

ACT Road Safety Report Card 2025



Acknowledgement of Country

The City and Environment Directorate acknowledges the Ngunnawal people as traditional custodians of the ACT and recognise any other people or families with connection to the lands of the ACT and region.

We respect the Aboriginal and Torres Strait Islander people, particularly our Aboriginal and Torres Strait Islander staff, and their continuing culture and contribution they make to the Canberra region and the life of our city.

© Australian Capital Territory, Canberra 2026

Material in this publication may be reproduced provided due acknowledgement is made.

Produced by the City and Environment Directorate. Enquiries about this publication should be directed to the City and Environment Directorate.

GPO Box 158, Canberra City 2601

act.gov.au

Telephone: Access Canberra – 13 22 81

If you are deaf, or have a hearing or speech impairment, and need the telephone typewriter (TTY) service, please phone 13 36 77 and ask for 13 22 81.

For speak and listen users, please phone 1300 555 727.

For more information on these services, contact us through the National Relay Service:

www.accesshub.gov.au.

If English is not your first language and you require a translating and interpreting service, please telephone Access Canberra on 13 22 81.

Contents

Acknowledgement of Country	2
Contents	3
Introduction	4
Executive summary	5
Statistical overview	6
ACT safety performance indicators	7
ACT safety performance indicators	9
Focus Area 1: Distracted and Dangerous Driving	10
Focus Area 2: Impaired Driving	13
Focus Area 3: Vulnerable Road Users	15
Focus Area 4: Education, Awareness, Engagement and Compliance.....	18
Focus Area 5: Safer Roads and Infrastructure	25

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

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 2025 Road Safety Report Card is produced by Strategic Policy and Legislation, within the City and Environment 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

- Whilst fatal crashes increased for the ACT in 2024, the ACT continued to maintain a lower number of road fatalities per capita than the national average, with 2.32 fatalities per 100,000 population recorded in 2024 (0.9 in 2023) compared with the national rate of 4.78 (4.72 in 2023).
- In 2024 there were slightly less injury and property damage crashes compared to 2023; however, casualties receiving medical treatment or being admitted to hospital increased, and 11 people died on ACT roads in 2024 (compared to four in 2023). Five of the fatalities were motorcycle riders.
- There were no young (17 – 25years old) driver or motorcycle rider deaths in 2024 – for the first year since 2019.
- The average age of the 2024 ACT light vehicle fleet averaged 8.95 years, compared to passenger vehicles nationally averaging 11.18 years.

Key initiatives

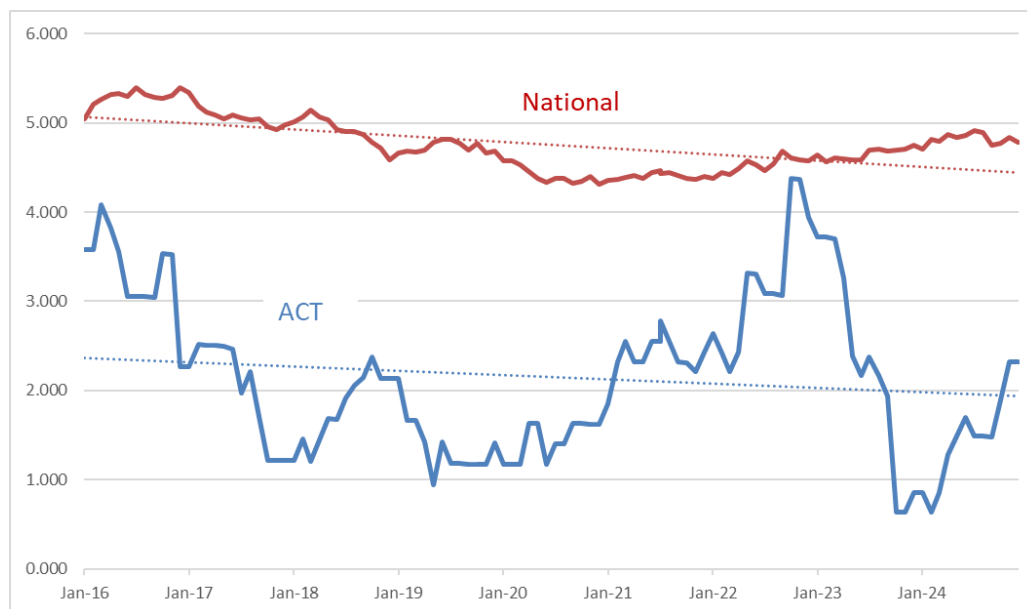
- Seatbelt compliance detection by the mobile device detection cameras commenced in November 2025.
- Continuation of the Dangerous Driving Intervention Pilot to reduce aggressive driving and young driver involvement in road trauma, including delivery at the Alexander Maconochie Centre.
- Detection of cocaine in roadside drug testing commenced 1 January 2025.

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 2024, 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)



Measure	2020	2021	2022	2023	2024
On-road fatal crashes	6	11	15	4	11
Fatalities resulting from on-road crashes	7	11	18	4	11
On-road injury crashes	534	514	490	554	539
Casualties received medical treatment	525	528	514	579	595
Casualties admitted to hospital	90	90	71	71	74
On-road property damage crashes	5220	5319	5077	5340	5024
Number of deaths per 100,000 population (ACT)	1.62	2.54	3.94	0.86	2.32
Number of deaths per 100,000 population (National)	4.29	4.38	4.57	4.72	4.78

ACT safety performance indicators

Table 2: Safe roads

Measure	2020	2021	2022	2023	2024
Number of deaths from head-on crashes	1	0	3	2	1
Number of deaths from single vehicle crashes	3	7	10	2	6
Number of deaths from intersection crashes	1	2	3	0	4
Percentage of all surveyed sites in the ACT where the 85th percentile speeds were contained within the posted speed limit	40.5% (excl. school zones) 10% (school zone hours)	58.3% (excl. school zones) 23% (school zone hours)	43.0% (excl. school zones) 8.3% (school zone hours)	51.2% (excl. school zones) 42.9% (school zone hours)	47.4% (excl. school zones) 43.7% (school zone hours)

Table 3: Safe vehicles

Measure	2020	2021	2022	2023	2024
Average age of the ACT fleet (years)					
Light vehicles	7.95	8.07	7.39	9.00	8.95
Motorcycles	8.8	8.61	8.00	9.76	9.58
Heavy vehicles	9.83	9.83	8.99	10.87	10.56

Table 4: Safe people

Measure	2020	2021	2022	2023	2024
Number of young driver and motorcycle rider deaths (aged 17-25 years)	2	3	4	2	0
Number of older driver and motorcycle rider deaths (aged 65+ years)	1	3	1	0	1
Number of motorcyclist deaths	2	2	1	0	5
Number of cyclist deaths	0	1	1	0	2
Number of pedestrian deaths	0	2	1	0	0
Number of deaths from crashes involving a heavy vehicle	1	2	0	1	0
Number of deaths from crashes involving an unlicensed driver or motorcycle rider	3	2	3	0	1
Number of vehicle occupants killed who were not wearing a seatbelt or restraint	1	0	2	0	4

Table 5: Safe speed

Measure	2020	2021	2022	2023	2024
Number of fatal crashes where speeding was a contributing factor	1	2	10	1	3

Table 6: How the ACT compares nationally

Measure		2020	2021	2022	2023	2024
All road user deaths	ACT	7	11	18	4	11
	Australia	1097	1129	1194	1258	1300
Driver deaths	ACT	3	6	7	4	2
	Australia	534	530	555	551	586
Passenger deaths	ACT	4	2	7	0	2
	Australia	192	182	182	189	199
Pedestrian deaths	ACT	0	2	1	0	0
	Australia	138	133	164	158	174
Motorcycle deaths	ACT	2	0	1	0	5
	Australia	187	237	244	244	278
Cyclist deaths	ACT	0	1	1	0	2
	Australia	41	41	35	39	37

Source: BITRE.

ACT safety performance indicators

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 MAI 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](#).

The Board oversees an annual Road Safety Grants program, supporting 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. The grant program, funded through the road safety levy applied to ACT vehicle registrations, received 56 applications in 2025. Information about all funded grant programs and final reports for all completed grant projects can be found online at [Road Safety Grants](#).

Subcommittees exist to support the Board including the ACT Road Safety Taskforce, comprising all government agencies responsible for road safety activities and implementation of the Strategy and action plans. The next section of the Report Card outlines activities conducted in 2025 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.

ACT Policing Online Reporting Portal

In 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's online reporting portal.

Between 1 July and 31 December 2025, a total of 1,397 online dangerous driving reports were received by ACT Policing. Of these reports:

- 1,070 TINS and 235 Cautions were issued and 158 warning letters.
- Of the 1,305 total TINS and Cautions issued, they primarily related to traffic light offences (33 percent), unregistered and uninsured vehicle usage (5.2 percent), overtaking offences (4.4 percent), speeding (3.4 percent), and not keep left (3.1 percent).

Dangerous Driving Intervention Pilot

The Canberra Police Citizen Youth Club (PCYC) received an ACT Road Safety Fund Grant in 2024, also financially contributed to by the ACT Motor Accident Injuries Commission (MAIC), 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 continued to deliver the pilot throughout 2025 to PCYC clients as well as to both male and female detainees within the Alexander Maconochie Centre. The content was also adapted for delivery at several high schools throughout the year. The University of Canberra is evaluating the impact of the intervention pilot on at risk youth, to inform its place in future licensing and/or sentencing environments, with a final report to be completed in 2026.

Reversing the Cycle of Distraction: A social awareness campaign study

The University of Canberra, supported by a 2023 Road Safety Fund grant, completed a study that investigated in-vehicle causes of driver distraction through surveys and laboratory studies. An initial survey of 509 ACT drivers and a follow-up survey of 320 drivers identified behavioural/physical (29.4%) and auditory (28.2%) distractions as most common, consistent with laboratory findings showing these distractions impact driving performance more than visual or cognitive distractions.

The study also highlighted gender differences in visual attention and the effectiveness of emotionally compelling messages. Advertising featuring male drivers or no driver was preferred by both males and females, and messages emphasising immediate consequences and simple, digestible content were most effective in promoting message retention and behavioural change.

Road Safety Cameras

The following activities related to the ACT Road Safety Camera Program were undertaken in 2025:

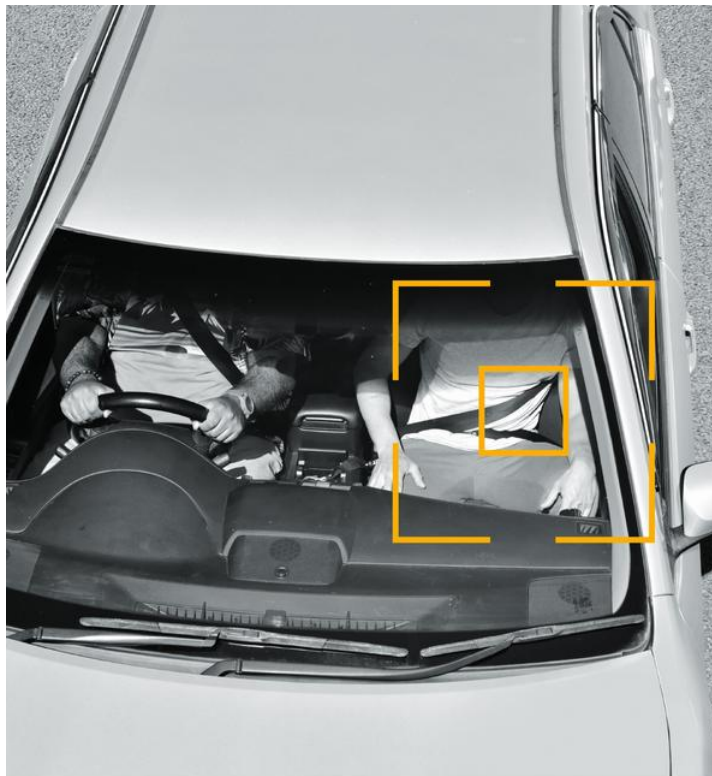
- The Mobile Device Detection Cameras issued 21,374 infringements for the calendar year equating to around 59 per day, compared to 27,522 (or 87 per day) in 2024.
- From 27 August 2024, vehicles detected committing road offences by any ACT road safety camera have the vehicle registration checked. 1,784 infringements were issued for unregistered/suspended vehicles in 2025, an average of five vehicles per day – compared to almost six vehicles per day in the active months of 2024.
- Seatbelt compliance detection by the MDDCs commenced on 3 November 2025, in the weeks up to 31 December 2025 they detected 2,182 drivers and 2957 passengers (5,139 total offences – around 87.1 per day).



- Strategic planning for an evidence-based, contemporary and integrated framework was undertaken during 2025 to enhance the Government's automated enforcement

solutions to reduce road trauma in the ACT. The following documents will be released in 2026 to guide the ACT's camera enforcement policies:

- A new ACT Automated Enforcement Framework was developed in partnership with the Centre for Automotive Safety Research.
- The Monash University Accident Research Centre (MUARC) completed the three yearly evaluation of the ACT road safety camera program which included analysis on the effectiveness and impact of the speed and red-light cameras and mobile device detection cameras used in the ACT.



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.

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.

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

Measure	2020	2021	2022	2023	2024
Number of drivers and motorcycle riders killed with a blood alcohol concentration above the legal limit	0	2	4	1	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	0	1	2	0	0
Number of drivers and motorcycle riders killed with a blood drug level	2	3	7	1	1
Number of deaths (not including the driver) from crashes involving a driver or motorcycle rider with a blood drug level	1	1	1	1	0
Number of persons charged with drink driving offences	830	736	830	718	649
Number of persons charged with drug driving offences	434	490	434	227	243

Roadside testing

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

In 2024, a regulatory amendment was made to facilitate ACT Policing's use of new roadside drug detection technology. This amendment commenced on 1 January 2025 and allowed for the expansion of RDT to include cocaine alongside other illicit drugs including Methylamphetamine, MDMA and THC (cannabis) – enabling ACT Policing to appropriately detect and address dangerous driving behaviours.

For the period 1 January 2025 to 31 December 2025, ACT Road Policing conducted 114,544 Random Breath Tests (RBT) and 3,460 Roadside Drug Tests (RDT). During this period, ACT Policing recorded 617 charges for drink driving and 617 charges for drug driving. Over 130 RDTs were confirmed positive to include cocaine.

Months of action:

In April, August and December 2025, ACT Road Policing in collaboration with teams from all ACT Policing Stations conducted months of targeted action focusing on impaired driving.

In December alone, members conducted 23,683 tests contributing to 67 charges for drink driving and 84 charges for drug driving.

Reporting of health issues impairing heavy vehicle drivers

The ACT Government has implemented a new mandatory reporting requirement to ensure that heavy vehicle drivers with conditions like suspected sleep apnoea are identified early. From June 2025, health practitioners in the medical, occupational therapy, optometry, physiotherapy and psychology fields are required to report heavy vehicle drivers or people applying for a heavy vehicle licence if they form the opinion there is a permanent or long-term illness, injury or incapacity that is likely to impair their ability to drive a heavy vehicle safely.

The ACT will continue to monitor the National Transport Commissions' review into the screening of heavy vehicle drivers.



Impact of Cannabis Decriminalisation and Prescription Medicines

In 2025, Swinburne University of Technology completed a 2023 funded Road Safety Grant project examining the impact of cannabis decriminalisation on road safety in the ACT. The study assessed whether the January 2023 enactment of the Drugs of Dependence (Personal Cannabis Use) Amendment Act 2019 had led to an increase in serious road crashes. The research found no evidence that cannabis decriminalisation resulted in an increase in injury or fatal crashes in the ACT. It recommended ongoing, long-term monitoring, noting that the effects of legislative change may take time to emerge.

Swinburne also commenced a 2024 funded Grants project focused on the impact of prescription medicines on driving behaviour in the ACT. The project surveyed 2,000 ACT drivers who are legally prescribed monitored medicines (including antidepressants, benzodiazepines, cannabis, and stimulants) to examine how they receive, understand, and act on information about medication-related driving risks. Findings from this project will inform evidence-based policy guidelines and communication activities to promote safer driving.

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 2015 and 2024 the ACT recorded 20 motorcycle fatalities, eight pedestrian fatalities and seven cyclist fatalities. In the same period, 13 fatalities (14% involved a driver or motorcycle rider in the older age bracket (65+), and 16 fatalities were in the younger age bracket (15-24).

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 2025 to monitor and slow speeds in school zones.

- During the 2025 school year the mobile speed camera vans conducted 2,542 speed monitoring sessions within 40 km/h school zones across ACT schools. During this period 814,998 vehicles were checked, with 5,598 vehicles detected exceeding the limit.
- Targeted patrols were conducted at 10 selected ACT schools with VMS/Smiley boards for a two-week period at the start of Term 1 (3 – 14 February 2025), where regular speeding was identified. During the two-week campaign 9,887 vehicles were checked, and 162 vehicles were identified to be exceeding the 40km speed limit.
- For school term 3 (4 – 15 August 2025) 10 schools were selected to display VMS/Smiley boards for a two week period, noting six schools had more focused patrols by the mobile speed camera vans. The smiley face boards monitored across the six schools may have lowered the traffic offence rate from 0.82% to 0.69%; however, due to the smaller sample size and differences between school sites, these results are more notional.



School Safety Program

The City and Environment Directorate's School Safety Program delivered a suite of active travel and road safety initiatives to encourage students to be safe and active on their journey to and from school. Some of the initiatives delivered in 2025 included:

- The Active Streets for Schools program, which worked with schools and the community to identify infrastructure improvements to deliver around schools. Schools to benefit from improvements in 2025 – which included new and upgraded crossings, improved footpath connections, traffic calming and new signage – were Canberra High School, Calwell Primary School, Gold Creek High School, Taylor Primary School, Yarralumla Primary School, St Mary Mackillop College, Macgregor Primary School, Melrose High School, Melba Copland Secondary School and Canberra Girls Grammar School. Additional designs were also developed and will be considered for delivery in future years.
- The School Crossing Supervisor program, which continued to be delivered to support children to safely walk or ride to school, was delivered at 25 crossings across the ACT, increasing road safety in busy school environments.
- The Ride or Walk to School and It's Your Move Safe Cycle programs were delivered to support ACT schools to teach children to safely ride or walk to school. As part of the programs, schools were encouraged to host events throughout the year to celebrate National Ride to School Day (March), Walk Safely to School Day (May), Winter Walk to School Week (August, and Ride Safely to School Week (October). A gala event was held at St Anthony's Parish Primary School to celebrate Ride Safely to School Week, which included a bike obstacle course, helmet decorating competition, a Constable Kenny Koala stall, and a speed camera van display to show children initiatives used to help keep them safe in school zones.
- An inaugural Active School Travel Artwork Competition encouraged students to create an artwork that promoted active school travel and road safety and was a fun and engaging initiative to raise greater student awareness of active travel and road safety in school environments.



- Kidsafe ACT was awarded a 2025 road safety grant for a project that aims to increase knowledge and - awareness of how to ensure safe vehicle transport for children with a disability. The project will include workshops for allied health professionals, information booklets in multiple languages for families, and provision of appropriate car seats at wholesale prices (for eligible families).

Motorcyclists

- The Motorcycle Riders Association of the ACT was awarded a road safety grant to hold a Road Safety Forum in October 2025 with a focus on educating riders of the importance of safety rated rider clothing. A MotoCAP based brochure called GEAR UP EVERY RIDE was launched at the Forum promoting information on protective clothing for motorcyclists.
- A 2025 road safety grant was awarded to Safe System Solutions to develop Making Roads Motorcycle Friendly – Technical Training Program. This training course will be offered in 2026 to engineers, managers, contractors and field staff involved in road constructions or maintenance reinstatement in the ACT. It will provide a focused exploration of the road safety challenges faced by motorcyclists, with particular attention to the high rates of fatalities and serious injuries. It emphasises the critical need to design roads that account for motorcyclists' unique vulnerabilities, including their exposure to crash forces and the complexities of motorcycle riding.
- Riders Lane Pty Ltd received a grant from the 2024 Road Safety Grants round to deliver Motorcycle Riders Safety Education (MRSE) to female riders in the ACT. The program faced participant recruitment challenges; however, survey data from 32 novice, female motorcyclists will be valuable to informing future work on education and awareness activities.

Active Travel Planning Tool

- In 2025, the Active Travel Planning Tool was launched following an update in line with the Active Travel Plan 2024-30. It provides an updated online portal to authoritative information for the planning and design of walking, cycling and micromobility in the ACT. It is an interactive tool using spatial data maintained by the ACT Government. Users can also add their own spatial data.

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. 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.

ACT Policing Activities in 2025

ACT Policing works in partnership with the ACT Government to develop and implement strategies aimed at improving road safety and reducing anti-social and dangerous driving behaviours. This includes joint education campaigns and focused operational activity aligned with the Road Safety Calendar which focuses on enhancing road culture and safe driving behaviour.

These efforts are supported by Proactive Policing, through broader initiatives that target recidivist offending across Canberra, including but not limited to dangerous driving. Large scale, high-visibility traffic enforcement operations are also conducted periodically to reinforce safe driving practices. Driving to the conditions, keeping to the speed limit, and avoiding distractions like mobile phones are proven ways to maintain focus and limit collisions.

Details on police enforcement operations from January 2024 to December 2024

Offence	Jan- Mar 24	Apr- Jun 24	Jul- Sept 24	Oct- Dec 24
Total traffic infringement notices (including speeding)	1510	1594	1674	2147
Total traffic infringement cautions (including speeding)	743	785	777	1008
Speeding traffic infringement notices	513	656	548	1073
Speeding cautions	169	176	174	274
Person charged with unlicensed driving offences - licence disqualified or suspended	172	121	156	166
Person charged with unlicensed driving offences - licence never held	34	24	21	25
Mobile use traffic infringement notices	48	39	45	57
Seatbelt traffic infringement notices	14	3	5	19

ACT Policing will continue to enforce the road rules and interact with drivers that choose to do the wrong thing on Canberra's roads. Police continue to witness and prosecute dangerous driving incidents that include components of the 'fatal five': impaired driving (alcohol and drugs); failing to stop at intersections; speeding; not wearing a seatbelt; and driving while distracted.

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. Further, in line with other road safety measures, ACT Road Policing continues to conduct vehicle inspections resulting in more than 234 defect notices for unsafe vehicles issued in 2025.

ACT Policing's collaboration and engagement with government and policing partners can be demonstrated through ACT Road Policing's collaboration with the NSW Police Force, and ACT Government vehicle inspection teams and regional partners on joint border operations, including months of action to target dangerous driving behaviours, the Kings Highway Safety Partnership and a successful joint operation for the Summernats car festival.

Legislative reform:

During 2025, a number of important changes were introduced to support ACT Policing and advance the Government's broader "Vision Zero" strategy to eliminate road deaths. These reforms strengthen the approach to reducing road trauma and improving community safety.

The *Road Transport (Public Passenger Services) Amendment Act 2025* provides new powers for Transport Canberra officers and police to manage aggressive behaviour at bus stops and on buses to improve safety for drivers and passengers. Police officers and authorised persons may direct someone to leave a bus stop area if they reasonably believe the person is committing or has just committed certain specified offences. Failing to comply with the direction is an offence (strict liability) with a maximum penalty of 5 penalty units.

The *Road Transport (Safety and Traffic Management) Amendment Act 2025* came into effect on 3 November 2025 to expand the ACT's existing mobile detection camera network to automatically enforce seatbelt laws and introduce changes relating to Medical Exemptions and Requirements. People with a medical exemption who receive an automated infringement notice can submit their documentation directly to the relevant authority (e.g., Access Canberra) rather than needing to contest the fine in court.

Empowering Learner Driver Instructors: Integrating Higher-Order Instruction in Accreditation

Queensland University of Technology, supported by a 2023 Road Safety Fund grant, completed a prototype professional development program to integrate higher-order instruction into learner driver training. The project identified and mapped key learner driver competencies onto a learning outcome framework highlighting the cognitive, skills-based, and affective outcomes. Stakeholder feedback on the framework was obtained before developing a prototype training model for driving instructors which was presented to stakeholders in a workshop. Stakeholder feedback endorsed the model's relevance and effectiveness, and the value of scenario-based exercises and coaching methods to promote active learning and safer driving behaviours.

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 2025:

Campaign name/theme	Summary	Timing
Mobile device detection cameras – phase 4	The final phase of the ACT Government's mobile device enforcement campaign aimed to change driver attitudes and behaviours around phone use. Paid channels included TV, cinema, outdoor, digital, radio and social. The campaign aligned with the start of infringement issuing in February 2024.	9 December 2024 – 31 January 2025
'Always There' road safety radio advertising	This ongoing radio campaign delivers timely and relevant road safety messages to the Canberra community. Short live-read updates reinforce key safety themes and support seasonal messaging throughout the year.	January – December 2025
'Always There' out of home	This campaign used bus wraps and petrol station signage to extend the reach of existing road safety messaging. It focused on reminding drivers and other road users of their responsibility to prevent road trauma, highlighting the fatal five behaviours, in partnership with ACT Policing.	13 April – 30 June 2025
Kings Highway road safety	The ACT Government works with the Kings Highway Road Safety Partnership to deliver coordinated enforcement and education during peak travel periods. Messaging encourages safer driving by promoting rest breaks, safe speeds, device-free driving, and safe towing, with reminders about double demerits where relevant. Paid media includes social, radio and digital channels.	17-27 April 2025 15 December 2025 – 31 January 2026
National Road Safety Week 2025	National Road Safety Week raises awareness about safer driving and encourages people to take the "drive so others survive" pledge. Throughout the week, ACT landmarks are illuminated in yellow to honour those impacted by road trauma, and yellow	11 – 18 May 2025

	ribbons are displayed on government and emergency services vehicles. Paid media supports the week-long program of engagement.	
Reporting Fitness to Drive – Heavy vehicles	A regulatory change introduced new reporting requirements for health practitioners assessing heavy-vehicle licence holders with conditions affecting driving safety. Communications supported awareness of the new obligations through social, digital and targeted stakeholder engagement.	29 May – 26 June 2025
Rail Safety Week	Rail Safety Week encourages safe behaviours around rail infrastructure and highlights the long-term impacts of rail incidents. The 2025 campaign featured student-designed safety posters displayed on light rail vehicles.	11 – 17 August 2025
Road Safety Always On out-of-home petrol stations	This out-of-home extension to the “Always there” campaign uses petrol station signage to reach drivers in relevant contexts. Messaging reinforces core road safety themes along with seasonal and topical reminders.	October 2025 – May 2026
Seatbelt detection	This campaign informed the community about new seatbelt enforcement capabilities in road safety cameras from 3 November 2025. A multichannel approach—radio, digital audio, out-of-home, social, video, print, TV and cinema—was used to increase awareness.	13 October 2025 – 31 January 2026
Stop it or cop it – impaired driving	This summer campaign aimed to reduce impaired driving by encouraging motorists to avoid drinking or taking drugs before driving. Messaging focused on raising awareness and influencing behaviour during the festive period.	15 December 2025 – 31 January 2026
Amplify Christmas Trail Lights sponsorship	Delivered during the Christmas season, this campaign reminded the community to drive safely while visiting festive light displays across the ACT. Messaging was shared on radio across ads and live reads as well as social media.	10 November – 25 December 2025

Kings Highway Road Safety Partnership – 2025 Community Summary

The Kings Highway Road Safety Partnership brings together the ACT Government, NSW Government agencies, ACT Policing and NSW Police. The partnership works to improve safety for everyone travelling between Canberra and the South Coast by coordinating enforcement, sharing information, and delivering consistent road safety messages across both sides of the border.

Each year, Roads ACT monitors speed and traffic volumes on both the Kings Highway and the Federal Highway, which is a key feeder route to the Kings Highway for travellers from north Canberra. This data helps identify the busiest travel periods and supports partners to plan enforcement and education activities at times when they will deliver the greatest benefit to the community.

In 2025, the partnership delivered major road safety operations over the Easter holiday period as well as during the Summer/Christmas holiday season. These joint campaigns aimed to reduce risky behaviour on the roads during some of the busiest travel times of the year. During the Easter period, ACT Policing conducted almost 4,000 roadside tests, supported by large-scale blitz activities on 11 and 17 April. Similar enforcement blitzes were also carried out during the Summer/Christmas period, with officers targeting the fatal five as travellers made their way to and from the South Coast. In addition to on-road enforcement, mobile speed detection cameras and mobile device detection cameras operated throughout both holiday periods to further deter dangerous driving behaviours, including speeding and the illegal use of mobile phones.



Across both holiday periods, the operations helped detect impaired drivers, including individuals who tested positive for alcohol and illicit drugs. Traffic management measures were used to slow vehicles approaching testing sites, improving the safety of both drivers and roadside officers.

Access Canberra vehicle inspectors carried out inspections focusing on vehicle condition and towing safety. Across the Easter blitz days, officers inspected hundreds of vehicles and found that most towing setups were compliant. Only one non-compliant towing configuration was detected, highlighting generally responsible behaviour among holiday travellers. NSW Police also undertook enforcement activities along the NSW section of the Kings Highway during both the Easter and Summer/Christmas operations, ensuring a coordinated approach across the full route.

A communications campaign supported the on-road activity, using social media, petrol station signage, and media coverage to raise awareness of safe towing, holiday driving risks, and the presence of enforcement. New public information on towing and caravan safety was also published to help road users better prepare for holiday travel.

Looking ahead, the partnership has identified several priorities for future operations, including promoting safe overtaking, managing fatigue, and continuing to support safe towing practices. Updated traffic information from NSW will also assist in planning the most effective times and locations for joint enforcement efforts.



Road Safety education activities

- The Pre-Learner Licence Course (PLLC) is a mandatory requirement for obtaining a learner licence in the ACT. It is delivered by most ACT schools as part of the year 10 curriculum and is also available through a range of approved community providers.
 - The Monash University Accident Research Centre (MUARC) was engaged to review the PLLC content and administrative framework, including consultation with key stakeholders and a learner driver survey. The insights provided by MUARC are informing ongoing work within the ACT Government.
 - Stakeholders identified opportunities to enhance course content and engagement, suggesting a more interactive and learner-focused approach. While the content changes are still under consideration, a project to revise and update the Road Rules Handbook and Road Rules Knowledge Test commenced in late 2025, with delivery scheduled for early 2026.
 - A new provider application and approval framework was introduced as a step toward strengthening quality assurance and compliance monitoring. An onboarding guide was also developed and distributed to all providers alongside updated facilitator resources.
 - Canberra College was awarded a 2025 road safety grant to purchase and create interactive, hands-on learning resources to enhance scenario-based learning and engagement to improve the PLLC's effectiveness in promoting safe driving behaviours. Resources will be made available, via a loan system, to local feeder high schools to strengthen their PLLC delivery.
- Thanks to a 2025 road safety grant, the Ryda Road Safety Education project will deliver workshops in 2026 for school students aged 16-18 years. The workshops will include a

focus on on-road hazard identification, especially around vulnerable road users, as well as the relationship between speed and stopping distances, and the application of the safe system in helping to choose safer vehicles and understanding the role of road users within the system.

- St Vincents Primary School in Aranda was awarded a 2025 road safety grant for a project that aims to improve the road safety knowledge of ACT primary school students by developing and delivering a comprehensive unit of work about road safety mapped to the Australian curriculum and contextualised to the local ACT environment. The completed resources will be made available to all ACT schools.
- With support of a road safety grant, the Australian Multicultural Action Network delivered 15 multilingual community workshops across the ACT, supported by interpreters and culturally tailored resources in Arabic, Dari, Faris, Ukrainian and Spanish. 94% of participants reported the workshops improved their understanding of ACT road rules.
- The University of Canberra was awarded a road safety grant in 2025 for a Safe-Nav, CALD Road Safety Education project that will co-design and deliver 8-10 interactive road safety workshops in four languages (Mandarin, Nepali, Hindi/Punjabi and Vietnamese). The project will aim to build the road safety knowledge and skills of these road users.

Focus Area 5: Safer 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.

Treatments following Safe System principles include active travel safety improvements such as raised pedestrian crossings, installation of Audio Tactile Line Marking (ATLM) and safety barriers and small-scale road safety infrastructure works. Road safety projects implemented in 2025 included:

Streeton Drive intersections with Namatjira and Heyson Streets

The 2024-25 ACT Budget matched the Australian Government's \$10.65 million funding for the detailed design and construction of the Streeton Drive Intersection with Heyson and Namatjira Street(s) and Tharwa Drive Intersection with Lawrence Wackett Crescent and Norman Lindsay Drive respectively.

Streeton Drive is one of the main arterial roads for Weston Creek district and preferred route for local community to commute to/from work in the City via Cotter Road. Streeton Drive is subjected to high traffic volumes, particularly during peak periods between Hindmarsh Drive and Cotter Road.

New developments in the suburb of Weston (McCubin Rise) and Molonglo have increased traffic volumes over time on Streeton Drive and its intersections.



Namatjira Drive is a major collector that connects Streeton Drive with Hindmarsh Drive and connects Weston with Tuggeranong through Fisher/Stirling/Chapman. It is also one of the major access roads to the Weston Group Centre. Increased movements at the intersection of Streeton

Dr/Namatjira Drive are a result of the increased number of trips to the Group Centre by the residents of relatively new suburb of Molonglo.

Similarly, there is also an increased demand at the intersection of Heysen Street and Streeton Drive, since Heysen Street is used for 'rat running' to access Woden. Significant Increases in traffic volumes on Streeton Drive, Heysen Street and Namatjira Drive indicated that the "give-way" intersection that existed was no longer suitable to accommodate cars coming out from Heysen and Namatjira streets and finding it increasingly difficult to find gaps in traffic to join Streeton Drive, creating longer queues in particular in peak hours and a significant safety risk as a result.

The signalised option improves the access, safety and fairness for cars coming out from Heysen and Namatjira, while keeping Streeton Drive and ensuring an orderly flow of traffic in an out of these roads.

The Key Features of these works included:

- Traffic lights were installed at both intersections to improve the safety of road users and establish a smooth flow of vehicles and lower the risk of accidents. This included signalised pedestrian crossings.
- Upgrades to the existing road medians.
- Resurfacing of both intersections with new line marking.
- Upgrades to footpaths and kerb ramps, linking the intersections to the surrounding path network.
- Reinstatement of dryland grassing at both intersections.

Lake Burley Griffin Cycling Circuit

- Installation of pedestrian crossing x 2, lighting pole, line marking, signages etc on the conflict points along this principal route (Yarralumla)

Beasley Street Safety Improvements

- Providing pedestrian crossing facilities (2 x kerb ramps) between bus stops (Torrens).

Tharwa Dr/Lawrence Wackett Cr, Tharwa

Tharwa Drive (Theodore/Calwell) is an arterial road that divides two suburbs; Calwell and Theodore and connects Monaro Highway in the east with Drakeford Drive and the village of Tharwa in the east and south. The total length of roadway is approximately 11.5km in length. The corridor forms a major transport route between Tuggeranong and Canberra City.

Lawrence Wackett Crescent is classified as a "major collector" and intersects with Tharwa Drive at two locations. The eastern access - intersection of Tharwa Dr/Lawrence Wackett Cr has already been signalised and provides access to both, Theodore and Calwell.



Upgrades at the Lawrence Wackett Crescent intersection (the t-intersection) were identified following a “Black Spot Study” that investigated the most common vehicle accidents and the need to undertake improvements aimed at improving traffic flows and reducing vehicle incidents.

The Key features of these works included:

- Installation of traffic lights.
- Relocation of the existing pedestrian crossing facilities on Lawrence Wackett Crescent to the new signalised intersection. No pedestrian crossing facilities will be provided across Tharwa Drive due to the existing pedestrian underpass east of the intersection.
- New concrete median and upgraded streetlights.
- Widening of the road pavement to provide 4.3-metre-wide lanes in both directions.

Tharwa Dr Norman Lindsay Dr (Joint funded) Intersection Improvements

The intersection is one of the feeder intersections directly to the Lanyon Group Centre, meaning it is of high operational network value.

The Norman Lindsay Street intersection was identified for improvements following a feasibility study into improvements along the section of Tharwa Drive between the Woodcock Drive/Box Hill Avenue roundabout and Pockett Avenue in Banks. This intersection recorded some 38 crashes within the last 7-year data period with the most common crash type was collisions with right turning vehicles.



The key feature of these works included:

- Widening the road to the west of the existing road alignment for the provision of the roundabout circulating lane.
- Utilising the existing pavement to provide deflection on the approach to the roundabout.
- Provision of an 8 m roundabout single lane roundabout with a 2.7 m low profile concrete annulus, noting the intersection is part of the B-double route.
- Adjustment to streetlights (a minimum of 7.5 lux is required within the area of work).
- Adjustments to the active travel network.

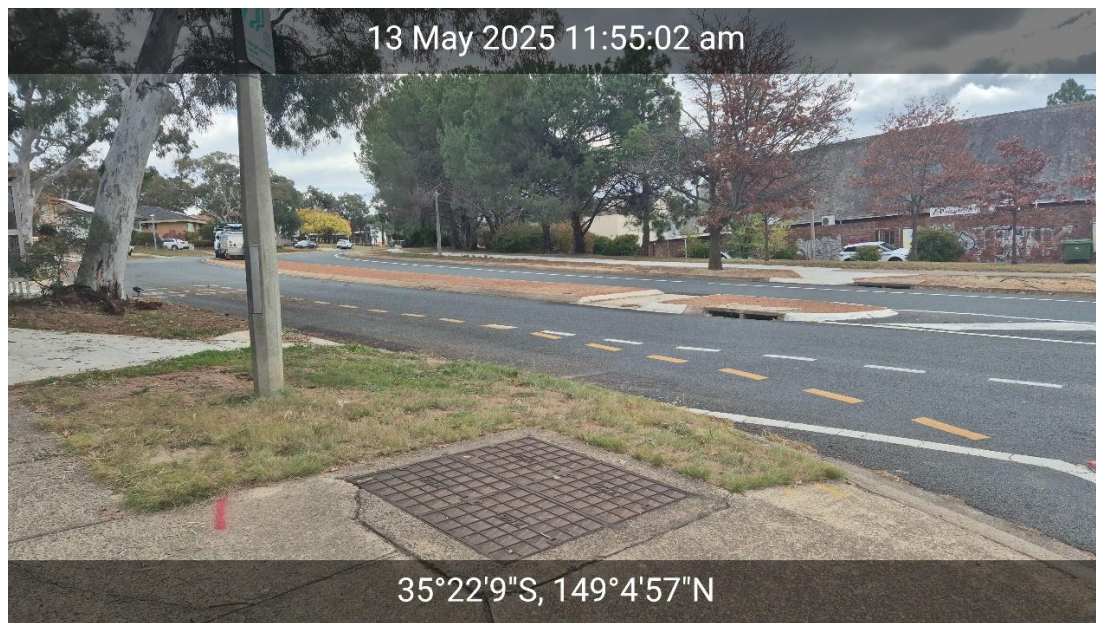
The projects are now complete and fully operational.

In addition, the Jointly Funded ACT/ Federal Government Funded Road Safety Program have provided road safety barriers on the Kings Highway and Audio Tactile Marking (ATLM) various roads across the Territory.

Bowman Street, Jamison

An upgrade the road infrastructure along the arterial road network which are at the highest risk. The installation of the treatments was undertaken for each location, mainly focussing on speed signs and safety barriers with Audio Tactile Line Marking (ATLM) as per the detailed designs.

Beasley Street pedestrian Safety improvement



Beasley Street is a major collector which runs through the three suburbs of Pearce, Farrer, & Torrens. This project involved demolition of kerbs and construction of two pedestrian ramps and pram crossing in the median connecting two bus stops at Torrens Shop. It also included reinstating the faded lane marking as per the detailed drawings. This project was undertaken by Roads ACT minor contract.

Road Safety – Lake Burley Griffin – Alexandrina drive/ Hopetoun and Novar Street

Alexandrina Drive is a major collector which runs along Lake Burley Griffin and the Lake Burley Griffin Active travel track crosses at Hopetoun Circuit and Novar Street in Yarralumla. This project involved the construction of new asphalt concrete wombat crossing, install new pedestrian crossing flood light and associated road approach lighting, install new kerb ramps, replace of deteriorated approach path and new line marking and sign posting improving safety and providing the priority to the active travel path users.



Hopetoun Circuit and Alexandrina Drive



Novar Street and Alexandrina Drive.

ACT Road Safety Report Card 2025



act.gov.au