

2020

**THE LEGISLATIVE ASSEMBLY FOR THE
AUSTRALIAN CAPITAL TERRITORY**

ACT ROAD SAFETY REPORT CARD 2020

STATEMENT

**Presented by
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The 2020 ACT Road Safety Report Card is intended to provide information to the public on ACT Government responses to road safety including progress of the implementation of the national and jurisdictional road safety strategies.

This report card includes a summary of the ACT Government's key road safety achievements between January 2019 and April 2020, an update of the implementation status of our road safety commitments, and 2018 statistical reporting against national road safety performance indicators.

The commitments made by the ACT Government on road safety are summarised in the appendices of the report card. The report monitors progress against recommendations and action items under:

- the *Road Safety Action Plan 2016-2020*;
- the *Legislative Assembly Inquiry into Vulnerable Road Users*;
- the *ACT Auditor-General's Audit report on speed cameras*;
- the *ACT Road Safety Camera Strategy*; and
- the *ACT Road Safety Education Strategy*.

This will be the final Report Card for the current ACT Road Safety Strategy and Action Plan, as my directorate moves to develop the next phase of the Territory's road safety commitments. I am pleased to report that all items under this Report Card have commenced, with a significant portion of the items either completed, or well advanced. I expect to release the next ACT Road Safety Strategy and Action Plan in the coming months, under which we will continue to progress any incomplete commitments.

The implementation of these action items has helped us to achieve an overall trend of a reduction in fatalities on ACT roads. The ACT

continues to maintain a lower number of road fatalities per capita than the national average, recording 2.14 fatalities per 100,000 population, compared with 4.59 nationally. However, fatalities in the ACT increased to 9 in 2018 compared to 5 in 2017, which shows that minimising the risk of road trauma requires constant vigilance.

Yet again vulnerable road users featured significantly in road trauma in 2018, with two motorcyclists, two pedestrians and one cyclist dying on our roads. This government will never stop prioritising road safety, including for our vulnerable road users.

Some positive road safety achievements over the reporting period, that demonstrate our commitment to Vision Zero (which aims for no deaths or serious injuries on the ACT road network), include:

- National Road Safety Week was launched in Canberra in May 2019 with the theme “Lead the way: drive so others survive”. Iconic buildings were again lit up in yellow, and ACT Policing and Emergency Services officers displayed yellow ribbons on their vehicles.
- A University of Adelaide naturalistic research project into compliance of minimum passing laws found that ACT drivers were generally compliant with these rules seeing compliance rates between 88.8 - 97.3 per cent. We will continue to work on pushing those rates to 100 per cent.
- The fourth annual ACT Road Safety Fund Grant round received 30 applications in 2019, resulting in seven projects sharing in over \$300,000. The funding goes toward initiatives that support the advancement of road safety research, education and road trauma

prevention.

- A diverse range of projects were funded in 2019 focusing on protection of vulnerable road users, assistance for learner drivers, community education for older drivers, first aid kits for potential responders, and an education campaign on impaired driving. The annual road safety community grants program will continue under the next ACT Road Safety Strategy and Action Plan.
- In May 2019, the Monash University Accident Research Centre evaluation of the performance of the ACT Road Safety Camera Program was released. The evaluation found that each type of road safety camera was associated with crash reduction and cost savings for the community, but that the mobile camera program alone was found to have reduced crashes by about 22 per cent. This equates to a prevention of 120 casualty crashes and over 2,900 property damage crashes, saving the community more than \$60 million in crash costs a year.
- The mobile camera fleet will be expanded in the coming months, and speed management will remain a focus in the next Road Safety Strategy and Action Plan.
- A regulatory framework for the personal use of e-scooters and similar devices commenced in December 2019 following extensive community consultation. The commencement of the framework was supported by a campaign to educate the community on how to safely share the road network with users of these devices.
- Following significant community consultation across most of 2018, reforms to the ACT's driver licensing scheme for learner and

provisional drivers commenced on 1 January 2020. The reforms include required supervised driving hours and hazard perception testing for learners, late night peer-passenger restrictions for P1 drivers, and a reduction of the demerit point threshold for learner and provisional drivers.

- A total mobile device ban for all learner and provisional drivers commenced on 1 July 2019, as the first stage of the reforms.

These changes are a significant step for the ACT in its commitment to road safety, and I expect we will reap benefits seen in other jurisdictions with significant reductions in young and novice drivers featuring in road trauma.

Most of the deaths we see on our roads are preventable. We as a community should not have to endure the heartbreak associated with road trauma.

To avoid it we must share responsibility for road safety, and all strive for Vision Zero.

The next ACT Road Safety Strategy and Action Plan will continue to develop and implement initiatives that commit us all to that goal.