



**ACT**  
Government

# 2022-23

## ACT Road Safety Report Card



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We acknowledge 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.



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# Purpose of the report

This report card is produced by Strategic Policy and Programs, within the Transport Canberra and City Services Directorate, as this area is responsible for coordinating and monitoring the implementation of the ACT Road Safety Strategy, associated Action Plans, and road transport reforms.

The Minister responsible for road safety in the ACT has tabled a report on the progress of ACT road safety in the ACT Legislative Assembly since 2012. This action is intended to promote awareness of road safety and demonstrate government commitment to reducing road trauma.

Report cards provide data for the year prior to the report. Reporting of road safety priorities aligns with requirements set out in the National Road Safety Strategy 2021-30 which requires all states and territories to report annually on road safety activities to reach the agreed Vision Zero targets.

This report card includes progress against ACT Road Safety Strategy 2020-25, the ACT Road Safety Action Plan 2021-23, crash data and key initiatives since the 2021 Report Card was published. Previous [ACT Road Safety Report Cards](#) can be found on the City services website.



# Introduction

The [ACT Road Safety Strategy 2020-25](#) (the ACT Strategy) outlines the ACT Governments commitment to improving road safety and reducing road trauma in the Territory. The ACT Strategy has had two action plans: the [ACT Road Safety Action Plan 2020-23](#) and the [ACT Road Safety Action Plan 2024-25](#). The first action plan is the subject of this report card.

In 2021 the ACT Government introduced a new data storage system to include improved storage and reporting functionality for crash data. Conversion between systems resulted in crash data not being available in 2023 to produce a report card for 2022. This report card includes reporting for 2022 and 2023.

## Executive summary

Over the reporting period the ACT saw significant fluctuations in number of fatalities on the roads, with 2022 being the equal second highest on record and highest since 2010.

### Data snapshot

- There was a slight decrease in total recorded crashes from 5,844 in 2021 to 5,582 in 2022.
- Deaths per 100,000 population in the ACT increased from 2.54 in 2021 to 3.94 in 2022. However, this was still lower than the national figure of 4.38 in 2021 and 4.57 in 2022.
- The number of casualties and fatalities increased from 525 and 11 in 2021 to 603 and 18 in 2022.
- There was a downward trend in the number of casualty crashes involving vulnerable road users (cyclists, pedestrians and motorcyclists) from 5 fatalities and 201 injuries in 2021 to 3 fatalities and 148 injuries in 2022.

### Key initiatives

- The commencement of a 3-month warning period for mobile device detection cameras.
- Free access to learner driver education, driving lessons and supervised driving hours for disadvantaged and vulnerable people through the Drive for Life program.
- Introduction of a learner driver first aid program, where completion of an approved first aid course provides 5 hours credit towards required driving hours.
- A review of the ACT's road transport penalties to strengthen the reporting and monitoring of licence holders' fitness to drive and provide enhanced penalties to deter dangerous driving behaviours.

## Governance arrangements

The ACT Road Safety Advisory Board (the Board) provides advice and recommendations to the Minister responsible for road safety on the funding and direction of road safety initiatives in accordance with the priorities of the Strategy and underlying Action Plans. The Board is made up of the Director-General of Transport Canberra and City Services (TCCS) as chair, 2 representatives of ACT Compulsory Third Party insurers, 3 road user representatives and 2 road safety experts (including a representative from ACT Policing). 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.

# 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.

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

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

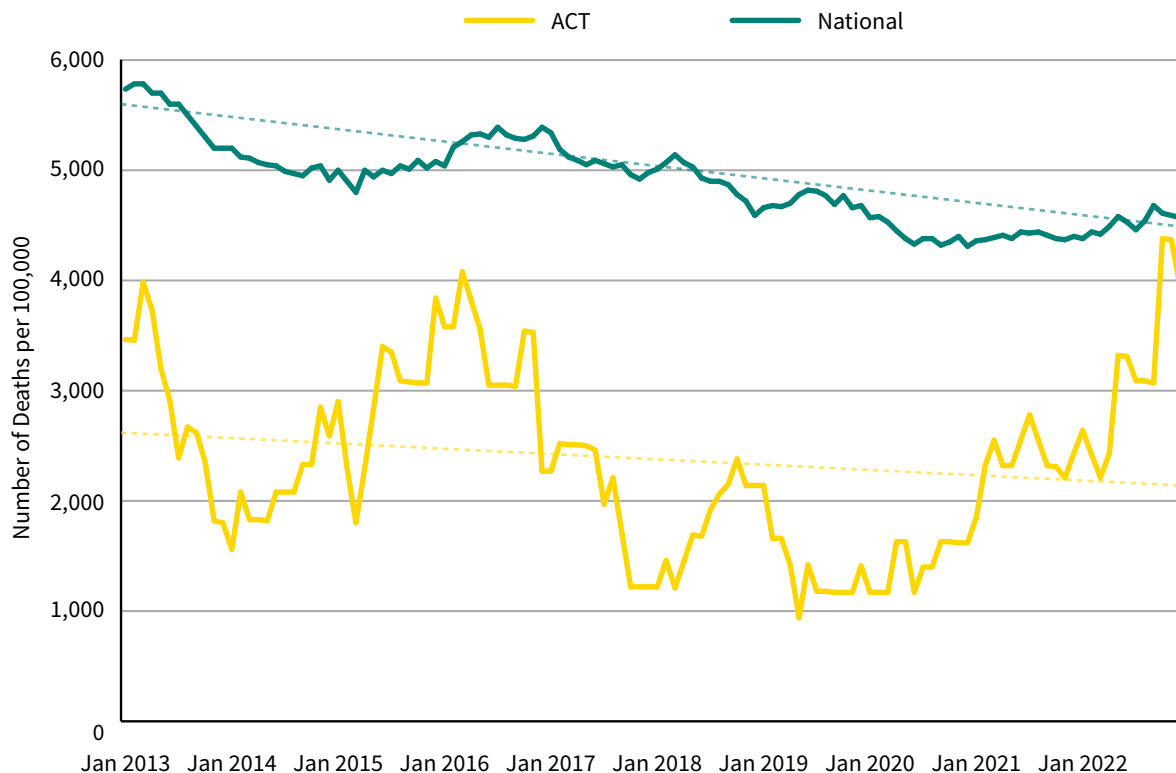


Table 1: Crashes on ACT Roads

Measure	2018	2019	2020	2021	2022
On-road fatal crashes	9	6	6	11	15
Fatalities resulting from on-road crashes	9	6	7	11	18
On-road injury crashes	587	582	534	514	490
Casualties received medical treatment	596	604	525	528	514
Casualties admitted to hospital	117	100	90	90	71
On-road property damage crashes	6,988	6,600	5,220	5,319	5,077
Number of deaths per 100,000 population (ACT)	2.14	1.41	1.62	2.54	3.94
Number of deaths per 100,000 population (National)	4.54	4.71	4.29	4.38	4.57

# ACT safety performance indicators

Table 2: Safe roads

Measure	2018	2019	2020	2021	2022
Number of deaths from head-on crashes	0	1	1	0	3
Number of deaths from single vehicle crashes	0	4	3	7	10
Number of deaths from intersection crashes	6	1	1	2	3
Percentage of all surveyed sites in the ACT where the 85th percentile speeds were contained within the posted speed limit	49.1% (excl. school zones) 20% (school zone hours)	50.1% (excl. school zones) 12.9% (school zone hours)	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)

Table 3: Safe vehicles

Measure	2018	2019	2020	2021	2022
<b>Average age of the ACT fleet (years)</b>					
Light vehicles	7.7	7.88	7.95	8.07	7.39
Motorcycles	8.11	8.74	8.8	8.61	8.00
Heavy vehicles	9.7	10.14	9.83	9.83	8.99



Table 4: Safe people

Measure	2018	2019	2020	2021	2022
Number of young driver and motorcycle rider deaths (aged 17-25 years)	0	0	2	3	4
Number of older driver and motorcycle rider deaths (aged 65+ years)	0	2	1	3	1
Number of motorcyclist deaths	2	0	2	2	1
Number of cyclist deaths	1	0	0	1	1
Number of pedestrian deaths	2	2	0	2	1
Number of deaths from crashes involving a heavy vehicle	2	2	1	2	0
Number of drivers and motorcycle riders killed with a blood alcohol concentration above the legal limit	1	2	0	2	4
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	0	0	1	2
Number of drivers and motorcycle riders killed with a blood drug level	2	1	2	3	7
Number of deaths (not including the driver) from crashes involving a driver or motorcycle rider with a blood drug level	1	0	1	1	1
Number of deaths from crashes involving an unlicensed driver or motorcycle rider	2	1	3	2	3
Number of vehicle occupants killed who were not wearing a seatbelt or restraint	2x no seatbelt	1	1x no seatbelt	0	2x no seatbelt

Table 5: Safe speed

Measure	2018	2019	2020	2021	2022
Number of fatal crashes where speeding was a contributing factor	3	1	1	2	10

Table 6: How the ACT compares nationally

Measure		2018	2019	2020	2021	2022
All road user deaths	ACT	9	6	7	11	18
	Australia	1,135	1,186	1,097	1,129	1,194
Driver deaths	ACT	2	4	3	6	7
	Australia	519	569	534	530	555
Passenger deaths	ACT	2	0	4	2	7
	Australia	205	205	192	182	182
Pedestrian deaths	ACT	2	2	0	2	1
	Australia	178	158	138	133	164
Motorcycle deaths	ACT	2	0	2	0	1
	Australia	191	212	187	237	244
Cyclist deaths	ACT	1	0	0	1	1
	Australia	35	39	41	41	35

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. This section of the Report Card outlines activities conducted in 2022-23 within the Action Plan's key focus areas.

## Distraction

When a driver is distracted or their attention is divided, they are more likely to make mistakes. A short lapse in concentration can have lifelong consequences. A driver taking their eyes off the road for 2 seconds doubles the risk of a crash or near crash. For example, when driving at 50 km/h, a driver who takes their eyes off the road for 2 seconds will travel 28 metres.

Distracted driving, particularly distraction from mobile devices, is an increasing road safety issue and a high priority for the ACT Government. Across Australia, 16% of serious casualty road crashes resulting in hospital attendance occur because of distracted driving.



### Mobile device detection cameras

Following a rigorous procurement process, Acusensus Australia Pty Ltd was engaged to provide mobile device detection cameras (MDDCs) on the ACT road network. Three transportable MDDCs began operating on Tuesday 14 February 2023, each rotating across approved sites in the ACT every few days. Fixed cameras were installed on permanent variable messaging systems in May 2023 on Hindmarsh Drive and on Gungahlin Drive in November 2023.

During the initial asset integration phase (1 March to 31 October 2023) warnings and infringements were not issued. Over this period data was collected to inform future road safety strategies, MDDC placement and ACT Policing activities. A total of 38,787 offences were detected from 9,508,155 vehicles during this time. This equates to 0.41% of drivers and an average of 158 detections per day.

Over the 3-month warning period (25 November 2023 to 19 February 2024) warning letters were issued to drivers detected by the MDDCs at a rate of 0.33% of drivers and around 208 warnings per day.

An amendment to the Road Transport (Road Rules) Regulation 2017 commenced on 21 December 2023 relating to the use of a mobile device while driving and the operation of a mobile device detection system. The

amendments included clarification that it is an offence to have a mobile device resting on the driver's body, clothes, or on their lap at any time, not just when the device is in use.

## Drink And Drug Driving

Driving while impaired, whether by alcohol or drugs, is a significant road safety issue. It affects judgement and decision making and is often involved with other unsafe habits such as not wearing a seatbelt or speeding. It can also increase the effects of fatigue. The casualty crash risk doubles when driving with a blood alcohol concentration (BAC) in excess of 0.05 and the risk of involvement in a fatal crash increases even more sharply.

Of the drivers and motorcycle riders killed in the ACT between 2018 and 2022:

- 7% had a BAC above the legal limit
- 16% had a BAC above the legal limit as well as the presence of drugs
- 26% had the presence of drugs detected.

In 2022-23, 4 projects received Road Safety Fund Grants to research the impact or prevalence of drink and drug driving in the ACT. Information about these grants can be found online at [Road Safety Fund Grants web page](#).

Like all Australian jurisdictions, the ACT has a zero-tolerance approach to drug driving. There is a range of significant evidence linking drugs to elevated crash risk. Drug use can slow down a person's reaction time, causing a distorted view of time and distance. Drugs can also stimulate a person's nervous system, which can lead to a reduced attention span and the sudden onset of fatigue as the stimulant effects wear off.

Roadside alcohol and drug screening can happen anywhere any time on any road by police.

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

Measure	2020	2021	2022
Number of drivers and motorcycle riders killed with a blood alcohol concentration above the legal limit	0	2	4
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
Number of drivers and motorcycle riders killed with a blood drug level	2	3	7
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	898	736	830
Number of persons charged with drug driving offences	916	490	434



### P.A.R.T.Y program

The Prevent Alcohol and Risk-related Trauma in Youth program (P.A.R.T.Y) was developed in Canada in 1986 to provide in-hospital injury awareness and prevention for young people.

The in-hospital component was modified in response to the 2022 ACT road toll. The ACT Policing Major Collision team now provides the pre-hospital presentation focused on road safety issues. In previous years the pre-hospital presentation had been shared between various emergency services including ACTAS, ACT Fire & Rescue and Southcare retrieval service.

An in-school outreach component commenced in 2019 with the assistance of the ACT Health Promotion Grants Program until December 2023. The program is now embedded in core business and will continue to be provided to Year 10 students in the ACT.

## Vulnerable road users

Vulnerable road users are generally those who have little or no protection in the event of a collision. The term includes pedestrians, cyclists and motorcyclists. It also extends to other road users who have a specific characteristic that makes them vulnerable, such as older drivers or children.

Between 2018 and 2022 the ACT recorded 6 motorcycle fatalities, 5 pedestrian fatalities and 3 cyclist fatalities. In the same period, 5 fatalities involved a driver or motorcycle rider in the older age bracket (65+) and 10 fatalities were in the younger age bracket (17-25).

## School safety programs

TCCS's [school safety programs](#) delivers a suite of active travel programs and traffic management support to schools. These initiatives include Active Streets for Schools, Ride or Walk to School, It's Your Move Safe Cycle and the School Crossing Supervisor program.

Some of the infrastructure improvements delivered around schools during 2022-23 include:

- A new children's crossing and connecting footpaths on Irvine Street near Majura Primary School.
- A new children's crossing, connecting footpaths and line marking improvements on Oodgeroo Avenue near Franklin Primary School.
- A new raised pedestrian crossing, footpath improvements and lighting upgrades on Wimmera Street near Harrison School.

The School Crossing Supervisor program expanded in 2022 to offer additional services at Canberra Grammar, Duffy Primary, Good Shepherd Primary, St Francis of Assisi Primary and Torrens Primary. 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 Forrest Primary School in Term 4 2023 to promote Ride Safely to School Week.



## 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 mentored supervised driving hours. To date, 22 participants have commenced the program, including 8 of these participants have completed the Safer Driver Course and 11 participants have completed the Vulnerable Road Users Course.



### Learner driver first aid

The ACT's learner driver first aid program was launched on 22 November 2023. The program builds on existing competency training options for learner drivers to better understand road safety. It aims to equip learner drivers with basic lifesaving first aid skills in the event they are involved in or witness a motor vehicle crash.

Learner licence holders who complete an approved first aid course and have held their licence for a minimum of 3 months can claim 5 hours credit towards their total required driving hours.

As of 2024 there are 5 approved learner driver first aid providers. They offer a selection of course options, ranging from paid accredited courses to free online versions.

### Older Drivers Handbook

The number of drivers in Canberra over the age of 65 increased from 49,744 in 2019 to 54,936 in 2022. Resources like the Older Drivers Handbook help to support these drivers to remain safe on the roads and maintain their independence.

The Older Drivers Handbook is prepared and printed by the Council on the Ageing (COTA) ACT with funding provided through the ACT Road Safety Grants Program.

It provides information on the driver licensing process and tips to help keep older drivers and pedestrians safe on the road. It also contains guidelines for assessing driving ability and resources to help older Canberrans when they need to give up driving for any reason.



### Motorcycle Safety Forum

The Motorcycle Safety Forum was held on 12 October 2023. The event was organised by the Motor Riders Association ACT and officially opened by Minister for Police and Emergency Services Mick Gentleman. More than 60 riders attended the hour-long outdoor demonstration and presentation by AFP motorcycle riders. Approximately 40 riders remained for the indoor presentations which included ACT and national road safety updates, trends in scooters and electric powered 2 wheelers, and observations on rider training. Discussions included motorcycle specific technical issues, rider training, roadcraft and government policies. The forum agreed on 3 key areas of improvement for motorcycle riding in the ACT: road safety for motorcyclists, quantity and quality of dedicated motorcycle parking, and cost of registration.

## Speed

Despite ongoing enforcement and campaigns about the dangers of speeding, a portion of road users continue to behave irresponsibly and put others at unacceptable risk. Any level of speeding presents a safety risk for the driver and other road users. Between 2018 and 2022 speed was a contributing factor in 17 fatal crashes (35%) in the ACT.

### Speeding in school zones

In 2022 a total of 570 traffic volume and speed surveys were conducted across the ACT road network, which identified significantly lower compliance rates compared with 2021. Most concerning was the low compliance in school zones during school hours at 22 sites surveyed. To ensure students are safe, ACT mobile speed camera vans are regularly deployed to schools. In 2022 and 2023, ACT Policing issued 185 traffic infringement notices and 109 cautions to drivers caught speeding in school zones.

### 40 km/h speed limit precincts

In 2023 the ACT Government expanded the 40 km/h precinct in Braddon to include Girrahween Street (between Northbourne Avenue and Torrens Street) and Torrens Street (between Cooyong Street and Girrahween Street). There has been an increase in pedestrian activity on these sections of roads, and this new extension will improve safety for pedestrians, cyclists and other vulnerable road users.

### The ACT road safety camera program

The ACT road safety camera program complements police enforcement as part of the Government's speed management approach. It includes 13 fixed red light/speed cameras, 13 fixed speed cameras at 9 locations, one point to point camera and 10 mobile camera vans.

The ACT Government undertakes an evaluation of the road safety camera program every 3 years. The last evaluation was in 2021. It found that while all types of speed enforcement were viewed as effective, police patrol enforcement was seen the most favourably, followed by red light speed cameras.

Between 2017 and 2020 the program helped to prevent 175-185 casualty crashes and 2,600-3,200 non-injury crashes per year. This resulted in community cost savings of between \$55 million and \$62 million.

However, only half of respondents to the most recent survey agreed that enforcing the speed limit helps to lower the road toll. The number of respondents who strongly agreed or somewhat agreed with this statement fell from 75% in 2013 to 52% in 2018.

Nearly all respondents indicated that camera-based enforcement should be applied to at least one other area, and that mobile phone use and unregistered vehicles should be targeted.



## Black spot programs

The Black Spot projects target those road locations where crashes are occurring. By funding projects, such as traffic signals and road improvements at dangerous locations, the risk of crashes is reduced. The ACT Government received funding for the following 4 projects as part of the 2021-22 and 2022-23 black spot programs:

- The signalisation of the Hindmarsh Drive and Brierly Street intersection in Weston, speed limit reduction to 60km/h between Brierly Street and Carbeen Street, and speed limit reduction to 70km/h between Carbeen Street and Darwinia Terrace.
- The removal of the right-in turn and provision of a right-out turn for emergency vehicles only at the Isabella Drive and Benham Street intersection in Fadden.
- The provision of a right turn lane with a signal controlled right turn, a through lane and a marked shoulder at the Phillip Avenue and Windeyer Street intersection in Watson.
- The signalisation of the Limestone Avenue intersection with Treloar Crescent and Euree Street in Campbell, and the removal of the existing signalised pedestrian crossing adjacent to this intersection.

## Education, awareness, engagement and compliance

Encouraging road users to adopt safer attitudes and behaviour can significantly reduce transport-related injury and mortality. The ACT Government continues to educate and encourage road users to obey the road rules. This includes the use of enforcement and penalties to effectively deter road users from breaking the rules, and funding to promote research and road safety outcomes in the community.

### Road Safety Fund Grants

The annual ACT Road Safety Fund Grants program provides an opportunity for the community to help shape the Territory's priorities for improving road safety. This includes education, programs, research and road trauma prevention. It is funded through the road safety levy applied to ACT vehicle registrations.

In 2022 the seventh annual ACT Road Safety Grants program received 23 applications. The Minister for Transport and City Services agreed to provide a total of \$414,222 in funding to 10 projects. The projects covered a range of topics, including:

- a tool for motorcycle riders to report incidents and near misses
- an investigation of cannabis use and subsequent driving behaviours in the ACT
- road safety awareness banners for the Kings Highway.

In 2023 the program received a record 51 applications, 14 of which were from Canberra-based organisations, almost twice as many as previous years. This was a result of targeted promotion, particularly to local organisations and academic institutions. The Minister for Transport and City Services agreed to provide a total of \$517,148.75 in funding to 14 projects. The projects included:

- a training video for new school crossing supervisors
- roadside health and wellbeing screens for truckies
- Developing road safety information in 5 languages for the ACT migrant community.

Visit the [Road Safety Fund Grants](#) webpage for more details.

TCCS hosted 2 ACT Road Safety Forums in March and October 2023. These events showcased completed projects funded by the ACT Road Safety Fund Grants program. Grant recipients had the opportunity to present highlights from their research and answer questions about their projects. The audience included representatives from government, research organisations and community members interested in road safety. Topics covered included the benefits of overt and covert enforcement, the use of 5-star rated motorcycle protective clothing in the ACT, and research to better understand crashes with wildlife.

## Road safety communication and campaigns

Road safety communication and campaigns aim to educate, raise awareness and encourage behaviour change within our community as we work together to achieve Vision Zero.

### Campaign highlights for 2022 and 2023:

Campaign name/theme	Summary	Timing
Declaration of medical issues	A campaign advising the community of their responsibility to inform Access Canberra if they have a medical condition that may impair their ability to drive. The campaign responded to ACT Coronial Inquest recommendations and will be delivered annually.	May 2022
Share the road	A campaign aimed at supporting pedestrians and cyclists as vulnerable road users. The campaign was delivered in response to a recommendation from the Standing Committee on Planning, Transport and City Services.	March to June 2022
E-scooter safety	Two regionally focused campaigns targeting rider etiquette, parking responsibly, wearing a helmet and other safe riding behaviours to support the phased expansion of the shared e-scooter scheme across Canberra. The first campaign targeted Gungahlin and Woden in line with the scheme's expansion. The second campaign targeted Tuggeranong, Molonglo and additional areas of Weston Creek and Woden Valley.	September to October 2022 December 2022
Roadside worker safety	During National Safe Work Month in October 2022, this social media campaign urged Canberrans to slow down and take notice of our roadside workers. It also reminded people to think about safety every day and ensure all staff are supported to be as safe as they can be in the workplace. An additional workplace road safety campaign ran in mid-2023 reminding Canberrans when they see workers on the side of the road to obey all road signs, reduce their speed and drive to the posted speed limits. The campaign was supported by ACT Policing enforcement of reduced speed limits in work zones.	October 2022 May to June 2023
Mobile device detection cameras	This comprehensive, multi-phased campaign was rolled out with the assistance of the Motor Accident Injuries Commission. Phase 2 ('Get your hand off it') focused on raising awareness that mobile detection cameras were coming to the ACT. Phase 3 ('Don't risk your ride') alerted drivers that cameras were now in operation and warning notices being issued for offences detected.	Phase 2: Mid-February to late-March 2023 June 2023 Phase 3: Mid-November 2023 to end of January 2024
Every K counts	With the assistance of the Motor Accident Injuries Commission, this campaign focused on changing driver attitudes towards casual/low level speeding (driving up to 10 kilometres over the posted speed limit).	March to June 2023
Stop it or cop it	This campaign targeted drink and drug driving offences. The campaign was assisted by the Motor Accident Injuries Commission. It was delivered in the lead up to and during one of the busiest times of the year on the road, supported increased ACT Policing enforcement activities, and followed the introduction of new safety laws to tackle unsafe drink and drug driving behaviour on our roads.	Mid-December 2023 to end of January 2024

Campaign name/theme	Summary	Timing
Rail Safety Week 2022 and 2023	<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.</p> <p>Campaign highlights include:</p> <ul style="list-style-type: none"> <li>• The educational ‘near miss’ reel was the top performing content across all ACT Government social channels in Rail Safety Week 2023.</li> <li>• Four student-designed posters promoting rail safety messages were adapted to light rail vehicle external wraps for the 2022 and 2023 campaigns.</li> </ul>	<p>8-14 August 2022 7-13 August 2023</p>
National Road Safety Week 2022 and 2023	<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> <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> <li>• media events.</li> </ul>	<p>15-22 May 2022 14-21 May 2023</p>

**Slow down near roadside workers**  
**Please obey reduced speed limits so everyone gets home safely.**



## Road safety legislation amendments

In November 2022 TCCS began a formal review of the ACT's road transport penalties. The review aims to ensure that existing penalties are proportionate to the offence and to each other. It also seeks to support behavioural change through the appropriate use of measures such as infringement notices, demerit points, court fines, licence suspensions or disqualifications, vehicle impoundment and seizure, education programs and imprisonment. There are approximately 1,900 penalties across ACT road transport legislation, and the review is being undertaken in a staged approach.

The Road Safety Legislation Amendment Bill 2022 (the 2022 Bill) was the first tranche of reforms under the review. It sought to amend the legislation and improve road safety by strengthening the reporting and monitoring of licence holders' fitness to drive and providing enhanced penalties to deter dangerous driving.

The 2022 Bill was introduced in the ACT Legislative Assembly on 23 November 2022. It passed on 7 June 2023 and came into effect on 22 June 2023. The 2022 Bill focused on 5 main areas:

- high-range speeding
- street racing, attempts on speed records, speed trials and other hooning behaviours
- furious, reckless and dangerous driving
- mandatory reporting of medical conditions
- drug driving.

Between 22 June and 31 December 2023, ACT Policing statistics show that:

- More than 250 immediate suspension notices have been issued since the [Road Safety Legislation Amendment Act 2023](#) came into effect. This figure includes all driving offences, not just those related to the new legislation.
- ACT Policing seized a total of 269 vehicles (including motorcycles) for offences including improper use of a motor vehicle, failure to stop for police, burnout, crime scenes, proceeds of crime, and warrants. Eleven of these vehicles were seized under the new laws.

Between 1 July and 31 December 2023, ACT Policing issued:

- 28 traffic infringement notices for exceeding the posted speed limit by more than 45 km/h
- 36 charges for aggravated furious, reckless or dangerous driving
- one charge for driving knowing others may be menaced
- one charge for driving with intent to menace.

The 2022 Bill also implemented recommendations from the coronial inquiry into the tragic death of Blake Corney, by introducing a power to make a regulation that would require health practitioners to make a report to the Road Traffic Authority when they suspect a person is not fit to drive. The Regulation creating this requirement is being finalised with stakeholders. Importantly, a report will not necessarily result in a licence suspension, but is the first step in an assessment process to determine if the person is fit to drive, measured against nationally approved standards.



## Dangerous driving

Despite proactive and ongoing efforts to bring about behaviour change, dangerous driving is still a risk to the community. The ACT Government is continually seeking ways to reduce this serious offending. Its commitment to improving road safety can further be demonstrated through participation and contributions to the Standing Committee on Justice and Community Safety’s inquiry into dangerous driving and the Dangerous Driving Roundtable.

### Dangerous driving inquiry

The Standing Committee on Justice and Community Safety announced the inquiry on 4 August 2022. The Committee invited the community’s views on key issues and possible strategies to address dangerous driving through the justice system and police and emergency response.

The ACT Government provided a submission to the inquiry, and both Minister for Transport Chris Steel MLA and Attorney-General Shane Rattenbury MLA presented evidence to the Committee on 14 November 2022. Report No 16 Inquiry into Dangerous Driving was tabled on 20 April 2023 and handed down 28 recommendations. The ACT Government agreed to 9 recommendations, to 2 more as in line with existing government policy, and agreed in principle to 6. It noted 7 recommendations and did not agree with 4.

### Dangerous Driving Roundtable

On 15 November 2023 Attorney-General Shane Rattenbury MLA hosted the Dangerous Driving Roundtable. The event was attended by Minister for Transport Chris Steel MLA, numerous Australian road safety experts, representatives from ACT Policing and the Canberra Police Community Youth Club, and stakeholders from the justice and community services sectors.

Roundtable participants explored the problem of dangerous driving and sought effective ways to change driver behaviour, reduce recidivist offending, and reduce the risk of death or injury on our roads.

### Police operations

Road safety is a key priority for ACT Policing, which works in partnership with the ACT Government and TCCS to support the ACT Road Safety Strategy. ACT Policing actively targets the ‘fatal five’ (speeding, alcohol and drug impaired driving, driver distraction, failure to obey traffic lights and signs and seatbelts) with high-visibility and unmarked patrols. ACT Policing also collaborates with non-government stakeholders such as Pedal Power on community road safety awareness campaigns.

Details on [police enforcement operations](#) from January 2022 to December 2023:

	Jan- Mar 22	Apr- Jun 22	Jul- Sept 22	Oct- Dec 22	Jan-Mar 23	Apr- Jun 23	Jul- Sept 23	Oct- Dec 23
Total traffic infringement notices (including speeding)	989	1159	1249	1428	1385	2087	1648	1203
Total traffic infringement cautions (including speeding)	315	424	514	537	590	926	739	682
Speeding traffic infringement notices	388	470	442	524	483	636	589	460
Speeding cautions	68	64	86	76	117	151	165	149
Number of persons charged with drink driving offences	175	217	207	209	187	200	179	153
Person charged with unlicensed driving offences - licence disqualified or suspended	187	241	202	170	172	177	134	111
Person charged with unlicensed driving offences - licence never held	27	22	23	16	26	17	22	19

## Operation TORIC

In response to an increase in motor vehicle theft, dangerous driving, recidivist offending and other serious crimes, ACT Policing established Operation TORIC in August 2022. Focusing on individuals who were continually putting the community, themselves and police at risk, Operation TORIC began swiftly, arresting 18 offenders and laying more than 70 charges in the first 3 weeks of operation.

By March 2024, Operation TORIC has made 420 apprehensions, leading to 1,149 charges. Targeting recidivist offenders naturally meant offenders came to the attention of Operation TORIC more than once. Three people, including one juvenile, were apprehended or charged before the court 4 times. Many of these offenders were already subject to existing court-imposed orders and other conditions at the time of their arrest. Of the alleged offenders, 171 were on bail at the time of their apprehension, 58 were subject to good behaviour orders, 10 were on intensive corrections orders, 24 were on parole and 68 were subject to first instance warrants.

## Sustainable and innovative transport

The ACT Government progressed a number of outcomes in 2022 and 2023 to improve active travel and sustainable transport opportunities, including:

- Public engagement on the development of the [Active Travel Plan 2024-30](#). The consultation confirmed that safety is a strong barrier to increasing active travel. Responses indicated a strong preference to separate cycling and walking from motorised traffic and better integrate safety in the overall street design, including lowering speeds, improving dangerous crossings and intersections as well as improving the lighting on paths and streets.
- Extension of shared micromobility services to Tuggeranong, Molonglo Valley and additional parts of Woden and Weston Creek. These services now cover more than 132 square kilometres of the ACT, and approximately 2,900 trips are taken per day using e-scooters.
- In 2022-23 more than 3,238 paths were inspected in response to community requests and 3,504 defects were rectified on community paths, pavers, kerbs and gutters. This work equated to approximately 16,874 square metres of concrete path, 10,997 square metres of asphalt path, 4,559 square metres of segmental paving, and 1,591 metres of kerb and gutter work.
- In addition, 1,669 metres of path grinding and cold-mix patch work were also undertaken to eliminate the trip hazards on community paths as an immediate measure after defects were identified.
- The Belconnen Bikeway Stage 2 and Battye Street link was completed in June 2023, improving pedestrian and cycling accessibility from the city. It also connects the major institutions (University of Canberra, CIT Bruce and the Australian Institute of Sport) to, through and beyond the Belconnen Town Centre.



## Light rail

In 2022-23 a number of changes were made to the light rail corridor to improve the safety of all road users. These included:

- Decoupling rail crossing signals from road traffic signals. Rail signals are now always green unless there is a light rail vehicle approaching. This helps to improve customer experience and reduce frustration which may help reduce the number of pedestrians crossing at a red light.
- Changing signal phasing at i12 for cars coming out of Randwick Road. This helps to reduce driver frustration and the likelihood of vehicles trespassing the rail corridor as well as helping to control vehicle movements during special events.
- Improving road pavement markings at the Gungahlin terminal to help with road legibility and reduce the likelihood of trespassing on the light rail corridor.

## Automated vehicles

The ACT Government is represented on various national working groups and continues to contribute to the National Transport Commission (NTC) led automated vehicle (AV) program. In February 2022 the NTC published [the regulatory framework for automated vehicles in Australia](#) which presented proposals on the end-to-end regulatory framework for the commercial deployment of automated vehicles.

The ACT Government worked with the NTC, state and territory governments and Austroads to review the national automated vehicle trial guidelines. The NTC's [guidelines for trials of automated vehicles in Australia published in 2023](#) included updates to provide further clarity and consistency to ensure they remain fit for purpose. These trials help improve understanding of how automated vehicles interact with other road users and different environmental conditions.

## Zero emission vehicles

Transport contributes more than 60% of the ACT's greenhouse gas emissions, making it the single largest contributor to emissions in the Territory. Increasing uptake of zero emission vehicles, including battery electric vehicles and hydrogen powered vehicles, is crucial to cutting total emissions in the ACT. As at 31 December 2023, there were 6565 zero emission vehicles registered in the ACT. This includes 22 hydrogen powered vehicles.

Transport Canberra commenced transitioning the commuter bus fleet to zero-emissions in March 2023 with the leasing of 12 Yutong VDI battery electric buses. This fleet is equipped with an Acoustic Vehicle Alerting System (AVAS) which is a safety alert or sound emitted when an electric vehicle is travelling at low speeds (approximately 23kph and lower) to warn pedestrians and other road users of the vehicle's presence when entering and exiting higher populated zones such as bus stops and interchanges and pedestrian crossings.



