**18/577: Graduated Licensing Scheme Reforms**

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| **Summary of Impacts** |
| * 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 Graduated Licensing Scheme 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 is anticipated to be positive impacts on the ACT community in relation to a reduction in road trauma, which justifies any perceived negative impact of the proposed restrictions. * The changes will assist in the delivery of key recommendations outlined in the *Road Safety Action Plan 2016-2020* in relation to the government’s commitment to review the ACT Graduated Licensing Scheme; and to Vision Zero (realising zero road fatalities on ACT roads). |

*Key to impacts: Red – negative, Blue - neutral and Green - positive.*

**Social**

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| **Impacts on different age groups** | * 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 – two of the 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** | * 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. * The new model proposes to restrict multiple passengers for P1 drivers only during the hours of 11pm and 5am, when risk and severity of road trauma is higher. The social impact that may be negatively affected by the restriction of passengers is offset by the anticipated reduction in road trauma. |
| **Community and individual health** | * 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** | * Measures that impact negatively on disadvantaged groups are being considered. Justice and Community Safety have consulted with the JACS Aboriginal and Torres Strait Islander Team about the potential impact of the proposed changes on the Aboriginal and Torres Strait Islander community (particularly the Road Safety Fund driver licensing program), and what support can be offered. |

**Economic**

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| **ACT Government Budget** | * There will be implementation costs for some of the GLS components that will need to be considered through the budget process. |
| **Employment** | * Exemptions will be available to mitigate adverse impacts on young people’s employment and social opportunities. |
| **Small business impact** | * 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 development of new training programs. Accredited driving instructors are likely to experience a positive impact reflecting an increase in learner logbook hours, and the incentive for logbook credit for learners who drive with an accredited instructor. |
| **Skills and education** | * 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 an education program to provide logbook hour credit for learner driver experience. |

**Environmental**

Nil Impact