



## Simon Corbell MLA

ATTORNEY-GENERAL  
 MINISTER FOR THE ENVIRONMENT AND SUSTAINABLE DEVELOPMENT  
 MINISTER FOR POLICE AND EMERGENCY SERVICES  
 MINISTER FOR WORKPLACE SAFETY AND INDUSTRIAL RELATIONS



MEMBER FOR MOLONGLO

### Answer to Question Taken on Notice

**Dr Bourke MLA** asked the **Attorney-General**, during the Public Hearing on the Inquiry into Vulnerable Road Users, on 28 April 2014:

In relation to reduction in P-plater accidents

With the reduction in P-plater accidents that you talked about in New South Wales, was there a separation out between urban and rural environments?

**Minister** – the answer to the Member's question is as follows:

In New South Wales, there was a reported 31% crash reduction for provisional drivers compared with a reduction of 20% for all drivers – following graduated licensing changes that were implemented in 2007. These changes included increasing the minimum learner period to 12 months and passenger restrictions for P1 drivers. The 31% reduction was for the whole of New South Wales, and we do not have access to any statistics distinguishing urban and rural areas. However, advice from Transport for NSW is that there was a reduction in provisional crashes in both urban and rural areas.

Approved for circulation to the Member

Simon Corbell MLA  
 Attorney-General

14.5.14

Date:.....



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MEMBER FOR MOLONGLO

### Answer to Question Taken on Notice

**Mr Andrew Wall MLA** asked the **Attorney-General**, during the Public Hearing on the Inquiry into Vulnerable Road Users, on 28 April 2014:

In relation to overrepresentation of provisional drivers

Just on the figures that were provided about provisional drivers and their overrepresentation, is there any data around learner licence holders and what the accident figures are?

**Minister** – the answer to the Member's question is as follows:

Yes – in 2013, ACT learner drivers were involved in 123 of the 7,863 reported crashes – representing 0.8% of all drivers involved in ACT crashes. Approximately 3.9% of ACT licence holders are learner drivers.

In the same year 21 ACT learner drivers were involved in the 655 reported injury crashes – representing 1.9% of drivers that were involved in these crashes.

An analysis of the five years 2009 – 2013 shows 4 of 56 fatalities were learner drivers, representing 7.1% of crash fatalities.

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### Answer to Question Taken on Notice

**Dr Chris Bourke MLA** asked the **Attorney-General**, during the Public Hearing on the Inquiry into Vulnerable Road Users, on 28 April 2014:

In relation to smoking in cars

We brought in some legislation; I think it was last year or the year before, about smoking in cars. How effective has that been?

**Minister** – the answer to the Member's question is as follows:

The *Smoking in Cars with Children (Prohibition) Act 2011* came into effect on 1 May 2012. To 30 April 2014, ACT Policing have issued 15 infringement notices under this legislation.

The purpose of the Act is to protect children, who are more susceptible to the health effects of tobacco smoke due to their developing bodies which is compounded when in the confined space of a car. Even short exposure to tobacco smoke can have negative health consequences, and winding down car windows, holding cigarettes out of the window or blowing smoke outside the car is not enough to protect children.

The infringement notices demonstrate that the law is being enforced, and that the police have the capability to conduct enforcement where a person fails to comply with a law which exists to protect the health of children.

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 Attorney-General

28.5.14

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MEMBER FOR MOLONGLO

**Answer to Question Taken on Notice**

**Mr Andrew Wall MLA** asked the **Attorney-General**, during the Public Hearing on the Inquiry into Vulnerable Road Users, on 28 April 2014:

In relation to the average vehicle age in the territory

I have a further question on some of those statistics. It shows that the average vehicle age in the territory is 9½ years as of 2012. I do not know if there has been any change over the past 18 months?

**Minister** – the answer to the Member's question is as follows:

As at 1 May 2014, the average age of the ACT vehicle fleet (excluding trailers) was 8.5 years.

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**Answer to Question Taken on Notice**

**Mr Andrew Wall MLA** asked the **Attorney-General**, during the Public Hearing on the Inquiry into Vulnerable Road Users, on 28 April 2014:

In relation to average vehicle age involved in collisions

Is there any data collected on the average vehicle age involved in collisions?

**Minister** – the answer to the Member’s question is as follows:

Yes – the age of each vehicle involved in a crash is collected as part of crash reports from the public and police. In 2013, the average age of motor vehicles involved in reported crashes was 4.9 years.

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### Answer to Question Taken on Notice

**Dr Chris Bourke MLA** asked the **Attorney-General**, during the Public Hearing on the Inquiry into Vulnerable Road Users, on 28 April 2014:

With respect to the 2012 study of people presenting to the Emergency Department who had been involved in cycle crashes— What is the breakdown on ages in those accidents that are reported?

**Minister** – the answer to the Member's question is as follows:

The ACT Pedal Study was conducted by Research Fellow, Dr Liz de Rome and funded by the NRMA-ACT Road Safety Trust (the Trust). A copy of the report is available from the Trust's website at [www.roadsafetytrust.org.au](http://www.roadsafetytrust.org.au).

The study involved a cross sectional survey of people aged 17–70 who presented to the Emergency Departments at Canberra Hospital and Calvary Hospital due to an injury sustained in a cycling crash. All cyclists involved in crashes on public roads or publically accessible areas within the ACT were eligible to participate.

Of the 372 cyclists that presented to the Emergency Departments, 313 participated in the study. The average age of participants was 37.5 years with a median age of 36. This was reported in the study as being consistent with other jurisdictions and overseas where the mean age of people injured in cycling crashes varies between 31 and 40 years. The table below was included in the study's report and shows the age group breakdown of participants in the study.

Age group	Number of participants
17-25	69
26-39	118
40+	126
<b>Total</b>	<b>313</b>

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