

REVIEWING THE PROCESS FROM L PLATES TO NO PLATES

The ACT is lagging behind the rest of Australia when it comes to providing greater protections for young drivers.

The government is reforming L and P plate laws in line with our commitment to Vision Zero – that is, that no road death or injury is acceptable on our roads.

The government considered the range of concerns raised by the community in the first round of consultations and made changes to the proposed Graduated Licensing Scheme (GLS) reforms to address those concerns.

The most notable change was to the originally proposed late night driving and peer passenger restrictions. The new component is a combined restriction that will limit P1 passengers to carry no more than one peer aged passenger between (16-22 years) only between the hours of 11pm – 5am. A P1 driver will not be restricted from carrying multiple peer aged passengers during other hours of the day.



THE CONVERSATION

We asked stakeholders and the community how the proposed changes to L and P plate laws would impact prospective drivers and their families.

The annual ACT Road Safety Forum (the forum) was held in October this year, and focused on the GLS reforms. Expert speakers in road safety joined Minister Rattenbury to discuss the proposed model with key stakeholders.

The forum was an opportunity for stakeholders to hear about the evidence and experiences of other jurisdictions when it comes to implementing strengthened GLS models. It was also an opportunity for stakeholders to raise questions or concerns about the proposed GLS scheme and its practical implementation, and to discuss possible options to mitigate these concerns.

The integration of a minimum one year learner licence, 100 hours logbook driving experience, Competency Based Testing and Assessment (CBTA) and hazard perception testing was discussed. Road Safety experts discussed the strong evidence base for the value of extended driving experience, which can be spread over a minimum of 12 months. The proposal provides for learners to gain credits for additional training with professional driving instructors, and the timing of CBTA lessons will be a matter of agreement between the parties, depending on the requirements of individual learners.

An *ACT Graduated Licensing Scheme Reform – Community Feedback Discussion Paper* (the Second Paper) was released after the forum on 17 October 2018 for a period of four weeks, and incorporated the discussions held at the forum and community feedback from the first round of consultation.



WHO ENGAGED

The Forum was attended by approximately 50 invited stakeholders, including ACT Policing, accredited driving instructors, operational staff from Access Canberra, the Active Travel Office, youth representatives, and members of local law firms. The need for government subsidies to support disadvantaged young persons and groups, such as indigenous communities, to obtain their driver licence was heard, along with the need for community education in traffic enforcement and high visibility police enforcement for unsafe driving behaviours.

Nineteen written submissions were received before consultation closed on **14 November 2018**. Submissions were received from the community including some parents and young drivers, who asked questions about timing of the reforms, and made suggestions for the enforcement of the mobile phone ban and application of late night passenger restrictions. Submissions from stakeholders such as the NRMA, Amy Gillet Foundation and the Active Travel Office continued to show their general support for the proposed GLS reforms.

Key insights from the community

Submissions received on the Second Paper revealed overall support for the revised GLS model, with a few questions remaining about how and when the ACT would implement the proposed changes.

1. Strong support was heard for the proposed model that increases the number of learner hours required, particularly for offering logbook credit incentives, before moving on to a provisional licence.
2. Support was heard for high visibility police enforcement for unsafe driving behaviours.
3. Support was heard for the mobile phone ban to allow the use of the GPS function.

WHAT'S NEXT?

Based on the outcome of the second round of community and stakeholder consultations, we will be moving forward with the revised GLS model and developing an implementation plan in 2019.

You can register to receive project updates at: roadsafety@act.gov.au

To find out more about Your PLates and other initiatives, policies and projects in Canberra visit www.yoursay.act.gov.au

YOUR PLATES

REPORT ON WHAT WE HEARD



Key Timings

Step 1 – October 2018

YourPLates discussion paper released.

Step 2 – October to November 2018

Second round community consultation, and key stakeholder consultation, undertaken on impact of reforms.

Step 3 – December 2018

What We Heard report released.

Step 4 – April 2019

Implementation plan announced.

THANK YOU FOR YOUR FEEDBACK

1,101

Unique pageviews on
YourSay

50

50 key stakeholders
attended the forum

19

We received 19 items of
written feedback

60%

of submissions supported
these changes