

	LEGISLATIVE ASSEMBLY RECORD SEVENTH ASSEMBLY
STATEMENT TO THE ASSEMBLY 31 MAR 2011	
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I am pleased to provide a Government report, in the form of a Statement to the Assembly, in relation to the Standing Committee on Public Accounts Review of Auditor-General's Report No 2 of 2009: Follow-up Audit – Implementation of Audit Recommendations on Road Safety.

Auditor-General's Report No 2 of 2009 (the 2009 Audit Report) reported on the extent to which TAMS had addressed specific issues identified in an earlier 2006 Audit Report on road safety. The 2009 Audit Report noted that 6 of the 7 recommendations from the 2006 Audit Report had been either fully implemented (4) or partially implemented (2). Work against one recommendation had not commenced at that time.

The 2009 Audit Report had 4 recommendations. One related to the TAMS Audit Committee charter, which has been completed. The other three recommended that further work be undertaken in respect of evaluation of road safety measures, crash data processing, and motorcycle safety issues.

In line with normal procedure, the 2009 Audit Report was referred to the Standing Committee on Public Accounts (the Committee), together with a Government Submission on the Report which advised that the outstanding issues related to continuing projects under the ACT Road Safety Action Plan.

The Committee tabled its Review of the 2009 Audit Report in the Assembly on 23 September 2010. The Committee was of the view that the Government should report on progress with these outstanding issues within a reasonable time.

More specifically, the Committee recommended that the Minister for Transport report to the ACT Legislative Assembly by the last sitting day in March 2011 on:

- a) the outcome of the evaluation of road safety engineering treatments and policy initiatives;
- b) the implementation of a computerised SmartForm to allow electronic reporting of ACT traffic crashes;

- c) the integration of SmartForm inputs into TAMS' data entry and data processing functions; and
- d) the outcome of the review of ACT licensing, training and testing requirements for novice motorcycle riders.¹

Undertaking a program of evaluation of road safety engineering treatments and policy initiatives was an item under the ACT Road Safety Action Plan for 2009 and 2010.

In this context, an ongoing program of evaluation of road safety engineering treatments has been established, with treatments at 37 locations evaluated during 2009 and 2010. Following this evaluation process, the majority of these projects were found to have been successful by reducing the number of crashes occurring at these locations. In addition, results from the evaluation process will be used to guide future Roads ACT treatment programs.

A process for the evaluation of awareness measures has commenced, with an initial community attitude survey completed in July 2010 to benchmark community attitudes to road safety and the effectiveness of awareness measures. Future surveys are planned. The 2010 survey found that there were mixed levels of awareness of the five prompted TAMS road safety campaigns, with electronic road signs, general road signs and television considered to be the most effective mediums for road safety messages.

Evaluation of road safety programs will continue to be progressed as a priority issue under the next ACT Road Safety Strategy 2011-2020 and the ACT Road Safety Action Plan for 2011-2013. This will include establishment of stronger performance measures and targets to assess the effectiveness of initiatives, in line with work under the National Road Safety Strategy.

A computerised SmartForm system for reporting vehicle crashes in the ACT has been implemented. This project had a particular focus on reducing the resource requirements at police stations, and improving customer service, compared with the previous paper-based process.

A SmartForm for police attending traffic crashes has been in production since January 2009. A public SmartForm was implemented on a trial basis in January 2010, using kiosks at police stations. Full roll-out of the SmartForm, allowing public access via the internet, was implemented late last year.

At present, SmartForms are received by TAMS and relevant information entered into the TAMS crash database manually, as occurred with the previous paper-based process.

Integration of SmartForm inputs into TAMS data entry and data processing functions is a separate and internal TAMS project, requiring upgrading of the current crash database platform. Funding for this work has been sourced and a project plan has been finalised. The scope of works has been agreed with the selected contractor, and the project is due to be completed by mid-2011.

In terms of motorcycle safety, many road safety countermeasures apply to both drivers and riders. The ACT also has existing programs covering specific motorcycle safety issues, including rider training and testing.

Specific suggestions made by the Auditor-General in relation to on-road testing need to be considered in the context of an appropriate training structure. A review of ACT licensing, training and testing requirements for novice motorcycle riders has been completed by TAMS, in conjunction with motorcycle stakeholders.

In line with the recommendations of this review, the Government has agreed in principle to making the pre-provisional licence course mandatory. This course is currently only compulsory should applicants fail the pre-provisional licence test. The course contains an on-road riding component, and it is proposed to make this a fully assessable part of the course.

Making the pre-provisional licence course mandatory will require changes to TAMS administrative processes and the contract arrangements with the ACT's motorcycle training provider, Stay Upright. A minor change to the ACT driver licensing regulation will also be required. In addition, Stay Upright will need time to source and engage

sufficient staff to deliver the increased number of courses required. Accordingly, this change will not be put in place immediately, but there will be a leadtime of some 12 months.

It should be noted that the 2006 Audit Report was prepared prior to new arrangements being established by TAMS under the ACT Road Safety Strategy 2007-2010. To some extent, the recommendations of the 2006 and 2009 Audit Reports, which deal with specific initiatives, have been overtaken by the broader priorities and key initiatives established under the ACT Road Safety Strategy and Action Plan.

Nevertheless, the ACT Government has been implementing these recommendations as part of continuing work under the ACT Road Safety Action Plan, and I am pleased to provide this update on progress to Assembly members.

Footnote 1

The Committee recommendation refers to the "outcome of the review of ACT licensing, training and testing requirements for novice drivers." This should refer to "novice riders", as the relevant recommendation in the 2009 Audit Report referred to novice motorcycle riders, not novice car drivers.