact.
3. It has been so successful we are looking at ways we can implement it as a permanent program, through funding from community group.

Challenges

- How to maximise on-road coaching sessions. When we realised that take-up of lessons was not as high as expected, we took a number of actions to improve take-up resulting in a total of 148 sessions and very good feedback from the drivers who undertook the coaching.
- Completion of surveys by attendees was difficult to manage. Some attendees took a long time to complete the pre-presentation survey; others didn't complete the post-completions surveys and others only partially completed them. We encouraged people to arrive early to have time to complete the pre-presentation survey and tried to ensure they completed the post-presentation surveys.

Ageing Driver Education and Assessment Project

SURVEY DATA ANALYSIS

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Introduction

This is the analysis of surveys administered to people who attended:

- The 2-hour presentation
- 1-hr driving lesson(s)

The analysis will consist of:

- Pre-presentation surveys
- Post-presentation surveys
- A comparison of relevant information between pre & post-presentation surveys
- Post lesson surveys

Attendees:

- Approx. 400-450 people attended the presentation.
- 148 Lessons were conducted.
- Average age: The oldest attendee was 94 and the youngest 57. The average age 79.

Age band	Count
55–59	2
60–64	1
65–69	7
70–74	30
75–79	59
80–84	71
85–89	39
90–94	11

Note: This is the total number of attendees who completed both the pre & post presentation survey forms, not the total of attendees and represents a 49% response rate.

Gender:

- Females: 102
- Males: 57

The data:

Collecting responses to the surveys was challenging for a variety of reasons:

- Attendees:
    - taking a long time to complete them
    - having trouble understanding the questions
    - misinterpreting questions
    - leaving the presentation early and not completing the post-presentation survey
    - arriving late and not completing the pre-program survey
    - only completing part of the surveys
    - choosing not to complete the surveys
    - choosing not to answer all questions in the surveys
- Instructors:
    - forgetting to administer post lesson surveys
    - mixing up the post lesson survey with the feedback form for the attendee

This has resulted in a reduced number of surveys completed and an lower number of attendees who completed both the pre- & post surveys and those who completed the post-lesson surveys.

However, you will see that there is sufficient reliable data available from the surveys to provide a good picture of the outcomes of the project and its value to the community and the ACT Government.

Documents submitted:

- Completed ACT Government Final Report
- Survey Data Analysis (this document)
- Survey Data (Aged Driver Education and Assessment Data)

Pre-Program Survey

1. Please tell us about your driving habits and history:

a) How often do you drive? 151 Responses

- Everyday: 50% (75)
- A few times a week: 44% (67)
- Not often: 6% (9)

Analysis: the great majority of ageing drivers drive regularly.

b) What are the main reasons you drive? 401 Responses

- For social reasons: 28% (113)
- To see family : 25% (99)
- To access services and necessities: 33% (134)
- For enjoyment: 14% (55)

Analysis: 86% of aging drivers are mostly driving for accessing services and the ability to see family and socialize.

c) Where do you mostly drive to? 303 Responses

- To the nearest town centre: 43% (129)
- To visit family or friends: 38% (116)
- For recreational purposes such as visiting rural towns: 19% (58)

Analysis: As expected, based on responses to Q1b, driving habits are to access services and social reasons.

d) Who else is normally in the vehicle with you? 201 Responses

- My partner: 34% (67)
- Family members: 13% (26)
- Friends: 12% (23)
- No one: 42% (84)

Analysis: The largest number of respondents appear to normally be the only person in the vehicle when driving, followed by their partner. It can be assumed then that they would not be regularly getting feedback from others on their driving, for example from a partner.

2. In the last 2 years:

a) Have you had any crashes? 147 responses

- 19% (23) respondents reported they had had at least one crash, 82% (124) nil.
- If yes, how many? Respondents: 11
    - 13 crashes in total, = 1.18 per person who responded they had been in a crash.

- If yes how serious were they: Respondents: 12
  - Serious: 1
  - Some damage and minor injuries: 0
  - Minor damage and no injuries: 11 (apart from some receiving scratches)

Analysis: 23 respondents who answered yes they had been in a crash representing 19% of respondents in the last two years. Only 11 people answered how many which totalled 13, giving an average of 1.18 crashes/respondent. Of the 12 people who responded how serious the crashes were only 1 had a serious crash and 11 were minor crashes with no injuries.

b) How many near collisions do you think you've had? 37 Respondents

- Total of near collisions: 84
- Average = 2.27 per respondent

Analysis: This is quite a high average and number of respondents who have had near collisions. It should be noted that the definition of "near collisions" is subjective, but it can also be concluded that the incident being referred to was significant enough that the respondent thought there could have been a collision.

b) Have you received any infringements? Yes / No 137 Respondents

- Yes: 58 (42%)
- No: 79 (58%)

Analysis: This appears to be a relatively high number of drivers who have had infringements in 2 years, compared to other age brackets, although 7 were parking violations. However, there was no data we could find to verify this.

- If yes, how many infringements? 71 (1.22 per respondent who answered yes to Q2b). 20 drivers had more than 1 infringement. *Note:* 11 respondents who answered yes to having had infringements did not nominate how many. We have assumed 1 for each of these.

Analysis: Of the 58 drivers who have had infringements, there were a total of 71, averaging 1.22 infringement per driver. Nearly 10% of these drivers had more than 1 infringement.

- If yes, what were the infringements?

  Speeding: 55

  Parking: 7

  Going through red light: 2

  Not stopping at a stop sign: 2

  Using mobile phone: 1

  No Comment: 15

Analysis: Speeding represents 78% of all infringements for respondents. This is concerning given that speed is one of the 5 major factors in serious crashes and both increases that chance of a crash and the seriousness of crashes.

3. Your knowledge:

a) Rate your knowledge and understanding of the road rules from 1 to 10 (1 being the lowest)

1 2 3 4 5 6 7 8 9 10

Respondents: 132

- Average score: 7.48

Analysis: The average result demonstrates that respondents felt they did not know the road rules fully and indicates there is room for improvement.

b) Rate your understanding from 1-10 (1 being the lowest) of how the following new vehicle technologies work? Respondents for each of the following criteria varied between 121 to 129.

- Anti-Skid Braking, including how to apply the technology in an emergency braking situation:

  1 2 3 4 5 6 7 8 9 10

  - Average score: 5.99

- Electronic Stability Control:

  1 2 3 4 5 6 7 8 9 10

  - Average score: 5.01

- Automatic Emergency Braking:

  1 2 3 4 5 6 7 8 9 10

  - Average score: 5.74

- Lane Keeping Assist:

  1 2 3 4 5 6 7 8 9 10

  - Average score: 6.24

- Blind Spot Indicators:

  1 2 3 4 5 6 7 8 9 10

  - Average score: 6.02

- Active Cruise Control:

  1 2 3 4 5 6 7 8 9 10

  - Average score: 6.46

- Airbags, including correct steering wheel setup:

  1 2 3 4 5 6 7 8 9 10

  - Average score: 6.77

Analysis: These results demonstrate an average level of understanding. During delivery of the presentation, it was clear the level of understanding of this technology was probably lower than this result shows.

3. Your driving ability:

a) How do you feel about your driving ability at the moment?

Very confident = 22 (15%) Confident = 61 (40%) Comfortable = 52 (34%)

Have some concerns = 16 (11%) Worried = 0

Analysis: The majority (55%) feel confident or very confident with their driving and 34% are comfortable with it. This could indicate that most ageing drivers believe they are above average drivers and may also mean that they have a tendence to attribute blame to other road users for "the problem", i.e. other drivers are the ones who are an issue on the road.

b) How often do you feel anxious when driving? Respondents: 145

Regularly = 5 (3%) Sometimes = 96 (66%) Never = 44 (30%)

Analysis: This result appears to contradict the result to Q3a), however, if drivers are feeling anxious based on their answers to Q3a) it is likely due to external factors, such as other drivers, which I believe is borne out in their answers to what makes them feel anxious below.

If you do feel anxious, what makes you feel this way?

Traffic related: Heavy traffic, heavy traffic in unfamiliar places, Heavy traffic at high speeds and crowded, large trucks semi-trailers alongside, trucks and buses blocking view, peak hour.

Other driver related: Aggressive behaviour of other drivers, Tailgating, People driving behind me - speeding more than 80kms, Other drivers, Other drivers unpredictable behaviour, Actions of other drivers, Fast drivers, other drivers, erratic driving by other road users, Speed of other cars, Uncertain of others actions, Big trucks overtaking small car, other drivers pushing you around, if someone is driving erratically nearby, when another driver is driving erratically, other non-compliant drivers, drivers that don't know what they are doing, other distracted drivers, speeding drivers and inexperienced drivers, trucks driving too fast tradies intimidating old ladies

Own driving related: The recent accident he had, only when I have to reverse down to garage, long distances in my husbands big car, Have to think about how to get to places I am going, previously automatic, Lack of confidence, Slow to react, parking, reverse parking, wrong lane, Attacks of Menier's disease, changing lanes overtaking, merging into traffic, long trips that I now avoid (accident from microsleeping sep 2024), distraction.

Road condition related: Changed conditions and roads, double lane round abouts, motorway, driving in dark parking station, road conditions.

Weather/time related: Rain/storm, heavy rain, Weather conditions, Night driving, bad weather, mainly at night wildlife might be there, fog, only in rain dark and don't know areas.

Area related: Unfamiliar roads, large cities (e.g. Sydney); When I am going somewhere new (i.e. looking at navigation screen, determining which lane…I should be in for the next move, Probably when going somewhere new, Major roads if unfamiliar, new routes, unknown areas with no gps, Not familiar with Canberra's roads, in other states, only unfamiliar places, only when I am out of an area I'm familiar with, unknown areas first time driving in.

Other: Running late for appts, kangaroos, no sat nav.

Analysis: Heavy traffic, large vehicles, unfamiliar roads, other driver behaviour, night and bad weather appear to be the greatest concerns for respondents.

c) Do you think there are aspects of your driving that have deteriorated in the last 5 years?

Yes / No

Respondents: 47

- No: 25 (53%)
- Yes: 22 (47%)

If yes, list them:

- Confidence (Particularly on unfamiliar roads)
- Big intersections w/ no light; Need to refresh rules
- More cautious
- Driving at night
- Courtesy
- Directions - the best way
- Slightly less reaction time, arthritis
- Judgement
- Looking when reversing
- Need more concentration
- Long distance vision, reaction time
- less confidence
- no longer go over 80-90km/h
- detours throw me off
- reflexes
- awareness
- scary hazards well ahead and or responding to hazards
- vision
- reaction times
- eyesight deterioration
- avoid distraction
- concentration
- awareness on long drive
- possibly alertness

Analysis: 47% of drivers feel their driving ability has reduced as they have aged and the abilities they have nominated personal driving ability being their biggest concern. Of concern is that 53%

do not believe their abilities have reduced. This is likely not correct, it is expected that everyone who attended had some level of deterioration in their abilities just due to normal ageing effects. Again, this could support the response to Q3b).

d) Have you had any family members or friends who suggested you need to be checked/tested with regards to your driving, or even stop driving, in the last 12 months? If so, why have they suggested this?

Yes / No

- Respondents: 137
- Yes: 9 (7%)
- No: 127 93%)

Why?

Only 1 response: Eyesight/response times

Analysis: The number of "yes" responses is low (7%). There could be a few factors why it is so low. For example, not having family members nearby, forgetting or not identifying that a family member had talked to them about driving, or their interpretation of the question, possibly interpreting as a family member 'telling to consider giving up driving', where as the family member might have just been asking them how they're going with their driving.

e) Do you avoid driving at certain times and if so, what are these times?

Yes / No

- Respondents: 113
- Yes: 60 (53%)
- No: 53 (47%)

If yes what times?

Night time: 49

Peak hour: 26

Bad weather: 18

Country & Unmarked Roads: 1

Unfamiliar areas: 1

Sunset/Sunrise: 2

Long distance: 1

School open/close times: 1

No response: 2

Analysis: These examples were expected, in particular night, weather related and busy traffic reasons. This is an indication there has been a reduction in confidence and concerns about

their ability to manage more challenging situations, and some drivers are managing that risk by avoiding driving in situations where they are less confident.

c) How well do you think you perform the following driving skills when 1 is the lowest score and 10 is the highest:

Vehicle control:

1 2 3 4 5 6 7 8 9 10

- Respondents: 141
- Average score: 8.17

Seeing hazards well ahead:

1 2 3 4 5 6 7 8 9 10

- Respondents: 141
- Average score: 8.08

Responding to hazards by slowing down, or moving your vehicle into a different lane for example:

1 2 3 4 5 6 7 8 9 10

- Respondents: 142
- Average score: 8.61

Are you aware of the recommendation to keep 3 seconds space behind the vehicle in front of you?

Yes / No

- Respondents: 139
- Yes: 128 (92%)
- No: 11

If you are aware of this recommendation, how would you rate your ability to keep this space:

1 2 3 4 5 6 7 8 9 10

- Respondents: 128
- Average score: 8.6

Managing your speed including keeping to the speed limit:

1 2 3 4 5 6 7 8 9 10

- Respondents: 133
- Average score: 9.29

Checking mirrors and doing head checks before changing lanes:

1 2 3 4 5 6 7 8 9 10

- Respondents: 133
- Average score: 8.95

Merging and forming one lane:

1 2 3 4 5 6 7 8 9 10

- Respondents: 134
- Average score: 8.81

Indicating:

1 2 3 4 5 6 7 8 9 10

- Respondents: 32
- Average score: 9.18

Driving in heavy traffic:

1 2 3 4 5 6 7 8 9 10

- Respondents: 132
- Average score: 8.02

Driving in areas where there are a lot of pedestrians such as shopping areas:

1 2 3 4 5 6 7 8 9 10

- Respondents: 128
- Average score: 8.36

Parallel parking:

1 2 3 4 5 6 7 8 9 10

- Respondents: 132
- Average score: 7.24

Analysis: These are quite high responses, supporting the result of Q3b), showing that the drivers believe they have a high ability to manage their vehicle and risks. The response to knowing the recommended minimum following distance is encouraging, however, it was clear during presentations that the number of attendees keeping this much space was much lower. This is normal with every cohort of drivers. Reverse parallel parking has the lowest score.

4. Future driving:

a) What is your opinion about ageing drivers undergoing driving tests each year? If you think this is a good idea, from what age would you suggest it occur?

- Respondents with comments: 30
- Respondents who nominated age: 70
- Average age nominated: 78.23

- Comments:
  - Yes: 5
  - Agree: 2
  - It's a good idea: 4
  - n.a: 1 (we assume this person isn't driving)
  - No: 2
  - Not a good idea: 1
  - Never: 1
  - Depends on ability of driver: 1
  - Health + mobility should be considered: 1
  - Yearly test: 2
  - Every 2 years: 1
  - Depends on individual health: 1
  - Subjective depends on skill and ability: 1
  - Depends on the persons capability: 1
  - Not necessary a medical is sufficient:1
  - Self-assessment: 1
  - It depends on the individual: 1
  - Tests only after negative yearly medical assessment: 1
  - One size fits all is discriminatory: 1
  - No, not a good idea. Young drivers are very aggressive and speed: 1
  - Depends on the driver: 1
  - Good idea; age should be assessed person to person: 1

Analysis: 15 respondents have a positive view about ageing drivers being assessed, 8 don't agree with testing ageing drivers and there were range of other responses or additional comments with their perspective on how tests should be conducted, etc. This represents a fairly even split in opinions. There is a perception that it is potentially discriminatory. The cohort generally sees provisional drivers as more dangerous.

b) When do you think you would decide to hand your licence in (please circle your answer)?
- Respondents: 104

Never = 22 In a few years = 78 Within the next year = 4 Now = 0

- Respondents that just made comment:
  - Maybe in 80s
  - Quite a few years
  - When unable to drive

- When my capacity deteriorates
- In 10 years
- When I physically cannot handle a car
- When doctor says
- Loss of controlling my own decision i.e. independence
- When I have concerns
- When I am no longer confidant with my ability to drive safely

Analysis: 82 (79%) respondents are considering cancelling their licence within a few years. We see this as encouraging and indicates a general acceptance that their abilities have or will deteriorate to the point where it is not safe for them to drive. Concerning is that 22 (21%) are determined not to cancel their licence. This could just mean they intend to wait until Access Canberra withdraws their licence from them, or it be that they will fight to keep their licence as long as they can; or a mixture of the two.

c) What worries you most about not having a licence?

- Independence: 40
- Inconvenience: 7
- Relying on others: 3
- Poor public transport: 5
- Getting around: 8
- Freedom or ability to do or get to things: 18
- Loss of flexibility: 3
- Mobility: 2
- Emergencies: 2
- Isolation/loss of social life: 5
- Not worried about it: 6

Other comments, not included in the above:

- Not having ability to make spontaneous/multiple…during day and night
- Too numerous to list
- Being old
- Not a lot of worries but need to be able to get to family
- I don't use internet, prisoner at home, poor health, junk about the house
- getting household goods and food, relying on others and cost for them to be reliable
- time to get from a-b
- being dependent on other people when public transport is available
- Thriving without driving workshop
- food empty
- will accept it happily when time comes
- keeping necessary medications and doctors appointments up to dare my mobile is not a smart phone
- access to transport to get me to appointments independence it would not worry me so much if I felt it was time to give it up

- my independence and managing my husbands dementia
- giving up something I enjoy

Analysis: It became clear during discussions that having a licence is about independence, freedom and convenience, losing their licence then impacts significantly on these advantages. The quality of public transport and the cost of taxis/ubers concerns some of these drivers but there is also the fear of social isolation and not being able to see their families as much.

We expect the responses were partially influenced by the living circumstances of the individual. For example, attendees who live in a retirement village generally have easier access to public transport, they have a lot of activities they can attend and socialize with other residents.

d) Have you done any research into how you will maintain your independence after ceasing driving, and ability to travel to important places and events, such as your doctor, bank, the supermarket, etc.? What did you find out?

Yes / No

- Respondents: 116
- Yes: 61(53%)
- No. 55

If yes, what did you find out?

- I have learned from friends who have done this,
- My aged care home package; Bus for seniors, (changed to GP within walking distance)
- Tried to change GP as it would be hard to get there without a car
- I don't mind public transport and there is always Uber...
- Some research, COTA has information - various organisations provide travel for a fee, ACT Transport have a small bus to travel
- Catch a bus, walk, get a lift from my children
- Getting groceries would be okay. Doctors, meeting friends, family who live across town would be impossible by bus. Taxies beyond my budget.
- Aged care help
- Uber/bus
- Public taxi program, public transport, Uber
- Will be difficult as pubic transport is poor and doesn't run often
- Buses: 2
- Our location is well serviced by buses
- Buses + aged care subsidies
- Taxis
- It will be difficult
- I have plenty of options
- Buses, taxis, online shopping
- Buses & Taxi
- Taxis
- Bus routes and timetables, taxis etc.

- Taxis
- Taxis, uber
- Taxi vouchers, Aged care transport subsidies & friends and family
- Busses, taxi/uber, friends & family
- Wont be easy
- Delivery services (grocery's & shopping) taxis
- Bus and light rail time table
- Have family in Canberra
- Taxi, family
- Bought a mobility scooter
- Public transport is questionable & taxis are expensive
- Bus, help from our children and grandchildren, community transport
- Public transport, uber
- I should be able to manage by taking busses ands taxis
- Trying out local busses and researching times & where they go & if anywhere near my local doctor
- Taxi subsidy card
- Bus, taxi and my children
- Weekend and holidays is more difficult
- Nothing available in our location
- My age care
- Don't use uber and live far from bus
- Ill be dependent on others
- Thriving without driving workshop
- It will be challenging to go greater distances and constrained by cost
- Close to shopping centre and bus stop
- Adopt other services bus uber tram
- I have family close by
- We are very close to bus
- Local bus route

Analysis: Nearly half of respondents have not done any research into transitioning to not having a licence. Many of these might have been the younger attendees who know they have a while before this is likely to occur. But it could also indicate that more work needs to be done to encourage people to prepare for that time.

e) Are there any comments or information you would like to add about your driving?

- I would like to do a defensive driving course and refresher driving but have difficulty funding. Cost is also a concern
- I just have less confidence now. Technically I can still drive but I'm more cautious than before
- Re: other people driving - speeding! Not indicating when lane changing, drivers changing lanes when I leave space between my car and the other driver in front of me

- I need to update my knowledge on the road rules
- Aggressive and non-signaling other drivers makes life difficult. I generally cruise at 5km/h under the posted limit.
- Driving is the most important skill to me without it I would be lost
- Very grateful for opportunity to refresh skill as I have done no formal training since receiving my licence.
- Want to ensure I know road rules + need to practice reverse parking
- Drove many years in a 4x4 and feel this has helped my driving. Completed driver training and have done dirt and flood driving.
- Fairley confident in my driving as of now although it would be good to complete a revision course
- I'm doing okay
- I already do not use a car unless restricted by weather or condition/health of my wife
- I am a safe driver, aware of my environment. Always within posted speed limit
- New car tech - not given instruction when bought
- Long experience
- I would like to do my driving test in my own car e. I have to take a decent driving lesson but I had to drive their cr. I wasn't compatible car all I feel my ability to drive was greatly
- Since I have been widowed I have to do the driving on my own and would like to boost my confidence with refresher course
- Public transport availability
- My wife sometimes concerned that I more than my lane
- I think I am still capable of driving well but lack confidence in my new car Mazda 2 manual 2008. I need some advice as the gear behaviour of this vehicle.
- Only the ability to maintain driving
- Have already used public transport to work out ease of access, routes etc.
- I live to continue as long as possible and feel that extra assistance could be given to seniors to help us continue for as long as it is safe for ourselves
- I moved recently to I live in constitution avenue Campbell and from there the bus services are excellent. I have also registered for uber and taxis needing to walk to each destination successfully is good exercise while I am still able to do it
- I'm reasonably confident age 75 but after a near miss when I didn't see a car coming out of the shadows at speed
- Still very capable given my age and regular driving
- Bus services, small bus services, community transport uber and taxis
- When I got my first driving licence about 60 years ago I think that traffic roundabouts had not been invented at least not in Tasmania I do find roundabouts challenging some drivers seem not to know the rules
- Comfortable with my driving but still facing challenges of 440 car after my 25 yo car was written off I find merging onto 90/100 roads testing
- Keeping up to date with rule changes

Analysis: The responses to this last question are broad and difficult to analyse except to say that for the respondents, this is a complex and difficult subject for them, they are concerned about

driving and it is very important to them to be able to maintain their independence. They are concerned about other drivers and also have some concerns about themselves when they recognize their abilities are reducing.

Post-presentation survey

After completing the presentation, please answer the following

Your Knowledge:

d) Rate your knowledge and understanding of the road rules from 1 to 10 (1 being the lowest)

1 2 3 4 5 6 7 8 9 10

- Respondents: 114
- Average score: 8.44

Analysis: The pre-presentation result was an average score of 7.48. There was an increase to the average score in the post-survey results to 8.44. We expect this is because of the discussions which developed from the quiz. By the end of this component the result shows that attendees felt they had learnt more about the road rules. Refer to the Pre- & Post presentation comparison section for more detail.

e) Rate your understanding from 1-10 (1 being the lowest) of how the following new vehicle technologies work?

- Anti-Skid Braking, including how to apply the technology in an emergency braking situation:

  1 2 3 4 5 6 7 8 9 10

  - Respondents: 116
  - Average score: 7.84

- Electronic Stability Control:

  1 2 3 4 5 6 7 8 9 10

  - Respondents: 115
  - Average score: 7.58

- Automatic Emergency Braking:

  1 2 3 4 5 6 7 8 9 10

  - Respondents: 116
  - Average score: 7.84

- Lane Keeping Assist:

  1 2 3 4 5 6 7 8 9 10

  - Respondents: 114
  - Average score: 8.17

- Blind Spot Indicators:

  1 2 3 4 5 6 7 8 9 10

  - Respondents: 114
  - Average score: 8.11

- Active Cruise Control:

  1 2 3 4 5 6 7 8 9 10

  - Respondents: 114
  - Average score: 8.04

- Airbags, including correct steering wheel setup:

  1 2 3 4 5 6 7 8 9 10

  - Respondents: 112
  - Average score: 7.84

Analysis: These scores are higher than the pre-presentation survey results which indicates that attendees learnt about the technologies during the presentation and now have a better understanding. Refer to the Pre- & Post presentation comparison section for more detail.

c) Did the presentation help you understand what to consider when purchasing a new vehicle?

Yes / No.

- Respondents: 105
- Yes: 98 (93%)
- No: 5

If so, what did you learn?

- Importance of ANCAP: 10
- EV's Pro's and Con's: 6
- Choose a 5-Star rated car: 2
- Consider the safety features: 13
- Consider vision: 3
- Purchase car to suit age; ability of driving; amount of driving and health
- Height section
- Don't buy new EV or fuel driven car, buy second hand fuel driven only
- There are a couple of features that are new to me,
- Road rules refresher
- The many cautions I need to keep in mind when considering a purchased
- I need to spend time checking my knowledge
- how long will you continue driving
- comfort
- tech is not always good

- What new tech does
- check suitably as I age
- Do your research
- I now understand why I get nudged + breaking and stability
- Buy another BMW
- Knowledge & understanding
- not necessary when you are over 80
- My knowledge is fairly up to date considering I am involved in car clubs and current tech
- Understand the vehicle you are buying
- Investigate suitable vehicle
- comfort
- More detail
- About all of the above
- not necessary when you are over 80
- ensure car dealer provides comprehensive session regarding operation of car
- not buying a new car
- my car doesn't have these safety features ill consider updating it
- Consider pros and cons with respect to needs
- Doubt I'll ever get a new car
- basics of hydrogen hybrid SUV and how to check ancap ratings - safety features generally
- lots of information
- don't intend to purchase a new vehicle
- don't intend to purchase a new vehicle
- much improved understanding of relative e importance of options available
- appropriate factors for seniors
- best to adapt to age circumstance needs
- that I need to look into what will suit me when the need arises
- pay attention to detail
- steering wheel placement

Analysis: This is a very encouraging result. It indicates that the information provided during this component was effective and useful for the attendees.

d) Did the presentation provide you with useful information to:

1. Gauge your driving? Yes / No

- Respondents: 101
- Yes: 100 (99%)
- No: 1

2. Consider when you would surrender your licence? Yes / No

- Respondents: 97
- Yes: 90 (93%)

- No: 7

3. Plan a non-licenced lifestyle? Yes / No

- Respondents: 91
- Yes: 73 (80%)
- No: 18

Analysis: Again, this is a very encouraging result. 99% of respondents believe it has helped them learn how to gauge their own driving, which will help them understand where they can improve, what mistakes they are making and hopefully be able to better determine when their driving ability has deteriorated to the point it is becoming unsafe, and they should consider cancelling their licence.

93 % of respondents indicate that it has encouraged them to consider when they would make the choice to cancel their licence.

80% of respondents have indicated that the presentation has helped them to look into planning a non-licenced future.

These are very satisfactory outcomes.

e) After the presentation, is there anything you have decided you would like to change in your driving habits/behaviours? Please detail:

- Yes: Multiple, but varied in response
- No: 6
- Not yet: 2
- Awareness: 5
- Revise road rules: 3

Other Comments

- I understand why motorcycles can go
- Stay out of the right hand lane when in over 80km/h area
- Yes - the obvious is not always the right way i.e. giving way
- not be distracted
- Patience - take time
- Already am quite careful and aware of traffic etc. conditions, but will be more careful!
- maybe driver training in the future, check current driving rules more regularly
- concentration
- I need to constantly evaluate where I am at
- keep more space to next vehicle
- Go back to basics and practice some more
- Keep more space between vehicles, watch my speed and look ahead
- Keep to speed limit
- gave me confidence regarding future planning
- 3 second following rule

- Indication when exiting a round about
- Allow three seconds between car in front and myself. Approach round abouts slower
- Always have another person present (wife) to assisted with negotiating traffic. When possible let someone else drive.
- Continually review my driving
- Observation of traffic around me, how to park better ,improve my ? For traffic behind me,
- happy to consider driving help
- Be aware of other vehicles, passenger feedback
- lesson
- Combine shopping/family etc. as much as possible when taking the car out and about
- considering new vehicle purchase
- a complete restructure of my understanding changes in my lifestyle
- need to improve vehicle only
- I would like to do the 3-driving session to consolidate my strengths and weaknesses
- try to be more aware of environment steering wheel hold
- get the grandkids to help us with public transport
- 10-2 hands with thumbs out
- range of vision
- need to think about all that was delivered

Analysis: The responses to this question are mixed. Interestingly, of those that have said no or not yet, some still indicated examples of what they would look at in their driving.

f) Please provide additional comments and feedback:

- I found the presentation very informative and fun. I enjoyed the guy and learnt new things. I enjoyed the presenter's passion and enthusiasm
- It was a very useful presentation. I look forward to meeting Melissa for a drive.
- Professionally presented. Helpful discussions around expectations here as opposed to interstate (I have recently moved from QLD)
- Had to leave early - hospital appointment. Please ring me about question answers that were substantially incorrect
- Presentation very thorough and informative. Made me feel more confident.
- Excellent session thank you COTA and the presenters.
- I personally don't like the survey requesting my personal information as it can be used by others. This information is already provided to get my licence.
- The overhead writing about medical conditions and ANCAP + Evs and low rick driving is too small. Don't shout into the microphone. Many thanks for a very useful presentation.
- The room was very cold
- Thank you
- Good presentation
- Good presentation - perhaps a bit long, a lot of the last info could be provided in a booklet instead of repeated over again.

- I found the session very informative. I hope to keep driving for some time but will give it up when no longer competent
- Very informative
- A little long/drawn out
- Gave clear update on makes, features and tech of new cars, Techniques of driving and newer rules
- Excellent session, highly recommend it, delivered with expertise and experience.
- Very helpful presentation thanks! Recommend these be more available for us and other aged care facilities.
- As stated above
- Very good everyone should attend
- Excellent practical session, good for revision and learning new techniques
- Presenter talked to fast for comprehension, first part of the presentation should not be a static image people should be able to follow along visually with the presentation.
- This was a very well-presented and informative presentation, lots of helpful information,
- Very useful
- Thank you very helpful
- Excellent presentation very helpful and informative and a good time and length
- A really valuable information session
- The presentation was outstanding, informative reassuring and incredibly well worth it thank you
- Maybe older people should have something like P plates like oap
- This was very helpful workshop that was a positive to help me know I am doing ok
- Do a coaching course
- Informative great refresher on road rules
- Presentation was very well planned and executed. Concise and clear communication

Analysis: Overall, it appears from these responses that the great majority, and one can assume other attendees who didn't complete the surveys, found the presentation beneficial, interesting and enjoyable.

Post on-road Coaching Session

The feedback received from the respondents in this survey was very positive. It seems that the respondents enjoyed the coaching and received benefits from the process.

In the next section you will see an analysis of the outcomes of this survey.

Please refer to the attachment "Ageing Driver Education and Assessment Data" for more detail and for the feedback from the respondents.

Comparison of Pre- & Post-Presentation and Program results

In this section we compare the results of relevant survey criteria and therefore the perception attendees before and after undergoing the presentation.

Specific criteria was selected. Many of the criteria (questions) in the surveys could not be compared, for example how many incidents and infringements.

Below are the tables comparing the responses:

Pre/Post Presentation Comparison

		Rate your knowledge and understanding of road rules 1 to 10 (1 being the lowest)	Rate your understanding from 1-10 (1 being the lowest) of how the following new vehicle technologies work?						
			Antiskid Breaking	Electronic stability control	Automatic Emergency breaking	lane keeping assist	blind spot indicators	active cruise control	airbags including correct steering wheel set up
Pre-Presentation	average:	7.48	5.99	5.01	5.74	6.24	6.02	6.46	6.77
Post Presentation	average:	8.44	7.85	7.58	7.84	8.17	8.11	8.04	7.84
	% Change	12.83	31.05	51.30	36.59	30.93	34.72	24.46	15.81

You will see an increased score for each criterion indicating that there was a positive change in knowledge from average to good for all criterion. This indicates that respondents felt they understood the technology quite a bit better after the presentation.

Anecdotally, we also notice that probably most attendees didn't trust or like the safety technology in their vehicles. Hopefully, a better understanding of what the technology does, how it works and what will feel and sound like if it intervenes to prevent a crash will help the attendees to feel more comfortable driving their vehicle and trust in the technology more.

In summary, it's clear that in this component of the program, respondents felt they learnt a lot about the technology.

Pre-Presentation/Post On-Road Coaching Comparison

	Now that you have undergone some coaching, how well do you think you performed the following driving skills **BEFORE THE PROGRAM**, when 1 is the lowest score and 10 is the highest:									
	Vehicle control	**seeing hazards well ahead**	**responding to hazards by slowing down or moving to a different lane for**	**keeping 3 seconds space behind the vehicle in front of you**	**Managing your speed including keeping to the speed limit**	**Checking mirrors and doing head checks before changing lanes**	**Merging and forming one lane**	**Indicating**	**Driving in heavy traffic**	**Driving in areas where there are a lot of pedestrians such as shopping areas**
Pre-Presentation	8.17	8.08	8.61	8.58	9.29	8.95	8.81	9.18	8.02	8.36
Post Coaching	8.33	8.33	8.40	8.10	8.05	8.00	7.86	8.05	7.57	8.05
% Change	1.96	3.09	-2.44	- 5.59	-13.35	-10.61	-10.78	-12.31	-5.61	-3.71

There is generally a small 5-10% change in perception of ability from prior to the program compared to after the on-road coaching session.

The first two criterion show an increase in perception of their vehicle control ability and seeing hazards well ahead. All other criteria show a decrease in their perception of ability.

It is known that most drivers overestimate their driving ability, we would normally expect to see a decline in the perception of their ability after training/coaching as the drivers realise that they over-estimated their abilities before undergoing the program.

We believe what we see in these results is it's probable these drivers are still overestimating their abilities, although generally to a lower extent. This could be an indication that the on-road coaching was not as effective as hoped.

However, there could be other factors which have impacted the results, for example, the drivers may have:

- Misunderstood the question which was:

  "Now that you have undergone some coaching, how well do you think you performed the following driving skills **BEFORE THE PROGRAM**, when 1 is the lowest score and 10 is the highest"

  It's possible they thought they had to rate their perception of their abilities after undergoing the coaching.

- The drivers may have re-rated their abilities downward before the program but then because they had undergone the coaching felt they had improved which then would lead to a lower drop in perception.
- These drivers have been driving for many decades. Understandably, the majority will rate themselves quite highly, especially when factors such as they haven't had a crash for many years, etc. are considered. This would be a factor in how they rate themselves.

This is speculation however.

Summary

Eighteen presentations were delivered to approximately 400-450 attendees at 17 different locations across Canberra. 147 on-road coaching sessions were also delivered.

This project has proven to be very well received by the cohort who feel that more needs to be done to help them with their driving and to understand road rules, vehicle technology, the process of retaining their licences and to be safe on the road.

A substantial number of the attendees wanted to undergo the on-road coaching and those who did gave very positive feedback.

In terms of outcomes, there was a clear improvement in knowledge about road rules and vehicle technology, the 2 most important components, from the presentation. Respondents to the survey also indicate that the presentation helped them learn what to consider when purchasing a car and planning for a non-licence future.

We did not see as large a difference as we expected between pre-program and post-on-road coaching session with respondents who completed this in their perception of their driving, however, as pointed out there could be factors that influenced their responses.

Feedback received on both the presentation and on-road coaching has been very positive, including from attendees and the retirement villages we attended.

In conclusion, we found that this project was very much needed for this cohort, both to help them be safe, understand road rules, technology, etc., but to engage them in conversation about the challenges they face and to give them a voice in relation to driving and road use in the ACT.