

YOUR PLATES WHAT WE HEARD REPORT



REVIEWING THE PROCESS FROM L PLATES TO NO PLATES

We asked the community how incoming changes to L and P plater laws will affect prospective drivers and their families.

Views presented during the engagement will be used to (1) inform the timing of reforms, (2) consider the appropriate staging of restrictions and (3) the development, design and application of any exemptions to minimise hardship on members of our community.

The reforms are designed to support the ACT Government's Vision Zero approach to road safety– that is, no death is acceptable on our roads.

Achieving Vision Zero requires ongoing efforts from individual drivers, the community and the ACT Government. That is why we decided to review how we can best support new drivers to gain experience on our roads, to become more competent, confident and ultimately safer behind the wheel.

THE CONVERSATION

Feedback was received via an online survey, phone survey, during face-to-face meetings with young people during Youth Week, from driving instructors, and by encouraging people to share their thoughts using a Kitchen Table Discussion Guide. Conversations were held from **3 April 2018 to 22 June 2018**.

There was broad support for increasing minimum supervised driving hours and restricting peer-aged passengers.

We heard significant feedback on the impact some of the changes might have on the social and work lives of young people. The conversations we had highlighted the concern Canberrans have for young drivers and their safety on the road.

WHO ENGAGED

The largest proportion of responses were from young people in our community:

- 56.5% aged 16-25 years
- 21.8% aged 25-45 years
- 19.9% aged 45-65 years

Women accounted for 60% of the 4,339 responses to our online survey.

During Youth Week celebrations we heard feedback from young people about practical ways midnight to 5am exemptions could work. At a separate forum with 20 driving instructors told us how changes could affect their business.

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The ACT Government appreciates the thoughtful feedback which will help inform the timing of reforms and exemptions needed for L and P platers as they gradually achieve new driving permissions.

Key insights from the community

Community priorities for ACT Government

① Of the changes presented, increasing minimum supervised driving hours and introducing hazard perception testing were suggested as priorities for the government.

Minimum driving hours

② Half of survey respondents supported increasing minimum supervised driving hours, with more than 80% of those choosing 100 hours with 10 hours night time driving from the three options provided.

Exemptions for midnight to 5am driving restrictions

③ There was strong feedback about exemptions for midnight to 5am restrictions and the impact this may have on the work and social lives of young people. Possible exemptions to be considered included for employment, when a family member was present and in emergencies.

Peer passengers

④ There was significant support for exemptions to passenger restrictions for employment and education purposes, and when with immediate family members.

Driving behaviour of P platers

⑤ Participants identified deliberate risk-taking and over confidence in driving abilities as the main factors which most negatively impact the driving behaviour of a P plater.

Phone survey

⑥ Separate to the insights gained from the YourSay engagement activities, a phone survey of 600 people in the ACT showed:

- 48% *strongly agreed* and 37% *agreed* with a total ban on the use of mobile phones, including hands-free devices for both L and P platers
- 22% *strongly agreed* and 46% *agreed* with increasing minimum supervised hours to 120 hours
- 34% *strongly agreed* and 33% *agreed* with peer aged passenger restrictions, to allow P1 drivers to carry only one passenger
- About 40% *strongly agreed or agreed* with banning or restricting first year P platers from driving between midnight and 5am and 50% *strongly disagreed or disagreed*.

WHY REFORMS ARE NEEDED

Reforming the graduated licensing scheme will improve the safety of new and young drivers. Other States and Territories have implemented these components, and there is strong evidence and research that shows the changes have saved young lives.

That is why it is time for the ACT to review how we best support young drivers gain experience on our roads to become competent, confident and ultimately safer behind the wheel.

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WHAT'S NEXT?

This 'What We Heard' report is an important step in providing the community with a snapshot of what people said during the consultation, while government considers the feedback received in more depth and determines the next steps.

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



Key Timings

Step 1 - April to June 2018

Community consultation and key stakeholder consultation undertaken on impact of reforms

Step 2 - July 2018

What We Heard report released

Step 3 - October 2018

Road Safety Forum, Consultation Report and Government response announced

THANK YOU FOR YOUR FEEDBACK

**16,241
people**

visited and interacted via
YourSay

**80
young people**

provided ideas about midnight
to 5am exemptions during
Youth Week

50

emailed submissions
and completed **Kitchen Table
Discussion Guides**

**4,339
people**

responded to our **online survey**

**20
driving instructors**

attended an information session

30 students

participated in the launch of
the consultation