



**ACT**  
Government

# ACT Road Safety Report Card 2024

**Transport Canberra and  
City Services Directorate**

# Contents

Introduction .....	3
Executive summary.....	4
Statistical overview .....	5
ACT safety performance indicators.....	6
Activities contributing to road safety in the ACT .....	8
Focus Area 1: Distracted and Dangerous Driving.....	9
Focus Area 2: Impaired Driving .....	11
Focus Area 3: Vulnerable Road Users .....	15
Focus Area 4: Education, Awareness, Engagement and Compliance .....	18
Focus Area 5: Safe Roads and Infrastructure .....	24
Supporting Actions .....	27

# Introduction

The [ACT Road Safety Strategy 2020-25](#) (the Strategy) and associated [ACT Road Safety Action Plan 2024-25](#) (the Action Plan) outlines the ACT Government's commitment to improving road safety and reducing road trauma in the Territory.

The 2024 Road Safety Report Card showcases key initiatives undertaken in 2024 that align to the commitments of the Action Plan. The Report Card also summarises key crash data up to December 2023. This is because ACT crash data is not available for analysis until mid-way through the subsequent calendar year – 2024 crash data will be published in an ACT Crash Report later this year, and available for comparison in the 2025 Report Card.

Reporting of road safety priorities aligns with requirements set out in the National Road Safety Strategy 2021-30 that all states and territories report annually on road safety activities to achieve the agreed Vision Zero targets.

The 2024 Road Safety Report Card is produced by Strategic Policy and Programs, within the Transport Canberra and City Services Directorate. This area is responsible for coordinating and monitoring the implementation of the Strategy, associated Action Plans, and road transport reforms.

Previous [ACT Road Safety Report Cards](#) can be found on the City services website.



# Executive summary

## Data snapshot

- Over the life of the Strategy the ACT saw significant fluctuations in the number of fatalities on ACT roads, with four fatalities in 2023 being the lowest on record in 20 years.
- The ACT continued to maintain a lower number of road fatalities per capita than the national average, with 0.9 fatalities per 100,000 population recorded in 2023 compared with the national rate of 4.8.
- Though fatalities were lower in 2023, on-road crashes and casualties receiving medical treatment in 2023 increased by 12.65% from 2022.
- The average age of the 2023 ACT vehicle fleet was the oldest in over 10 years, with the age of light vehicles averaging 9 years (7.39 in 2022).
- In the 10-year period up until 2023, almost 50% of drivers and motorcycle riders involved in fatalities were impaired by drugs and/or alcohol.
- The percentage of all surveyed sites where vehicles were compliant with speed limits increased in 2023 compared to 2022, most significantly in school zone hours.

## Key initiatives

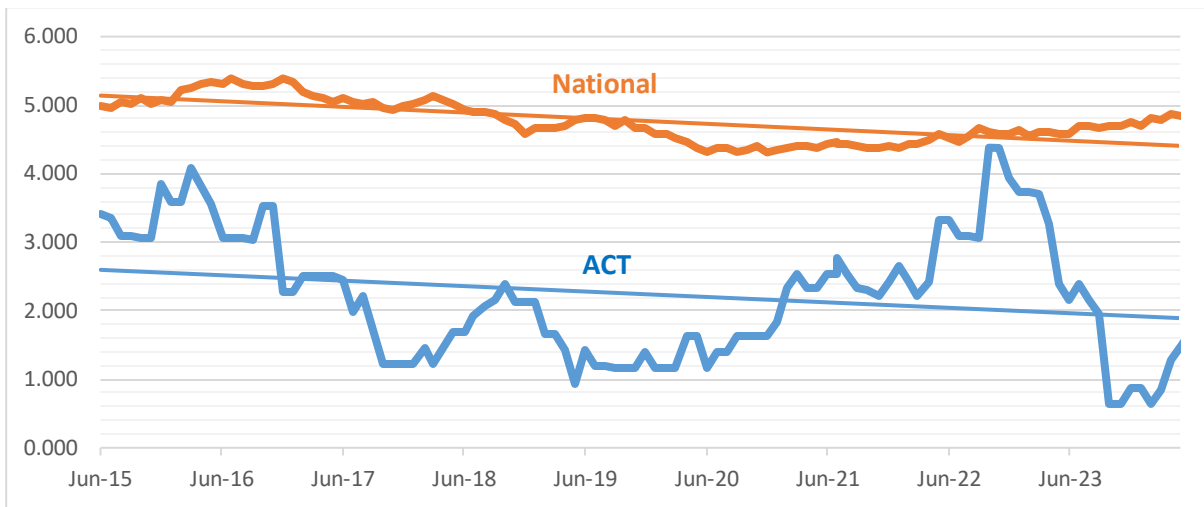
- The Active Travel Plan and Design Guide were released in February 2024, to guide and inform safer intersection design for cyclists and pedestrians.
- Infringements by the mobile device detection cameras commenced in February 2024.
- Commencement of a Dangerous Driving Intervention Pilot to reduce aggressive driving and young driver involvement in road trauma.
- In April 2024, a temporary protected on-road cycle lane was installed on Bowen Drive between Commonwealth Bridge and Bowen Park, with surveys showing reduced incidents and increased active travel trips six months post-installation.
- Increased / amended penalties for drink and drug driving offences were introduced through the Road Safety Legislation Amendment Act 2024 in May 2024.
- The Garden City Cycle route 1A and 1B commenced construction in July 2024 with these sections open for use in early 2025.
- Enforcement of unregistered vehicles using road safety cameras commenced in August 2024.

# Statistical overview

The primary statistical measures of progress under the National Road Safety Strategy are the annual number of road crash deaths and serious injuries. This data, and a range of other high-level measures, are being used to track Australia’s road safety performance over the 10-year life of the national strategy. The data on the following pages, is current to 31 December 2023, unless otherwise stated.

Detailed information on annual ACT road crash data is contained in annual Crash Reports, available on the [City Services website](#).

**Figure 1: Rates of deaths per 100,000 population. (Source: BITRE)**



**Table 1: Crashes on ACT Roads**

Measure	2019	2020	2021	2022	2023
On-road fatal crashes	6	6	11	15	4
Fatalities resulting from on-road crashes	6	7	11	18	4
On-road injury crashes	582	534	514	490	554
Casualties received medical treatment	604	525	528	514	579
Casualties admitted to hospital	100	90	90	71	71
On-road property damage crashes	6600	5220	5319	5077	5340
Number of deaths per 100,000 population (ACT)	1.41	1.62	2.54	3.94	0.86
Number of deaths per 100,000 population (National)	4.71	4.29	4.38	4.57	4.72

# ACT safety performance indicators

Table 2: Safe roads

Measure	2019	2020	2021	2022	2023
Number of deaths from head-on crashes	1	1	0	3	2
Number of deaths from single vehicle crashes	4	3	7	10	2
Number of deaths from intersection crashes	1	1	2	3	0
Percentage of all surveyed sites in the ACT where the 85th percentile speeds were contained within the posted speed limit	50.1% (excl. school zones)	40.5% (excl. school zones)	58.3% (excl. school zones)	43.0% (excl. school zones)	51.2% (excl. school zones)
	12.9% (school zone hours)	10% (school zone hours)	23% (school zone hours)	8.3% (school zone hours)	42.9% (school zone hours)

Table 3: Safe vehicles

Measure	2019	2020	2021	2022	2023
<b>Average age of the ACT fleet (years)</b>					
Light vehicles	7.88	7.95	8.07	7.39	9.00
Motorcycles	8.74	8.8	8.61	8.00	9.76
Heavy vehicles	10.14	9.83	9.83	8.99	10.87

Table 4: Safe people

Measure	2019	2020	2021	2022	2023
Number of young driver and motorcycle rider deaths (aged 17-25 years)	0	2	3	4	2
Number of older driver and motorcycle rider deaths (aged 65+ years)	2	1	3	1	0
Number of motorcyclist deaths	0	2	2	1	0
Number of cyclist deaths	0	0	1	1	0
Number of pedestrian deaths	2	0	2	1	0
Number of deaths from crashes involving a heavy vehicle	2	1	2	0	1
Number of deaths from crashes involving an unlicensed driver or motorcycle rider	1	3	2	3	0
Number of vehicle occupants killed who were not wearing a seatbelt or restraint	1	1x no seatbelt	0	2x no seatbelt	0

**Table 5: Safe speed**

Measure	2019	2020	2021	2022	2023
Number of fatal crashes where speeding was a contributing factor	1	1	2	10	1

**Table 6: How the ACT compares nationally**

Measure		2019	2020	2021	2022	2023
All road user deaths	ACT	6	7	11	18	4
	Australia	1186	1097	1129	1194	1258
Driver deaths	ACT	4	3	6	7	4
	Australia	569	534	530	555	551
Passenger deaths	ACT	0	4	2	7	0
	Australia	205	192	182	182	189
Pedestrian deaths	ACT	2	0	2	1	0
	Australia	158	138	133	164	158
Motorcycle deaths	ACT	0	2	0	1	0
	Australia	212	187	237	244	244
Cyclist deaths	ACT	0	0	1	1	0
	Australia	39	41	41	35	39

Source: [BITRE](#).

# Activities contributing to road safety in the ACT

The [ACT Road Safety Strategy 2020-25](#) outlines the ACT Government's commitment to improving road safety and reducing road trauma. It is supported by [Action Plans](#) that support the Strategy's aims. The Action Plan 2024-25 has five distinct Focus Areas to address both the strategic objectives and the current road safety challenges in the ACT. These focus areas are:

1. Distracted and Dangerous Driving
2. Impaired Driving
3. Vulnerable Road Users
4. Education, Awareness, Engagement and Compliance
5. Safe Roads and Infrastructure

## The ACT Road Safety Advisory Board

The ACT Road Safety Advisory Board (the Board) is a non-statutory body appointed by the Minister responsible for road safety, comprising eight members: an ACT Government executive as Chair, appointed nominees from the two ACT CTP insurers, three road safety representatives and two road safety experts (one being from ACT Policing).

The Board is responsible for monitoring progress and reporting on the implementation of the Strategy and Action Plans and provides advice to the Minister on the funding and direction of road safety initiatives. Each term of the Board runs for three years – the fourth term of the Board commenced on 9 September 2024, including four newly appointed members. Details of the Board can be found online at [Road Safety Advisory Board - City Services](#).

Subcommittees exist to support the Board including the ACT Road Safety Taskforce, comprising all government agencies responsible for implementation of the Strategy and action plans.

The next section of the Report Card outlines activities conducted in 2024 within the Action Plan's key focus areas.

## Focus Area 1: Distracted and Dangerous Driving

Distracted and dangerous driving are significant contributors to road crashes and fatalities worldwide. Distracted driving occurs when a driver's attention is diverted from the primary task of driving, often due to activities such as texting or talking on the phone. These distractions can significantly impair a driver's ability to react to road conditions, leading to variations in speed or increased risk of collisions.

Dangerous driving encompasses a range of behaviours that put the driver, passengers, and other road users at risk. This includes speeding, aggressive driving, and ignoring traffic signals. Such behaviours not only endanger the driver but also pose a serious threat to other road users.

Understanding the causes and consequences of distracted and dangerous driving is crucial for developing effective strategies to improve road safety. By raising awareness and promoting safe driving practices, we can work towards reducing crashes and creating safer roads for everyone.

### Dangerous Driving Intervention Pilot

The Canberra Police Citizen Youth Club (PCYC) received an ACT Road Safety Fund Grant (Road Safety Grants) in 2024, also financially contributed to by the ACT Motor Accident Injuries Commission, to develop and facilitate a dangerous driving intervention pilot for at risk youth. The pilot aims to reduce aggressive driving and young driver involvement in road trauma through education and interactive discussions, and some driving lessons with an accredited driving instructor / or supervised driving mentors.

PCYC commenced the pilot in term 2 in 2024, facilitating a program to the Wreck Bay Aboriginal community at Jervis Bay, delivering throughout the year to young people already engaged with PCYC, as well as presenting at 11 ACT high schools.

The University of Canberra will evaluate the impact of the intervention pilot on at risk youth, to determine its place in future licensing and/or sentencing environments, with a final report to be completed in 2026.



## ACT Policing November Month of Action

In November 2024, a month of action targeting speeding was conducted as part of ACT Policing's Dangerous Driving Strategy. ACT Road Policing and members from the five ACT Police Stations contributed to the *Anywhere, Anytime* approach to speeding enforcement, resulting in an increase from 277 infringements issued in October 2024 to 685 issued in November 2024. During the targeting period, 11 motorists were detected travelling more than 45 km/h above the posted speed limit, and three learner/provisional motorcyclists were detected travelling between 30-45km/h above the posted speed limit.

## Road Safety Cameras

The following activities related to the ACT Road Safety Camera Program were undertaken or commenced in 2024:

- The warning period for Mobile Device Detection Cameras (MDDCs) that commenced on 25 November 2023 ended on 19 February 2024 and saw around 208 warning letters issued each day.
- Enforcement by MDDCs commenced on 20 February 2024, with 27,522 infringements issued in the period up to 30 December 2024, equating to around 87 infringements issued per day.
- From 27 August 2024, vehicles detected committing road offences by the ACT road safety camera network (speed cameras, mobile device detection cameras, red-light cameras) have the vehicle registration status checked. Up to 31 December 2024, 707 infringements had been issued for unregistered/suspended vehicles, an average of almost 6 vehicles per day.
- The Centre for Automotive Safety Research commenced the development of an ACT Automated Enforcement Strategy, which will provide an evidence based, contemporary, integrated framework to guide the Government's automated enforcement solutions to continue to reduce road trauma in the ACT. The consultative process with operational and policy areas of ACT Government was completed in 2024, and the final Strategy is expected to be delivered by June 2025.
- Monash University Accident Research Centre (MUARC) commenced the three yearly evaluation of the ACT road safety camera program which includes analysis on the effectiveness of the speed and red-light cameras used in the ACT and the impact this has had on the reduction of crashes and speed on ACT roads. The evaluation will include an analysis of MDDC detection data and community attitudes to speeding and road safety enforcement. Recommendations for improvements to the ACT's approach to automated enforcement will be provided in the final report due in June 2025.

## Focus Area 2: Impaired Driving

Driving under the influence of alcohol or drugs is a major road safety concern. It impairs judgment and decision-making and is often associated with other risky behaviours like not wearing a seatbelt or speeding. Additionally, it can exacerbate fatigue. The risk of a casualty crash doubles with a blood alcohol concentration (BAC) over 0.05, and the likelihood of a fatal crash increases even more dramatically.

Among drivers and motorcycle riders involved in fatalities in the ACT from 2013 to 2023:

- 13% had a BAC above the legal limit.
- 23% tested positive for drugs.
- 10% had both a BAC above the legal limit and the presence of drugs.

The ACT, like all Australian jurisdictions, enforces a zero-tolerance policy on drug driving. There is substantial evidence linking drug use to increased crash risk. Drugs can slow reaction times, distort perceptions of time and distance, and stimulate the nervous system, leading to reduced attention spans and sudden fatigue as the stimulant effects wear off.

ACT Policing conducts roadside alcohol and drug screenings at any time, on any road.

**Table 7: Prevalence of alcohol and drug driving detected in the ACT**

Measure	2021	2022	2023
Number of drivers and motorcycle riders killed with a blood alcohol concentration above the legal limit	2	4	1
Number of deaths (not including the driver) from crashes involving a driver or motorcycle rider with a blood alcohol concentration above the legal limit	1	2	0
Number of drivers and motorcycle riders killed with a blood drug level	3	7	1
Number of deaths (not including the driver) from crashes involving a driver or motorcycle rider with a blood drug level	1	1	1
Number of persons charged with drink driving offences	736	830	718
Number of persons charged with drug driving offences	490	434	227

### Expansion of functions of mobile Random Breath Testing/Random Drug Testing

A review of the ACT road transport penalties framework began in 2023, introducing new penalties commensurate with the road safety risk associated with unsafe behaviour and to support behavioural change. The Road Safety Legislation Amendment Act 2024 (Amendment Act 2024), passed in the ACT Legislative Assembly on 15 May 2024, has enhanced ACT Policing's ability to address dangerous behaviours associated with drink and drug driving.

The majority of the changes commenced on 25 May 2024 and included:

- increased and equalised, where possible, penalties for drink and drug driving offences.

- creation of a new offence for combined drug and alcohol driving (section 21 of the *Road Transport (Alcohol and Drugs) Act 1977*).
- update of the penalties of the offence designed to capture the highest risk and most severe cases of impaired driving.
- enabling ACT police officers to issue an infringement notice in place of a court order for first time low-range drink drivers.

In August 2024, an additional amendment was made to the *Road Transport (Alcohol and Drugs) Regulation 2000* to allow for roadside drug testing to include cocaine from 1 January 2025 (alongside Methamphetamine, MDMA and THC (Cannabis)), enabling ACT Policing to appropriately detect and address dangerous drug driving behaviours.

In 2024 there was an increase in random drug testing with 4,173 tests conducted and 226 people charged with drug driving offences, compared with 1,917 tests and 203 positive tests from the previous year.

In December 2024, a month of action on impaired driving was conducted as part of ACT Policing's Dangerous Driving Strategy. ACT Road Policing and members from the five ACT Police Stations conducted over 18,000 random breath and drug tests over the month. As a result of these actions, 104 drivers were found to be driving under the influence and issued with an immediate suspension notice, suspending their ACT drivers' licences for 90 days; they will face court at a later date. Of these, 87 were identified to be first time offenders and 17 were repeat offenders. Collaboration with NSW Police Force saw an increased focus on targeting impaired driving across borders, which was also bolstered with the inclusion of ACT Government vehicle inspection teams on joint order operations.

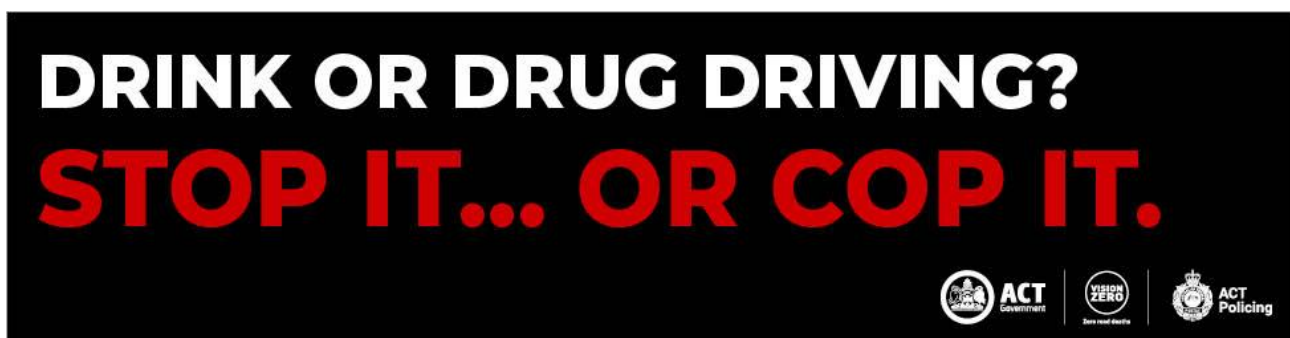


## Stop it or Cop it

The Stop It or Cop It campaign ran for the second time during mid December 2024 to the end of January 2025 targeting drink and drug driving offences. The campaign was delivered in the lead up to and during the Christmas and New Year period, one of the busiest times of the year on the road and supported increased ACT Policing enforcement activities.

The campaign also raised awareness of two initiatives commencing 1 January 2025: the expansion of roadside drug testing to include cocaine; and the introduction of a new traffic infringement notice for first-time low range drink driving offenders.

The campaign reached significant audience numbers via paid media channels including radio, social media, digital and out of home advertising (such as drink coasters at licensed venues and dining precincts, petrol station signs, and mobile billboards).



## Reporting of health issues impairing heavy vehicle drivers

In February 2022, the Infrastructure and Transport Ministers' Meeting (ITMM) asked the National Transport Commission (NTC) to identify options to improve the health screening of heavy vehicle drivers required under the Assessing Fitness to Drive (AFTD) guidelines. This request flowed from the ACT Chief Coroners findings over the death of four-year old Blake Corney involving a heavy vehicle driver with undiagnosed sleep Apnoea.

The ACT Government is working with stakeholders to implement mandatory reporting of health issues which could impair heavy vehicle drivers. This includes ensuring health practitioners are aware of their obligations to report and have the resources available to understand the reporting threshold.

In September 2024, the regulation outlining the mandatory reporting requirement was published and will commence no later than 12 June 2025.

The requirement will apply to health practitioners in the medical, occupational therapy, physiotherapy, optometry and psychology fields to report when they form an opinion that a heavy vehicle licence holder or person applying for a heavy vehicle licence has a long-term or permanent injury, illness or incapacity that is likely to impair their ability to drive a heavy vehicle safely. The regulation allows for explanatory guidelines to be developed to assist practitioners in interpreting the reporting threshold.

The NTC began the project in April 2024, engaging with jurisdictions, industry, unions and medical stakeholders through a Heavy Vehicle Health Advisory Group (HVHAG) that included ACT Government

representation. Targeted consultation with stakeholders on the development of the explanatory guidelines commenced in late 2024.

The ACT will continue to monitor the National Transport Commissions' review into the screening of heavy vehicle drivers for sleep apnoea, diabetes and developing cardiovascular disease. The review is expected to be completed in the second half of 2025.

### **Impact of Prescription Drugs on Driving Behaviour in the ACT**

In 2024 the Road Safety Grants program funded a research project by Swinburne University of Technology to investigate the impact of prescription drugs on driving behaviour in the ACT. The project will survey regular drivers in the ACT who are legally prescribed monitored medicines, to determine how the scope and impact of health-related information received alters safe driving practices and behaviours.

The goal of this project is to generate data that will directly guide public health policies and driver education programs in the ACT. By developing targeted educational materials, this project seeks to promote safer driving practices, thereby reducing the risk of medicated driving-related incidents on ACT roads.



## Focus Area 3: Vulnerable Road Users

Vulnerable road users (VRUs) are individuals who are not traveling in cars, buses, or trucks. This group descriptor used to only include motorcyclists, cyclists and pedestrians, but has expanded in recent years to recognise the vulnerability of children aged seven and under, the elderly, and users of mobility devices. In the event of a collision, VRUs have minimal to no protection from the impact.

The overall VRU casualty rate in the ACT has been on a downward trend over the past 10 years however, the ACT Government is committed to ensuring our VRUs can continue to be as safe as possible while using the road and path network.

Between 2013 and 2023 the ACT recorded 12 motorcycle fatalities, 8 pedestrian fatalities and 6 cyclist fatalities. In the same period, 19 fatalities (19%) involved a driver or motorcycle rider in the older age bracket (65+), and 36 fatalities (35%) were in the younger age bracket (17-25).

### Active Travel Plan

In January 2024, the ACT Government released the [Active Travel Plan 2024-30](#). The Active Travel Plan outlines ways to make it safer, more accessible, convenient and enjoyable to walk or ride. It looks at how Canberrans travel now and identifies projects and initiatives to strengthen active travel in the future.

The Plan has a focus on a better connected and maintained path network to support safety, accessibility and encourage more Canberrans to walk and cycle. It includes walking and cycling maps that guide investment and decision making to support active travel into the future.

### Senior Road Users

In 2024, the Road Safety Grants funded two projects related to senior road users:

#### 1. Aging Driver Education and Assessment (Capital Road Safety Education):

- This project will deliver 12 presentations to groups of approximately 15 drivers aged 60 or above. The focus will be on road rules, licensing requirements, new vehicle technology, and planning for a non-licensed lifestyle.
- It will also include practical driving lessons to update skills and assess current driving ability.

#### 2. Thriving Without Driving (Australian Catholic University):

- This project includes workshops seeking to understand the needs of ACT residents retiring from driving.
- It will create a toolkit with practical resources on staying active and engaged in the community without a licence. This includes psycho-social education, psychological strategies like mindfulness and self-compassion, and links to support services available in the ACT.

Supporting seniors in Canberra to use public transport is a key focus for the ACT Government. Transport Canberra collaborates with community and stakeholder groups to provide information on the benefits of bus and light rail travel and how to connect with these services.

Transport Canberra facilitates a monthly Accessible Reference Group, including representatives from key organisations such as the Council on the Ageing (COTA). Public transport information is also shared with COTA and the Community Services Directorate for distribution through their seniors' newsletters.

As part of the transition to MyWay+ in 2024, there was increased engagement with seniors to prepare them for Transport Canberra's new ticketing system. The Transport Canberra team attended the COTA Veterans and Families Event in July 2024 and the ACT Seniors and Better Ageing Expo in September 2024. These events provided opportunities to speak directly with seniors and answer questions about public transport. Public transport information is also shared online through the website, e-News, and social media.

## Children's safety

School zones are designated areas meant to protect students as they arrive and depart from school. Speed limits in these areas serve as a crucial tool in safeguarding young lives. The following projects were conducted in 2024 to monitor and slow speeds in school zones.

- During the 2024 school year the mobile speed camera vans conducted 2,911 speed monitoring sessions within 40 km/h school zones across ACT schools. During this period 984,527 vehicles were checked, with 7,290 vehicles exceeding the limit.
- Targeted patrols were conducted at 6 selected ACT schools for a two-week period at the start of Term 4 (14 – 25 October 2024), schools were selected where regular speeding was identified. During the two-week campaign at the 6 selected schools 5,574 vehicles were checked and 52 vehicles were identified to be exceeding the 40km speed limit.
- VMS/Smiley boards were on display for weeks 1 and 2 of Term 3 2024 (22 July – 2 August 2024) at 6 selected schools. The smiley face signs proved to be an effective way to remind drivers to be mindful of their speed in school zones. The overall non-compliance rate for the targeted schools with static VMS signs in the first 2 weeks of term 1 2024 was 1.8%, in comparison to 0.65% in the first 2 weeks of term 3 2024 with Smiley VMS signs. This represents a decrease of 64%.
- The figures suggest the smiley face VMS boards were more successful than the static VMS boards used in term 1 2024, where no noticeable improvement in compliance was found around the targeted school zones.
- There were 2 schools targeted in term 3 that remained among the most non-compliant school zones in the ACT. While there was a decline in infringements while the signs were installed, they were still among the top schools for non-compliance in term 3.
- Parking patrols were conducted at many of the ACT schools in 2024 during drop off and pick up times. During the period of 14 – 25 October 2024 (Term 4), 54 parking infringements were issued at 5 targeted schools. These schools were selected due to previous non-compliance.
- "Being a wise road user" is a 2024 Road Safety Fund grant project being undertaken by Saints Peter and Paul Primary School to improve road safety for all users of the school precinct. The precinct provides education and care for primary school aged children, students with moderate

and severe intellectual disabilities and aged care residents. This program will develop education material to be distributed to families and visitors to the area.



Transport Canberra and City Services (TCCS) School Safety Programs (SSP) deliver a suite of active travel programs and traffic management support to schools, including:

- A total of 22 Infrastructure Improvements projects have been submitted for design, and 4 sites were delivered during 2024 under the Active Streets for Schools Program. This included infrastructure upgrades around Canberra Grammar School, Gordon Primary School, Melba Copland College, and Melba Copland Secondary School.
- The School Crossing Supervisor program is active at 25 locations across the Territory.
- The Ride or Walk to School and It's Your Move Safe Cycle programs continued to help ACT schools teach children to safely ride or walk to school. Events were held at ACT schools to promote active travel, including at Red Hill Primary School in Term 2 2024 to promote National Walk Safely to School Week and Richardson Primary School in Term 4 2024 to promote Ride Safely to School Week.

## Cyclists

Enhancing bicycle safety in the ACT through improved conspicuity is a project funded by the 2024 Road Safety Grants through the University of Adelaide. This project aims to evaluate the effectiveness of various visibility aids for cyclists to enhance their safety. It will determine which aids have the greatest impact on

motor vehicle drivers' interactions with cyclists, both experimentally and in real-world settings. This will be conducted through:

- off-road experiments to inform real-world testing
- on-road testing on ACT roads using the Velograph device to collect passing distance data
- a laboratory/closed-road circuit component to identify the most effective visibility aids
- recruitment of cyclists in the ACT to test these aids on ACT roads, focusing on improving passing distances in low-light conditions.

## Motorcyclists

Riders Lane Pty Ltd received a grant from the 2024 Road Safety Grants round to deliver Motorcycle Riders Safety Education (MRSE). MRSE is designed to reduce accidents aiming to reach 192 new female motorcycle riders. This 2-hour rider education session covers:

- Managing and avoiding risks and safe lane positioning on unstable, wet or icy roads
- Emergency braking and cornering techniques
- Benefits of wearing personal armoured protective gear
- Basic routine motorcycle maintenance

## Focus Area 4: Education, Awareness, Engagement and Compliance

Road safety is a shared responsibility that involves all road users, including drivers, passengers, motorcyclists, cyclists, and pedestrians. Every day, individuals engage in behaviours that increase the risk of road crashes, which can have fatal consequences. Often, people do not recognise their actions as risky, such as speeding slightly over the limit or running a red light. However, these behaviours can lead to devastating outcomes and contribute to a culture where disobeying traffic laws becomes normalised.

The ACT Government is committed to educating and engaging with the community to foster a collective responsibility for road safety. We aim to ensure that road users adhere to traffic regulations and that those who create unacceptable risks are appropriately deterred and penalised.

Our ongoing efforts include collaborating with community members and stakeholders to enhance compliance with road transport laws, improve these laws, and promote adherence through targeted awareness activities.

## Details on police enforcement operations from January 2023 to December 2023

Offence	Jan- Mar 23	Apr- Jun 23	Jul- Sept 23	Oct- Dec 23
Total traffic infringement notices (including speeding)	1431	2163	1746	1237
Total traffic infringement cautions (including speeding)	608	976	774	703
Speeding traffic infringement notices	495	655	641	475
Speeding cautions	120	159	174	164
Person charged with unlicensed driving offences - licence disqualified or suspended	177	180	144	118
Person charged with unlicensed driving offences - licence never held	26	19	25	21
Mobile use traffic infringement notices	84	77	74	54
Seatbelt traffic infringement notices	13	16	21	18

## Operation TORIC

Operation TORIC was established in August 2022 in response to anti-social behaviour on ACT roads and focuses on the identification and apprehension of high-risk-high-harm and recidivist offenders, who place the community, ACT Policing members and themselves in danger.

The Operation TORIC model has matured and is now aligned into the Proactive Intervention and Diversion Teams (PIDT), as the goals are complementary. The integrated teams operate under the PIDT portfolio, however, continue to deploy Operation TORIC activities as required. ACT Policing is committed to initiatives that not only reduce repeat call outs and increase diversions (disruption capability) but also support and increase community safety and build community connectedness.

In August 2024, Operation TORIC recorded its 500th apprehension. Between 1 August 2022 and 28 February 2025, 553 apprehensions had been made under Operation TORIC, leading to 1,749 charges. Of those apprehended:

- 221 of the alleged offenders were on bail.
- 84 were subject to good behaviour orders.
- 12 were on intensive corrections orders.
- 34 were on parole; and,
- 91 were subject to arrest warrants.

In May 2024, ACT Policing expanded the capabilities of its online reporting portal to include evidence upload of dangerous driving. Members of the public who capture dash-cam or mobile phone footage of driving offences, including dangerous driving, road rage, careless driving, mobile phone, redlight and seatbelt offences can now upload that footage to the ACT Policing online reporting portal. As of 31 December 2024, 448 Traffic Infringement Notices had been issued by ACT Policing as a result of online reporting.

ACT Policing continues to increase its presence with a high-visibility approach across the ACT to deter antisocial and dangerous driving and influence safe driving practices.

### **Learner Driver Mentor Program**

The Salvation Army was engaged in April 2023 to facilitate the Learner Driver Mentor Program, known as 'Drive for Life'. The program supports disadvantaged and vulnerable young people through getting their driving licence. The Salvation Army provides free access to learner driver education programs, driving lessons and supervised driving hours with seven volunteer mentors. The program has engaged over 100 participants including 21 who have completed the full program and obtained a provisional licence.

### **Investigating Cognitive Predictors of Crash Risk in Provisional Drivers**

The project, "Investigating Cognitive Predictors of Crash Risk in Provisional Drivers," aims to explore various cognitive predictors of crash risk among provisional drivers, with a particular focus on factors contributing to distracted and dangerous driving. This project is being delivered by the Australian National University and is funded by a 2024 Road Safety Grant.

The project will recruit 147 provisional license drivers under the age of 30 from the ACT to participate in a series of cognitive tasks conducted in a laboratory setting. Participants will complete a validated hazard perception test and four cognitive tasks: the Category Switch Task, the Operation Span, the Sustained Attention to Response Task, and the Useful Field of View. Additionally, the Cognitive Failures Questionnaire 2.0 will be administered.

The goal of this project is to identify cognitive factors that could inform the development of innovative training programs to enhance road safety for provisional drivers.

### **Road Safety Communication and Campaigns**

As part of the 'always there' approach to road safety messaging, Australian Traffic Network radio live reads are run daily to promote messages to the Canberra community on road safety topics that include campaign messaging as well as topical messages. These include information on double demerit periods, weather related safety (icy windows, driving at dusk), watching out for wildlife, school zone speed limits, sharing the road, vulnerable road users, and e-scooter safety.

The following ACT Government campaigns were delivered in 2024:

Campaign name/theme	Summary	Timing
<p>Mobile device detection cameras – phase 4</p>	<p>Campaign focussed on changing attitudes and behaviours toward using a mobile device while driving with a ‘stop it or cop it’ enforcement message. Rollout of the campaign from February 2024 coincided with the commencement of infringements for drivers detected using their mobile device while driving.</p> <p>Paid media channels included television, cinema, out of home, social media, digital audio and video, and radio advertising.</p> <p>This is the fourth and final phase of a comprehensive, multi-phased community awareness campaign that first commenced in 2021.</p>	<p>25 February 2024 – 30 June 2024</p> <p>9 December 2024 – January 2025</p>
<p>Kings Highway road safety</p>	<p>The ACT Government is a key stakeholder of the Kings Highway Road Safety Partnership. The partnership delivers coordinated enforcement and community education to reduce road trauma on the Kings Highway, particularly during busy holiday periods.</p> <p>Campaign messaging reminds drivers to make road safety a priority by slowing down, resting when tired, driving to the conditions, and putting the phone away. Reminders about double demerits is also included as required.</p> <p>Paid media channels included social media and out of home advertising (petrol station digital screens).</p>	<p>25 March 2024 – 28 April 2024 (Easter/school holiday period)</p> <p>11 December 2024 – 2 February 2025 (Christmas/New Year holiday period)</p>
<p>National Road Safety Week 2024</p>	<p>National Road Safety Week (NRSW) is an annual event that aims to promote safer driving and raise awareness of road safety nationally. It invites people to take the pledge to drive so others survive. NRSW was introduced in Australia in 2013 by Safer Australian Roads and Highways (SARAH). The ACT first participated in 2014 and has supported NRSW every year since.</p> <p>Campaign highlights include:</p> <ul style="list-style-type: none"> <li>• iconic buildings and structures lit up yellow throughout the week to remember those who have been killed or seriously injured on ACT roads</li> </ul>	<p>5-12 May 2024</p>

Campaign name/theme	Summary	Timing
	<ul style="list-style-type: none"> <li>reflective yellow ribbon pledge stickers showcased on a number of ACT Policing, emergency services and government vehicles, Transport Canberra buses and light rail support vehicles</li> </ul> <p>Paid media channels included social media, digital audio and out of home advertising (petrol station signage).</p>	
Reporting fitness to drive	<p>A campaign reminding the community of their responsibility to inform Access Canberra if they have a medical condition that may impair their ability to drive.</p> <p>All drivers must self-report to Access Canberra if they have a medical condition affecting their ability to drive. Voluntary notifications can also be made by any person, such as concerned health practitioners or family members.</p> <p>Paid media channels included social media and digital display advertising.</p>	5 – 23 June 2024
'Every k counts' (casual speeding)	<p>The casual speeding campaign which first ran in market in 2023, was put back in market in 2024 over a four week period to reinforce safe driving behaviours. The campaign is focussed on changing driver attitudes towards casual/low level speeding (driving up to 10 kilometres over the posted speed limit).</p> <p>Campaign channels included static display signage at petrol station across Canberra.</p>	June 2024
Unregistered vehicles	<p>Campaign to promote the importance of registering your vehicle and to inform the community of a new process to identify and fine unregistered vehicles. From August 2024, Canberrans detected committing road offences by the traffic camera network will have their vehicle checked to make sure their registration is up to date.</p> <p>Paid media channels included social media, radio, digital display and out of home advertising.</p>	28 July 2024 to 8 September 2024

Campaign name/theme	Summary	Timing
Rail Safety Week	<p>Rail Safety Week, an initiative of the TrackSAFE Foundation, is an annual community awareness week held in Australia and New Zealand designed to engage the community in safe rail practices. The campaign aims to emphasise the importance of being safe, acting responsibly on and around rail, and awareness around the lasting impacts rail incidents can have on many people's lives.</p> <p>2024 marked the sixth year of the ACT Government's participation in Rail Safety Week. To launch the 2024 campaign, winners of a student rail safety poster competition were announced, with the four winning designs showcased on two light rail vehicles. Another key highlight of the awareness campaign was the release of the 'near miss' video across ACT Government social media channels.</p> <p>Paid media channels included social media and digital display advertising.</p>	5-11 August 2024
'Stop it or cop it' (drink and drug driving)	<p>Campaign targeting drink and drug driving offences. It was delivered in the lead up to and during one of the busiest times of the year on the road and supported increased ACT Policing enforcement activities. The campaign also incorporated messaging about new amendments that commenced on 1 January 2025. These were:</p> <ul style="list-style-type: none"> <li>• a new combined drink and drug driving offence</li> <li>• a new infringement for first time low range drink driving</li> <li>• expanding roadside drug testing to include cocaine.</li> </ul> <p>Paid media channels included radio, social media, digital and out of home advertising (such as drink coasters at licensed venues and dining precincts, petrol station signs, and mobile billboards).</p>	9 December 2024 to 31 January 2025
'Always there' road safety radio advertising	<p>'Always there' advertising allows for continuous road safety messaging to be shared with the Canberra community in a timely and relevant manner. Through radio advertising via the Australia Traffic Network, short live read scripts are delivered to reinforce campaigns and support everyday/seasonal road safety messages.</p>	From 25 February 2024

## Promoting Safer Driving in ACT's Diverse Communities

- The Australian Multicultural Action Network received funding from the 2024 Road Safety Grants, to reduce accidents and cultivate responsible driving habits in young and migrant drivers from Culturally and Linguistically Diverse (CALD) communities in the ACT region. The project will use a combination of education, engagement, and compliance strategies to create safer roads for all road users.
- The Community Broadcasting Association of Australia received a 2024 Road Safety Grant for a project that will develop a series of 12 Community Service Announcements (CSAs) to address distracted, dangerous and impaired driving. These engaging and narrative-style CSAs will be co-designed with a diverse group of ACT road users, drawing on their personal experiences and perceptions. They will highlight the dangers of these driving behaviours and promote a safer driving culture.

## Focus Area 5: Safe Roads and Infrastructure

Safer roads and infrastructure are a high priority for the ACT Government. The safe system approach, along with the integration of Movement and Place principles in the planning and execution of our road infrastructure and public spaces, plays a crucial role in creating a safer environment for all road users. By focusing on these key components, we can ensure that our transportation network and public areas are designed to minimise risks and enhance safety for everyone. This holistic approach not only improves the overall functionality of our infrastructure but also promotes a more sustainable and user-friendly urban landscape.

### Safe active travel infrastructure

Safe active travel infrastructure refers to the development of facilities and networks that ensure the safety and convenience of pedestrians, cyclists, and other non-motorised road users. These infrastructures include bike lanes, footpaths, pedestrian crossings, and multi-use areas designed to promote active transportation modes.

In 2024, the community path network was expanded by more than 50,000m<sup>2</sup> including separated cycle lanes, more than 20,000m<sup>2</sup> in active travel coverage was undertaken across the off-road network and the annual percentage of off-road active travel renewal works undertaken on asphalt routes was greater than 15%.

A Design Guide was released in early 2024 to guide and inform safer intersection design for cyclists and pedestrians. The Design Guide sets a high benchmark on how intersections and streets across the ACT should be designed. It aims to safely support all modes of transport with a focus on safety and priority for people who walk and ride.

## Garden City Cycle Route

The 2023-24 ACT Budget matched the Australian Government's \$5 million for detailed design and construction of the first stage of the Garden City Cycleway, covering segments 1 to 4 that will be completed over a three-year period. The detailed design and construction of segments 5 to 7 will be subject to future funding opportunities. Preliminary sketch plans for all 7 routes can be found on the [City Services website](#).

The Garden City Cycleway will connect Watson, Downer, Hackett, Dickson, Ainslie, and Braddon to the city, using existing streets and linking schools, local centres, and green spaces. The cycleway will use a variety of streets and places to accommodate both local cyclists and visitors exploring the city. It will connect to the inner-city cycle loop on Bunda and Allara streets, linking to the city and lake edge. The route will pass through open and green spaces, enhancing connectivity between key locations in the surrounding suburbs. Active Travel Streets will be implemented to create a safe environment for cyclists, scooters, and vehicles to share the road.

Construction Progress in 2024:

- 1A (Complete): Torrens Street (Cooyong Street to Ipima Street) - New 4m wide concrete path, 6 raised zebra crossings.
- 1B (Complete): Torrens Street (Ipima Street to Ijong Street) - New 3m wide asphalt path, new traffic lights at Limestone Avenue/Ijong Street/Angas Street intersection.
- 1C (Underway): Angas Street (Limestone Avenue to Majura Avenue) - New 3m wide asphalt path, 4 raised zebra crossings.



## Bowen Drive protected cycle lane

A temporary protected on road cycle lane was installed in April 2024 on Bowen Drive between Commonwealth Bridge and Bowen Park. The overall objective of the Bowen Drive Bike Lane project as identified in the project plan is to improve safety for vulnerable road users.

The project aimed to trial a protected bike lane providing a dedicated protected on-road cycling facility to separate cycle and scooter traffic from people walking. It was expected that this solution will reduce the risk of crashes and reduce the risk of conflicts between faster and slower path users.

To enable evaluation of this trial Artificial Intelligence Road Surveys (AIRS) and community intercept surveys were undertaken shortly before and six months after the installation.

Survey results show that incidents have become less frequent and less severe. Also, the community survey results point out that the perception of safety with all path users has much improved.

Survey data shows an increased number of active travel trips which may indicate that more people choose to travel along this route after installation of the cycle lane.

A high degree of community satisfaction has been achieved; however, some issues have been raised that have continued after the cycle lane installation and some minor new issues have been identified caused by the design and signage of the newly installed protected cycle lane.

The most prevalent community feedback is to make the temporary protected cycle lane permanent and to apply this to more places in Canberra.



## Supporting Actions

### ACT Road Safety Fund Grants Program

The annual Road Safety Grants support community led programs, initiatives and research projects that contribute to improving road safety in the ACT. Projects must demonstrate outcomes with specific benefit to the ACT community and be consistent with the Government's commitment to the safe systems approach and road safety priorities as outlined in the Road Safety Strategy and its Action Plan. Projects may include the development and delivery of evidence-based road safety education programs, road safety awareness activities, research, and road trauma prevention. The grant program is funded through the road safety levy applied to ACT vehicle registrations.

In 2024 the annual ACT Road Safety Grants program received a record 61 applications. In addition to those already detailed within this Report Card, grants that were awarded covered a range of road safety areas including:

- Intersection safety
- Road safety messaging
- Older drivers
- Vulnerable road users
- Drug driving; and
- Provisional drivers

Information about all funded grant programs can be found online at [Road Safety Grants](#).

### Workplace Road Safety

In 2024 the ACT became a core funding partner of the National Road Safety Partnership Program (NRSPP) which is hosted by Monash University Accident Research Centre. This collaborative network has a focus on workplace road safety and was established to support Australian public and private businesses to implement positive road safety cultures and in doing so reduce national road trauma. In joining the NRSPP the ACT strengthens our approach to workplace road safety and meets a commitment in the National Road Safety Action Plan.

### Multimodal Network Plan

The development of an internal technical report on developing a Multimodal Network Plan (MNP) was completed in August 2024. It provides guidance on the future function and modal priorities for arterial roads and other key areas of the transport network. It also provides recommendations to guide future investment on infrastructure and services initiatives – to achieve the vision and objectives of the ACT Transport Strategy.

## Heavy Vehicles

The ACT, through Austroads working groups, is involved in the review/redevelopment of the National Heavy Vehicle Driver Competency framework. Final recommendations from the Austroads work are generally agreed nationally. Austroads has now formed an implementation working group to assist in progressing the relevant recommendations into state and territory heavy vehicle driver licensing arrangements.

The ACT also progressed the Road Safety Legislation Amendment Regulation 2024 in June 2024 to remove administrative barriers for National Heavy Vehicle Regulator officers undertaking HVNL compliance activities in the ACT. The Heavy Vehicle (Mass, Dimension and Loading) National Amendment Regulation (NSW) commenced on 6 September 2024 to provide for additional axle group masses for vehicle complying to Euro VI emission requirements.

