The ACT Government is introducing a range of changes to improve the safety of young drivers and reduce the road toll. The public survey consultation is open 3 April to 28 May 2018 on the YourSay website, www.yoursay.act.gov.au.

The purpose of the public consultation is to:

- inform the timing of reforms
- consider the appropriate staging of restrictions, whether they should apply to P1 or P2 drivers and for how long
- the development, design and application of any exemptions to minimise hardship on members of our community.

Graduated licensing schemes (GLS) involve a staged approach to driver licensing with restrictions and sanctions that are reduced as experience is gained. Evidence supports this approach in addressing major crash factors such as age, inexperience and risk taking.

The ACT is currently reviewing its GLS as an action item of the ACT Road Safety Action Plan 2016-20.

The current ACT GLS has limited staged restrictions on learner and provisional drivers such as zero blood alcohol, and restrictions on towing capacity.

Targeted and evidence based restrictions on young drivers support the ACT’s commitment to Vision Zero, by reducing the exposure of young drivers to high risk driving scenarios. Vision Zero means that no fatality is acceptable, given the enormous emotional costs to families and the community when a person is involved in a serious accident.

All Australian jurisdictions have some form of graduated licensing scheme, and have undertaken to work towards consistency with a national model framework scheme endorsed by ministers at the national Transport and Infrastructure Council in 2014.

- Introducing distinct P1 (One year) and P2 (Two years) stages
- Increasing the minimum requirement to hold a learner licence to 12 months
• Mandating a minimum of 100 hours of supervised driving on a learner licence, including 10 hours at night
• Reducing the demerit threshold to four for all learner and provisional drivers
• Introducing hazard perception testing prior to P1 stage
• Introducing a late night driving restriction for P1 drivers
• Peer aged passenger restrictions for P1 drivers
• Introduce a complete mobile phone ban for learner and provisional drivers.

ACT young driver crash statistics

The probability of being involved in a motor vehicle accident is highest during the first months after provisional licensing.

Young and novice drivers are disproportionately represented in casualty crashes in the ACT. A licence type is over-represented if the percentage of crash involvement is higher than the percentage of total licence holders. The table below shows that in the five year period 2011 to 2015, young and novice drivers were in fatal and injury crashes more than twice their current proportion of licence holding.

**Table 1: ACT licence holders and casualty crashes 2011-15**

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