

YOUR **P****L**ATES



ACT
Government

Justice and Community Safety

GRADUATED LICENSING

KITCHEN TABLE DISCUSSION GUIDE

Have your say on Your PLates reforms

Justice and Community Safety Directorate

April - May 2018

INTRODUCTION

Thank you for your interest in how we improve road safety for new drivers in Canberra and agreeing to be a part of this consultation process by hosting a Kitchen Table Discussion.

No doubt this is a discussion you have had before with other parents, in your family or in your community as the loss of young lives through road accidents leaves a lasting emotional toll for friends, family and the community.

This Kitchen Table Discussion Guide will help you consider the facts, the changes and what we need to do to improve road safety for new drivers in Canberra.

Too many young drivers are being killed and injured on Canberra roads.

Other jurisdictions in Australia are already improving road safety for young drivers and we can draw on a range of measures we know work together to reduce road trauma.

We recognise some changes may affect prospective drivers and their families, particularly parents and carers, and we want to understand your views on the restrictions, when the changes are introduced and what exemptions may apply.

For further information please read the information provided at www.yoursay.act.gov.au

WHY A KITCHEN TABLE DISCUSSION?

Kitchen Table Discussions form a part of our broader community engagement process and are made up of a small group of people who get together to talk in an informal setting or as part of a regular meeting.

Kitchen Table Discussions are not votes to be tallied. It's not about the number of people supporting or opposing a certain issue, it is about capturing informed and considered ideas, views and opinions to assist with solutions.

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Send your comments via email to
roadsafety@act.gov.au.

Written submissions can be sent to:

**Graduated Licensing Scheme Review
Road Safety Policy, Justice and
Community Safety Directorate
GPO Box 158
CANBERRA CITY ACT 2601**

LET'S GET STARTED

THIS GUIDE HAS BEEN DESIGNED TO MAKE IT EASY FOR YOU TO RUN A KITCHEN TABLE DISCUSSION.

A Kitchen Table Discussion is a small group of people who get together and talk.

The setting can be informal or part of a formal meeting. Participants don't need to be an expert on the subject. What people need is a willingness to listen and to share ideas that are aimed at developing solutions that could work for everybody.

Tips for hosting a Kitchen Table Discussion:

- > Choose a time and comfortable location where there will be minimal interruptions
- > Develop an invitation list and share a direct link to the consultation webpage so they can read the background information beforehand
- > Expect the discussion to take around 30 mins to 1 hour

PREPARING FOR THE DISCUSSION

As the host, you have a very important role. It's your job to read and understand this guide in full so you can answer questions and help other. You have responsibility of creating and participating in a constructive discussion without dominating it or allowing it to get out of control.

USING A TALKING OBJECT

The talking object indicates who the current speaker is. It can be any object that can be held while speaking. This designated speaker system solves the problem of people talking over one another and not listening.

Where you are using this guide as part of an existing meeting, the talking object can denote a shift to a different topic or process.

QUESTIONS

As the host, it's also your job to guide people through the agenda. You'll be responsible for moving the group on to each discussion topic and question, determine speaking order, and making sure everyone follows the guidelines.

RECORDING AND SUBMITTING FEEDBACK

Your final job as host is to make sure all the opinions and different views of the group are recorded and sent to the ACT Government. At the end of the discussion about each question, fill out the relevant part of the form. Use extra paper if required, scan in a handwritten version or type it up and submit – whatever suits you.

STEP BY STEP

Step 1

Decide who to invite and agree on a place and time

Step 2

Bring copies of this guide plus pens and paper

Step 3

Being by reading the guidelines on page ## and ensure everyone agree and understands their responsibilities. Get agreement on how the group will operate and who will record discussions and keep time. Read out the 'What we know' section and supporting information.

Step 4

Round 1 – Introductions. The host hands the talking object to the participant on their left. The participant introduces themselves and explains briefly 'why new driver safety is important to me.' Ensure everyone has a turn at speaking and limit this to 2 minutes each. The talking object comes back to the host, who also answers the question.

Step 5

Rounds 2 – the host reads question 1 and passes the talking object around the group allowing each participant to answer. The host or designated participant records discussion for this and subsequent questions.

Step 6

Round 3 – the talking object is places in the middle of the table – anyone can speak. The group seeks agreement where possible and if necessary clearly defines the different positions.

Step 7

Recording – The relevant part of the form is read aloud by the host and filled out.

WHAT WE KNOW

1. OUR SITUATION

Too many young drivers are being killed and injured on Canberra roads.

THE FACTS

Road trauma has a lasting emotional toll on families, friends and the community. Age, inexperience, over-confidence, inattention and distractions as well as risk taking are factors in major crash incidents.

In the ACT, 15 young drivers (aged 17-24) were killed while driving from 2006 to 2017.

In the same period, cars driven by young drivers (aged 17-24) killed 23 other drivers, cyclists, passengers or pedestrians.

This age group is also over-represented in serious injury crashes with many sustaining life changing injuries.

OUR CURRENT SYSTEM

The learner: The ACT allows young adults from 15 years and 9 months old to get a learner car licence. Year 10 students also participate in a compulsory pre-licence education program: Road Ready. It is only recommended learner drivers complete at least 50 hours supervised on the road.

The restricted provisional: Having held a valid learner licence for six months and being 17 years old, a young driver passes a driving assessment to receive their provisional licence.

They are restricted to zero blood alcohol concentration, towing not exceeding 750kg and four demerit points. They can upgrade their demerit points by completing a Road Ready Plus course after six months of holding the licence.

The unrestricted full licence holder: Having held a provisional licence for three years they can be upgraded to a full licence.

HOW THE ACT COMPARES

Most Australian jurisdictions have introduced safety improvements and evaluated more restrictions for young and new drivers. Since 2014, each jurisdiction has been guided by the *Australian Graduated Licensing Scheme Policy Framework*.

We must now introduce safety improvements for our young and new drivers to reduce the over-representation.

PREVIOUS CONSULTATIONS

Improving road safety for young and new drivers is an ongoing national conversation. We have drawn on insights and experiences from across Australia.

In the ACT, we have benefited from local research projects including NRMA – ACT Road Safety Trust report on the *Effect of passenger and night time driving restrictions for novice drivers (2005)*; public meetings on research into graduated licensing (2013) and an ACT Driver Survey (2014).

WHY WE NEED GRADUATED LICENCING SCHEME

A graduated licensing scheme is a staged approach to driver licensing with restrictions that are reduced as experience is gained.

**42.5% fewer drivers
aged
18–23 years
have been involved in
fatal or serious injury
crashes in Victoria.**

WHAT WE KNOW

2. THE CHANGES

These changes will only apply to drivers entering the licencing system at a date yet to be set.

PLATES

SUPERVISED DRIVING HOURS

A minimum of 100 recorded hours of supervised driving for learner drivers including 10 night time hours. A learner licence must also be held for a year before progressing to a P test.

More supervised time on the roads increases the experience of new and young ACT drivers in all weather conditions and other challenging situations.

Research indicates at least 80 hours of supervised driving would reduce driver crashes up to 22% for those aged 18 or over.

4 DEMERIT POINTS FOR 3 YEARS

A maximum of four (4) points will be available in the three years a driver holds a P1 and P2 licence.

Quick and severe penalties are needed to deter high risk driving behaviours. A low demerit point threshold encourages drivers to think twice before speeding or breaking other road safety laws.

In 2016, 88% of young drivers had incurred no demerit points.

HAZARD PERCEPTION TEST

Learner drivers must complete a computer-based test to recognise dangerous situations and react safely before gaining their P's.

PLATES

PROVISIONAL LICENCE STAGES

A young driver as a P1 licence for 1 year and then a P2 licence for 2 years.

Young drivers are most at risk of a crash during the first few months. Staging the provisional licence from a P1 to P2 means we can lift restrictions as young drivers gain experience.

RESTRICTIONS:

NO NIGHT TIME DRIVING (12- 5AM)

No driving between midnight and 5am for P1 drivers. This restriction is lifted for P2 drivers.

Night time restrictions lower fatigue, unintentional low range drink driving and distracted driving. Of the young deaths on ACT roads from 2006 to 2017, more than 60% were between midnight and 5am.

NO MORE THAN ONE PASSENGER

P1 drivers will be limited to one passenger aged between 16 and 24 in the car.

Carrying peer aged passengers can distract a driver and also encourage a young driver to take greater risks.

From 2011-15, three of the five young drivers killed had at least three passengers in their car at the time.

NO MOBILE PHONES

No mobile phones or any function of their phone, including hands-free, for all learner, P1 and P2 drivers.

Young drivers are prone to distraction. Any activity that distracts a driver can result in more lane deviations, driver reaction delays and not anticipating hazards.

A small proportion of fines for mobile phones were issued to young people.

WHAT WE KNOW

3. THE CONSIDERATIONS

We recognise some changes may affect prospective drivers and their families, particularly parents and carers.

SAVING LIVES

We know these changes will reduce deaths and injuries of young drivers, their passengers and other road users.

Road trauma has a lasting emotional toll on families, friends and the community, particularly when it is the avoidable loss of young lives.

CHANGING BEHAVIOURS

We all have a role in reducing road trauma.

Parents and carers can positively influence their teenage children on their Ps to help them comply with licence rules.

Every trip matters so it's important that you help shape sensible drivers.

YOUR SAY ON INTRODUCING THE CHANGES

We need to examine the restrictions, what exemptions may apply and work through when we introduce the changes.

RESTRICTIONS

We want to understand your views on when driving restrictions that will apply to P drivers.

EXEMPTIONS

We are seeking to understand how the new changes can impact the independence of young drivers, their families and friends and where exemptions could apply.

For example, where a restriction on night time driving between midnight and 5am may impact an individual's ability to get to work or study or come home from work or study or where passenger restrictions may impact travel for siblings.

TIMINGS

We want to understand when the changes could be effectively introduced. Is it all at once or staged?

FEEDBACK FORM

Are you a community group? _____

Are you doing this as a group of parents? _____

Are you doing this as a family discussion? _____

Describe your discussion group. How many? What is the age range? How many people currently drive? How will or are learning to drive?

Question 1

Now that you have read the facts (see section 1), do we need to do more to support young drivers in the ACT?

Describe your experience on the road as a passenger or driver, teaching young drivers or if comfortable, your experience in a road incident.

Question 2

Looking at the key changes (see section 2) - What do you think about a staged approach to introducing the changes from learners to P1 and P1?

Question 3

Considering each change outlined in this guide (see section 2). Which do you support and why? Is there anything you would change or add?

Rank each method using a scale from 1 to 10, where 1 is 'not acceptable' and 10 is 'acceptable'.

INCREASED SUPERVISED DRIVING HOURS

Learner drivers must hold their licence for at least a year and complete a minimum 100 hours including 10 hours at night time.

1 2 3 4 5 6 7 8 9 10 _____

P1 AND P2 STAGES

Introduce a new P2 plate to target restrictions so new drivers gain more experience. No change to licence length, it will remain at 3 years.

1 2 3 4 5 6 7 8 9 10 _____

NIGHT TIME DRIVING

No driving between midnight and 5am for P1 drivers. Exemptions may apply.

1 2 3 4 5 6 7 8 9 10 _____

PASSENGER RESTRICTIONS

P1 drivers can only have one passenger aged between 16 and 24 in the car. Exemptions may apply.

1 2 3 4 5 6 7 8 9 10 _____

INCREASED SUPERVISED DRIVING HOURS

Learner drivers must hold their licence for at least a year and complete a minimum 100 hours including 10 hours at night time.

1 2 3 4 5 6 7 8 9 10 _____

REDUCED DEMERIT POINTS

A maximum of 4 points for 3 years. Severe penalties to deter high risk driving.

1 2 3 4 5 6 7 8 9 10 _____

BAN ON MOBILE PHONES

No mobile phones, including hands-free, for L, P1 and P2 drivers.

1 2 3 4 5 6 7 8 9 10

NEW HAZARD PERCEPTION TEST

Learner drivers must complete a computer-based test to recognise dangerous situations and react safely before their Ps.

1 2 3 4 5 6 7 8 9 10

Question 4

Learner drivers will have one year to complete a minimum 100 supervised driving hours before taking a P test.

Is there anything we should consider to help new drivers and their parents or carers achieve this time on the road?

Question 5

Exemptions may be needed for some restrictions on P1 drivers. What do you think they should be?

No night time driving between midnight and 5am

No more than one peer aged passenger between 16 and 24

Question 6

The demerit threshold for P drivers will be four points in three years. What are the potential impacts and how should they be addressed?

Question 7

Are there any other ways the government could improve the safety of learners and P plate drivers?
