

19/015 Graduated Licensing Scheme Reforms – Final Model

Summary of impacts
<ul style="list-style-type: none"> • It is not considered that there are any direct negative impacts on the ACT community arising as a result of the Graduated Licensing Scheme (GLS) reforms. • Agreement to the GLS reforms will put in place the systems, processes and protections necessary to reduce the harm disproportionately caused and experienced by our most inexperienced road users. • There are positive impacts anticipated for the community in reduced road trauma. • The changes will assist in the delivery of key recommendations outlined in the <i>Road Safety Action Plan 2016-20</i> in relation to the government’s commitment to review the ACT GLS; and to achieving Vision Zero (realising zero road fatalities on ACT roads).

Key to impacts: Red – negative, Blue – neutral, Green – Positive.

Social

Impacts on different age groups	<ul style="list-style-type: none"> • The GLS changes will impact learner and provisional drivers. In particular, the proposed restrictions on P1 drivers includes only the first 12 months of provisional licensing. In 2016 the median age at which people obtained a provisional licence was 18 years. • In 2016, drivers aged between 17–24 years represented 13.7 per cent of all licence holders – 14.8 per cent were learner, 37.8 per cent provisional and 47.3 per cent full. • Young and novice drivers are disproportionately represented in casualty crashes. In the period 2011–15, drivers in the 17–24 year age group were involved in 24.1 per cent of injury crashes and 25 per cent of fatal crashes. • In 2017, the ACT experienced five fatalities on the road network – of these, two drivers were 19 and 20 years old, both holding a provisional licence; one fatality was a 22 year old provisional motorcyclist. • The proposed changes have been proven to reduce the incidence of fatal and serious injury crashes for young and novice drivers.
Human Rights	<ul style="list-style-type: none"> • The GLS reforms will reduce the incidence of fatal and serious injury crashes involving young drivers, benefiting the drivers themselves and other road users. • The original proposed late night and passenger restrictions for P1 drivers received significant feedback about the impact on young drivers’ access to employment and social opportunities. • This model proposes to restrict multiple peer aged passengers (16–22 years) for P1 drivers only during the hours of 11pm and 5am, when risk and severity of road trauma is higher. • Exemptions will apply for emergency, education, employment and family purposes, and restrictions will not apply to P1 drivers aged 25 and older.
Community and individual health	<ul style="list-style-type: none"> • Measures that enhance the skill and experience of young drivers on ACT roads, contribute to harm minimisation, and reduce the number of road fatalities by creating an environment of facilitated learning, development and experience will reduce the financial and emotional costs of road trauma to the community and individuals.
Disadvantaged and vulnerable	<ul style="list-style-type: none"> • Measures that impact negatively on disadvantaged groups are being considered. • Logbook credit options will be available to all learner drivers. • Measures to mitigate potential impacts on disadvantaged people, including members of Aboriginal and Torres Strait Islander communities, are being developed.

Economic

ACT Government Budget	<ul style="list-style-type: none"> • There will be implementation costs for some of the GLS components.
Employment	<ul style="list-style-type: none"> • Exemptions will mitigate adverse impacts on young people’s employment and social opportunities.
Small business impact	<ul style="list-style-type: none"> • Some measures may directly impact small businesses with established driver training programs for learner and provisional drivers. • JACS is working with local businesses to ensure minimal interruption to everyday operations and revenue through the procurement of new training programs. • Accredited driving instructors may experience a positive impact due to the increase in learner logbook hours and the incentive for logbook credit for learners who drive with an accredited driving instructor.
Skills and education	<ul style="list-style-type: none"> • A GLS establishes a staged approach to licensing for young and novice drivers, with restrictions and sanctions gradually reduced over time as they become more experienced and skilled in operating a vehicle. • The proposal includes a minimum of 100 hours (including 10 at night) of supervised learner driving, which will increase skills. • The proposal also includes an incentive to undertake both a safe driving education program and a cycling education program to provide logbook hour credit for learner driver experience. • The reforms will include a revision and update of course content for the mandatory pre-learner education program <i>Road Ready</i>.
Cost of living	<ul style="list-style-type: none"> • As a result of the different stages of licensing, there may be an incidental increase to the fees associated with obtaining a full driver’s licence in the ACT. • Options to provide licence fee concession to reward good driving behaviour are incorporated. • Increasing the minimum period of learner licensing will provide a longer timeframe to undertake supervised driving hours. • Options are being explored to mitigate the potential impact on disadvantaged members of the community by providing for opportunities to achieve logbook credit.

Environmental

Nil impact.