

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*

SEPTEMBER 2010

Committee Membership

Ms Caroline Le Couteur MLA	Chair
Mr Brendan Smyth MLA	Deputy Chair
Ms Joy Burch MLA	Member to 19 November 2009
Mr John Hargreaves MLA	Member from 20 November 2009 [Mr Hargreaves did not participate in: (i) the Committee's decision to conclude its consideration of Auditor-General's report No. 2 of 2009 with a summary report and (ii) any deliberations relating to the Committee's report.]

Secretariat

Secretary:	Andréa Cullen
Administration:	Lydia Chung

Contact Information

Telephone:	(02) 6205 0142
Facsimile:	(02) 6205 0432
Email:	committees@parliament.act.gov.au
Post:	GPO Box 1020 Canberra ACT 2601
Website:	www.parliament.act.gov.au

Resolution of Appointment¹

The ACT Legislative Assembly appointed the Standing Committee on Public Accounts on 9 December 2008 to:

- (1) examine:
 - a) the accounts of the receipts and expenditure of the Australian Capital Territory and its authorities; and
 - b) all reports of the Auditor-General which have been presented to the Assembly;
- (2) report to the Assembly any items or matters in those accounts, statements and reports, or any circumstances connected with them, to which the Committee is of the opinion that the attention of the Assembly should be directed;
- (3) inquire into any question in connection with the public accounts which is referred to it by the Assembly and to report to the Assembly on that question; and
- (4) examine matters relating to economic and business development, small business, tourism, market and regulatory reform, public sector management, taxation and revenue.

¹ ACT Legislative Assembly, Minutes of Proceedings No. 2, Tuesday 9 December 2008, pp. 12–13.

TABLE OF CONTENTS

Committee Membership	i
Resolution of Appointment	ii
RECOMMENDATIONS	V
1 INTRODUCTION AND CONDUCT OF INQUIRY	1
Terms of reference.....	1
Conduct of inquiry	1
Structure of the report	2
Acknowledgements.....	2
2 AUDIT BACKGROUND AND FINDINGS	3
Audit background and objective	3
Audit opinions.....	4
Audit recommendations	5
3 COMMITTEE COMMENT	7
Inquiry context.....	7
Follow-up audits.....	7
Government response to Audit findings and recommendations.....	10
4 CONCLUSION	13
APPENDIX A: ACT GOVERNMENT SUBMISSION TO AUDITOR- GENERAL'S REPORT NO. 4 OF 2006	15
APPENDIX B: ACT GOVERNMENT SUBMISSION TO AUDITOR- GENERAL'S REPORT NO. 2 OF 2009	23

RECOMMENDATIONS

RECOMMENDATION 1

3.18 The Committee recommends that the Minister for Transport report to the ACT Legislative Assembly by the last sitting day in March 2011 on:

- (i) the outcome of the evaluation of road safety engineering treatments and policy initiatives, in particular the program evaluating Black Spot treatments, the process for the evaluation of awareness measures, and the evaluation of road safety programs
- (ii) the implementation of a computerised SmartForm to allow electronic reporting of ACT traffic crashes
- (iii) the integration of SmartForm inputs into TAMS' data entry and data processing functions, and
- (iv) the outcome of the review of ACT licensing, training and testing requirements for novice drivers.

1 INTRODUCTION AND CONDUCT OF INQUIRY

- 1.1 Auditor-General's Report No. 2 of 2009: *Follow-up Audit: Implementation of Audit Recommendations on Road Safety* (the Audit report) was presented to the ACT Legislative Assembly on 1 May 2009.
- 1.2 In accordance with the Standing Committee on Public Accounts' (the Committee) resolution of appointment² the Audit report was referred to the Committee for examination.
- 1.3 The Audit report presented the results of a follow-up audit that reviewed the progress made by the Department of Territory and Municipal Services³ (TAMS) in responding to the recommendations of Auditor-General's report No. 4 of 2006: *Road Safety*. Auditor-General's report No. 4 of 2006 (the 2006 Audit report) was presented to the ACT Legislative Assembly on 27 June 2006.⁴

Terms of reference

- 1.4 The Committee's terms of reference were to examine the Audit report and report to the ACT Legislative Assembly.

Conduct of inquiry

- 1.5 The Committee received a submission from the ACT Government⁵ in relation to the findings of the Audit report. The Committee also received a briefing from the ACT Auditor-General on the Audit report.⁶

² ACT Legislative Assembly, Minutes of Proceedings No. 2, Tuesday 9 December 2008, pp. 12–13.

³ At the time the 2006 Audit report was tabled, the responsible department was the Department of Urban Services (DUS). Subsequent to tabling, changes to administrative arrangements made TAMS the responsible department.

⁴ ACT Auditor-General's report No. 2 of 2009: *Follow-up Audit: Implementation of Audit Recommendations on Road Safety*, p. 3.

⁵ Dated 16 June 2010.

⁶ 6 August 2009.

- 1.6 The Committee met on 14 September 2010 to discuss the Chair's draft report, which was adopted on 14 September 2010.

Structure of the report

- 1.7 As part of its examination of the Audit report, the Committee considered the matters of significance raised by the Report. The Committee's report is divided into four sections:

- Chapter 1 – Introduction
- Chapter 2 – Audit background and findings
- Chapter 3 – Committee comment
- Chapter 4 – Conclusion

Acknowledgements

- 1.8 The Committee thanks all those who contributed to its examination of the Audit report.

2 AUDIT BACKGROUND AND FINDINGS

- 2.1 This chapter presents an overview of the background to, and key findings of, the Audit.

Audit background and objective

- 2.2 The objective of the follow-up audit was to report on the extent to which TAMS had addressed and resolved issues or deficiencies identified in the 2006 Audit report.⁷
- 2.3 The Audit focused on:
- (i) procedures established within TAMS for the monitoring and reporting on the implementation of performance audit recommendations, and
 - (ii) the extent to which TAMS had implemented accepted recommendations made in the 2006 Audit report.⁸
- 2.4 The 2006 Audit report made seven recommendations to address the audit findings. The coverage of the recommendations included:
- the Road Safety Strategy and Action Plan
 - coordination of the TAMS road safety function
 - the need for the collection of timely and accurate road safety statistics
 - the need to factor in the risk of interstate crashes when developing and implementing measures such as awareness campaigns and driver education reforms
 - improvement of processes for ensuring quality driving instructors

⁷ ACT Auditor-General's report No. 2 of 2009: *Follow-up Audit: Implementation of Audit Recommendations on Road Safety*, p. 3.

⁸ *Ibid.*

- on the basis of an increase in accidents, TAMS should review its regime for motorcycle licensing with a view to introducing an on-road component, and
- TAMS should prepare options for the Government on measures to improve driver attitude and awareness.⁹

Audit opinions

2.5 The Audit report contained the following audit opinions drawn against the audit objective:

- (i) Overall, TAMS made mixed progress in implementing recommendations from the 2006 Audit report. TAMS had implemented four of the seven recommendations made in the Report. In its submission to the 2006 Audit report, the Government agreed or agreed in part to all seven recommendations. A copy of the ACT Government's submission to the Committee in response to the 2006 Audit report is at **Appendix A**.
- (ii) Recommendations not fully implemented had been included by TAMS in its current Road Safety Action Plan to be actioned.
- (iii) There had been slow progress towards addressing safety issues relating to learner motorcyclists and repeat offenders.¹⁰

⁹ ACT Auditor-General's report No. 4 of 2006: *Road Safety*.

¹⁰ ACT Auditor-General's report No. 2 of 2009: *Follow-up Audit: Implementation of Audit Recommendations on Road Safety*, p. 4.

Audit recommendations

2.6 The Auditor-General made four¹¹ recommendations:

Audit area	Recommendation coverage
Processes for implementing audit recommendations	R1. Implementation processes
Implementation of audit recommendations on road safety	R2. Implementation of 2006 Audit recommendation 1— <i>Road Safety Action Plan</i> R3. Implementation of 2006 Audit recommendation 3— <i>Monitoring and analysis of road safety</i> R4. Implementation of 2006 Audit recommendation 7— <i>Education of drivers and riders</i>

2.7 The four recommendations were intended to further improve TAMS' implementation of audit recommendations.¹²

2.8 In its submission, the ACT Government indicated that it agreed with three¹³ recommendations and agreed-in-principle with one¹⁴ recommendation. A copy of the ACT Government's submission to the Committee in response to the Audit report is at **Appendix B**.

2.9 The Committee notes that it received the Government's submission¹⁵, approximately thirteen months after presentation of the Audit report¹⁶.

2.10 The Committee reminds ACT Government agencies that, following tabling of an Auditor-General's report, a Government submission is required to be provided to the Public Accounts Committee three months from the date the report is presented in the ACT Legislative Assembly.¹⁷

¹¹ ACT Auditor-General's report No. 2 of 2009: *Follow-up Audit: Implementation of Audit Recommendations on Road Safety*, pp. 5–6.

¹² *Ibid.*, p. 5.

¹³ Recommendation 1, 2 and 3.

¹⁴ Recommendation 4.

¹⁵ Dated 16 June 2010.

¹⁶ Presented 1 May 2009.

¹⁷ ACT Government. (2009) *Guidelines for responding to reports by the Auditor-General*, November, p. 3.

- 2.11 The Committee further notes that, if the ACT Legislative Assembly is not sitting when the report is provided to the Speaker, it is taken for all purposes to have been presented to the Assembly on the day the Auditor-General gives it to the Speaker.¹⁸

¹⁸ ACT Government. (2009) *Guidelines for responding to reports by the Auditor-General*, November, p. 3.

3 COMMITTEE COMMENT

Inquiry context

- 3.1 Under its resolution of appointment, the Committee examines all reports of the Auditor-General which have been presented to the Assembly. The Committee has established procedures for its examination of these reports.¹⁹
- 3.2 In accordance with these procedures, the Committee resolved on 2 September 2010 to conclude its consideration of the Audit report with a summary report.

Follow-up audits

- 3.3 The Auditor-General has noted:

Performance audit reports provide an independent assessment of the efficiency and effectiveness of government activities. These reports often include recommendations that aim to improve the accountability and administration of public sector agencies through improving operations and procedures. Normally, audit recommendations provide guidance that directs the agency to areas for improvement.²⁰

...

Individual agencies, following agency and/or Government agreement to the Audit recommendations, are responsible for the implementation of these recommendations within their own agency. There is also a reasonable expectation that other agencies, not specifically referred to in audit reports, will examine recommendations arising from performance audits and determine whether the recommendations are applicable to their operations.²¹

¹⁹ Available at: <http://www.parliament.act.gov.au/committees/AGReports.asp>

²⁰ ACT Auditor-General's report No. 2 of 2009: *Follow-up Audit: Implementation of Audit Recommendations on Road Safety*, p. 3.

²¹ ACT Auditor-General's report No. 2 of 2007: *Agency Implementation of Audit Recommendations*, p. 1.

- 3.4 The follow-up of performance audits to assess whether agencies have addressed recommendations and findings arising from specific audits is an important exercise to inform the ACT Legislative Assembly on progress towards implementation of accepted recommendations.
- 3.5 The Committee notes that the 20th Conference of Commonwealth Auditors-General stressed the importance of following up on recommendations to ensure that the Government responds properly to their work.²²
- 3.6 The Committee emphasises that it is the action taken by applicable agencies to implement audit recommendations that is all important in helping achieve better efficiency and improving accountability of the Government, not the recommendations *per se*.
- 3.7 The key findings of the follow-up audit can be grouped into two overarching themes—those concerned with the process for implementation of audit recommendations, in particular the TAMS Audit Committee, and those concerned with implementation of the 2006 Audit report recommendations. A summary of these is set out below.

Processes for implementation of audit recommendations

- 3.8 The Audit found that TAMS' internal audit function did not have an active role in addressing audit recommendations. The Government advised in its submission that the TAMS Audit Committee Charter had been amended to require the Audit Committee to maintain a register of audit recommendations to monitor whether appropriate action takes place within a reasonable timeframe.²³

²² Harper, S. (2008) '20th Conference of Commonwealth Auditors General', *International Journal of Government Auditing*, 1 October.

²³ ACT Government submission to Auditor-General's report No. 2 of 2009, 16 June 2010.

Implementation of 2006 Audit report recommendations

- 3.9 The Audit reported that TAMS had provided the following explanation as to why three of the recommendations of the 2006 Audit report had not been fully implemented:
- resources were limited and actions were taken based on priority
 - alternative measures were considered to better suit current circumstances, and
 - issues involved numerous stakeholders and time was required for further consultation.²⁴
- 3.10 The Audit also reported that TAMS had developed and implemented an action plan for the implementation of audit recommendations. To monitor the progress of the action plan, TAMS had also formed a road safety liaison framework, involving appropriate stakeholders such as the Australian Federal Police (AFP) and the National Roads and Motorists Association (NRMA). Further, quarterly reports on the action plan are provided to the responsible Minister.²⁵
- 3.11 The Audit noted that creation of the Road Safety Unit by TAMS had provided a centralised and more efficient management of road safety issues that were previously managed across a number of units within TAMS. Further, the Road Safety Unit is now responsible for managing an overall road safety budget that can be allocated to various road safety measures as priorities require.²⁶

²⁴ ACT Auditor-General's report No. 2 of 2009: *Follow-up Audit: Implementation of Audit Recommendations on Road Safety*, pp. 5–6.

²⁵ *Ibid.*, p. 4.

²⁶ *Ibid.*

- 3.12 The Audit also noted that TAMS had investigated, and decided not to proceed with, the introduction of a speed awareness course as compulsory remedial training for serious offenders.²⁷
- 3.13 The follow-up audit made four recommendations concerned with:
- (i) the TAMS Audit Committee maintaining a register of all audit recommendations to monitor whether appropriate action takes place within a reasonable timeframe
 - (ii) evaluating engineering treatments and policy initiatives aimed at improving the safety of roads to ensure actions are effective and achieve value for money
 - (iii) developing a project plan for the computerised crash data processing initiative, and
 - (iv) implementing an on-road testing component for novice motorcycle riders.²⁸
- 3.14 The Committee is of the view that the findings of the follow-up audit suggest that TAMS has made moderate progress towards full implementation of those recommendations it agreed or agreed to in part.

Government response to Audit findings and recommendations

- 3.15 The Committee has considered the submission received from the ACT Government and assessed whether the Government has responded appropriately to the Auditor-General's findings.

²⁷ ACT Auditor-General's report No. 2 of 2009: *Follow-up Audit: Implementation of Audit Recommendations on Road Safety*, pp. 4–5.

²⁸ *Ibid.*

- 3.16 The Committee is of the opinion that the submission indicates that action is pending, or in progress, in relation to three²⁹ of the recommendations.
- 3.17 The Committee is therefore of the view that the Government should report on the progress against those recommendations where action is still pending, or in progress, within a reasonable time.

RECOMMENDATION 1

- 3.18 **The Committee recommends that the Minister for Transport report to the ACT Legislative Assembly by the last sitting day in March 2011 on:**
- (i) the outcome of the evaluation of road safety engineering treatments and policy initiatives, in particular the program evaluating Black Spot treatments, the process for the evaluation of awareness measures, and the evaluation of road safety programs**
 - (ii) the implementation of a computerised SmartForm to allow electronic reporting of ACT traffic crashes**
 - (iii) the integration of SmartForm inputs into TAMS' data entry and data processing functions, and**
 - (iv) the outcome of the review of ACT licensing, training and testing requirements for novice drivers.**

²⁹ Recommendation 2, 3 and 4.

4 CONCLUSION

- 4.1 The Committee considers the follow-up audit to have been both timely and of benefit to the agency concerned.
- 4.2 The Audit has also been valuable in emphasising the importance of the role of follow-up audits in: (i) establishing whether agencies have addressed accepted recommendations and findings in reports of the Auditor-General, and (ii) informing the ACT Legislative Assembly on the progress made by agencies in implementing accepted recommendations.³⁰
- 4.3 Further, the Audit also reminds responsible agencies of the importance of ensuring that recommendations of the Auditor-General are appropriately monitored and addressed in circumstances where administrative restructures, or machinery of government changes, have occurred.
- 4.4 The Committee is also concerned that the Government response to Auditor-General's report No. 2 of 2009 took approximately 13 months to be received by the Committee.
- 4.5 The Committee has made one recommendation in relation to its review of Auditor-General's report No. 2 of 2009: *Follow-up Audit—Implementation of Audit Recommendations on Road Safety*.

Caroline Le Couteur MLA

Chair

14 September 2010

³⁰ ACT Auditor-General's report No. 2 of 2007: *Agency Implementation of Audit Recommendations*, p. 1.

APPENDIX A: ACT Government submission to Auditor-General's report No. 4 of 2006

Attached is a copy of the ACT Government submission to the Standing Committee on Public Accounts in response to the Auditor-General's report No. 4 of 2006: *Road Safety*.

	A.C.T. LEGISLATIVE ASSEMBLY COMMITTEE OFFICE
SUBMISSION NUMBER	1
DATE AUTH'D FOR PUBLICATION	14 Feb 2007

GOVERNMENT SUBMISSION

Standing Committee on Public Accounts

**ACT Auditor-General
Report No 4/2006**

ROAD SAFETY

**GOVERNMENT SUBMISSION
AUDITOR-GENERAL REPORT NO 4/2006
PERFORMANCE AUDIT OF ROAD SAFETY**

Introduction/Background

The Government concurs with the overall Audit opinion that, for the most part, the Department of Urban Services (DUS) has monitored and analysed road safety in the ACT and developed and implemented sound measures to reduce road accidents. The Government also notes the Audit opinion that scope for improvement was found, particularly in terms of overall budgeting and coordination, collection and use of statistical information, and auditing of Accredited Driving Instructors.

The Government considers that the recently announced establishment of a Road Safety Unit within the Department of Territory and Municipal Services (TAMS), which will allow closer liaison between areas responsible for data collection and analysis, will address the matters raised in the report.

Government Position on Findings

Key Findings

Coordination of road safety activities

- The Road Safety Strategy and Action Plan support the overall objectives of the Department in relation to road safety.
- Actions detailed in the Road Safety Strategy and Action Plan influenced decision-making processes within DUS.
- There is scope for the establishment of a more coordinated road safety function within DUS.
- DUS has not reviewed the effectiveness of either the Road Safety Strategy or the Road Safety Action Plan. Such review is particularly important, given that in 2005, the ACT experienced a sharp rise in the number of road deaths when compared to the previous three years, and a worsening situation compared to the rest of Australia.
- The Traffic Liaison Committee is the only forum for formal discussion of road safety issues within DUS and, in its current form, does not have its role and activities clearly defined, thus limiting its effectiveness.

Government Position

Noted.

Specific issues are addressed in responses to recommendations 1 and 2.

Monitoring and analysis of road safety

- Comprehensive and up-to-date data from road accidents was not available as at May 2006, due to a database problem. However, data from 2004 was analysed by September 2005, and DUS advised that the database was repaired by June 2006.
- DUS did not conduct analyses of the relative effectiveness of different types of road safety measures.

Government Position

Noted.

Specific issues are addressed in responses to recommendations 1 and 3.

Development and implementation of safety measures

- Road crash statistics for 2004 and 2005 were not readily available to assist effective implementation of road safety measures.
- The processes used to determine priority for the black spot programs are sound, but the accuracy of the program was temporarily affected by the lack of updated road crash data.
- Implementation of compliance measures such as traffic cameras is efficient and effective.
- Procedures for vehicle inspections are sound.
- The level of audit activities conducted by DUS on Accredited Driving Instructors (ADIs) was not sufficient to ensure the quality of driving instructors and the integrity of the logbook system.
- There is a risk that a number of drivers who acquire their provisional licence through the logbook system do not meet all the competencies required.
- About 19% of drivers with a Provisional (P) Licence attended the Road Ready Plus course, which allowed for the removal of the P plate and an additional allowance of four demerit points. Audit was concerned that the intended benefits of attending the course were reduced because of reduced workshop hours. In addition, it is not clear to Audit that the benefit of the course was sufficient to outweigh the deterrent to unsafe driving associated with fewer available demerit points and the display of the P plate.
- There may be merit in introducing a driver attitude and awareness course as a step towards gaining a full drivers licence, as in South Australia.
- Licensing is reasonably efficient and effective, but additional measures may be needed for motorcycle riders' licensing.
- There is scope to improve measures for ongoing education of drivers and riders.

Government Position

Noted.

Specific issues are addressed in responses to recommendations 1, 3, 5, 6 and 7.

Government Position on Recommendations

Recommendation 1

The Department of Urban Services should assess the effectiveness of the Road Safety Strategy and Plan.

Government Position

Agreed.

An assessment of the effectiveness of key measures in the ACT 2005-06 Road Safety Action Plan and the previous 5 year ACT Road Safety Strategy will be undertaken

prior to the establishment of a new ACT Action Plan, to cover the period covering 2007 and 2008. Consideration will also be given to the outcome of the review of the National Road Safety Strategy and National Action Plan as the national framework will provide key indicators for future directions.

Recommendation 2

The Department of Urban Services should improve overall coordination of its road safety function through means such as:

- a. better utilisation of the Traffic Liaison Committee to coordinate input from other agencies such as the NRMA and the AFP;
- b. establishment of a strong road safety coordination unit; and
- c. introduction of an overall road safety budget that can be allocated to various road safety measures as priorities determine.

Government Position

Agreed.

In July 2006, TAMS established a Road Safety Unit, as part of the Office of Transport. Recruitment processes are underway to draw together and enhance the current level of resourcing for road safety. Functional responsibility for the development of a cross-agency and community based Liaison Committee and the establishment of a defined road safety budget will be established as part of the new structure.

Recommendation 3

The Department of Urban Services should, as a priority, ensure that important road safety statistics can be produced accurately and promptly.

Government Position

Agreed.

While there has been a delay in the release of some reports, the primary report on 2004 Road Traffic Crashes was released in September 2005. Analysis of the 2004 and 2005 data is being undertaken to assist with the development of future Black Spot programs. Interrogation of the data will also identify key factors or patterns in recent road crashes, which will assist with the development of targeted education campaigns.

As a small jurisdiction, fluctuations in crash data can result in wide statistical variations, therefore use of national data reports is often of great assistance in recognising trends in unsafe driving practices. For example, the release in May 2006 of the Department of Transport and Regional Services 'Community Attitudes to Road Safety' report, based on data collected in February and March 2005, will provide useful data for the development of the next ACT Road Safety Action Plan.

Recommendation 4

The Department of Urban Services should take into account the risk of interstate crashes when developing and implementing measures such as awareness campaigns and driver education reforms.

Government Position

Agreed.

The newly formed Road Safety Unit will employ a Road Safety Officer with responsibility to assess both ACT and interstate data, where available, and develop appropriate awareness campaigns.

Recommendation 5

The Department of Urban Services should improve its processes for ensuring the quality of driving instructors by:

- a. ensuring all driving instructors are subject to audits at least a specified number of times in a year;
- b. requiring driving instructors to use a vehicle that will safely accommodate a DUS auditor for on-road auditing; and
- c. establishing a set of risk-based guidelines to help auditors select which driving instructor to audit.

Government Position

Agreed.

All Accredited Driving Instructors (ADIs) will be audited a minimum of once every six months. Additional audits will be conducted in accordance with the risk based guidelines to be established under recommendation c. The guidelines will account for the number of applicants assessed by the ADI, previous audit results, applicants' feedback on ADIs and a higher level of auditing for new ADIs.

The majority of ADIs do use a vehicle that will safely accommodate a DUS auditor in the back seat for on-road auditing. Discussions will be held with driving instructor industry representatives to ensure phase-out of unsuitable vehicles as they are replaced.

To introduce more specific vehicle requirements will require a change to the Code of Practice for Accredited Driving Instructors. The Code is a disallowable instrument signed by the Chief Executive of the Road Transport Authority. In the meantime, ADIs have been invited to contact DUS auditors for advice before purchasing a driving school vehicle.

Recommendation 6

In the light of the increase in accidents involving motorcyclists, the Department of Urban Services should review the regime for motorcycle licensing with a view to introducing an on-road component.

Government Position

Agreed in part.

The existing pre-learner licence course and assessment is conducted off-road in a controlled environment. The course provides nine hours motorcycle instruction and includes theory and practical components. This course provides riding skills for people prior to commencing on-road riding.

The Minister for the Territory and Municipal Services has given in-principle support to enhance the existing pre-provisional motorcycle rider training course to make the course compulsory for all persons moving from a learner licence to a provisional licence. Currently the course, which contains an on-road component, is only mandatory should an applicant fail the assessment for a provisional motorcycle licence.

Recommendation 7

The Department of Urban Services should prepare options for Government on measures to improve driver attitude and awareness such as:

- a. requiring all novice drivers to undertake a driver attitude and awareness course before a full licence is granted;
- b. compulsory remedial training for licence-holders after serious or numerous offences; and
- c. enhanced road safety awareness campaigns.

Government Position

Agreed in part.

The Department considers that the Road Ready Plus Course, particularly when expanded to five (5) hours with the introduction of an additional module covering a Driver Development Plan, meets driver attitude and awareness training for provisional licence holders. The recently introduced voluntary Driver Awareness Course in South Australia and compulsory Driver Qualification Test in operation in NSW will be investigated as part of any future review of Road Ready Plus.

The Department will be commissioning a feasibility study to assess a Speed Awareness Course, currently in operation in the United Kingdom, for persons who have committed repeat speeding offences. The course would be similar to the 'Sober Driver' course currently required for recidivist drink drivers.

The establishment of the Road Safety Unit in the Office of Transport will enable a co-ordinated approach to the development of future road safety awareness campaigns.

APPENDIX B: ACT Government submission to Auditor-General's report No. 2 of 2009

Attached is a copy of the ACT Government submission to the Standing Committee on Public Accounts in response to Auditor-General's report No. 2 of 2009: *Follow-up Audit—Implementation of Audit Recommendations on Road Safety*.

COPY

2010

**THE LEGISLATIVE ASSEMBLY FOR
THE AUSTRALIAN CAPITAL TERRITORY**

Authorised for Publication

7-9-10

GOVERNMENT SUBMISSION

Standing Committee on Public Accounts

**ACT Auditor-General
Report No 2/2009**

ROAD SAFETY



**Jon Stanhope MLA
Minister for Transport**

**GOVERNMENT SUBMISSION
AUDITOR-GENERAL REPORT NO 2/2009
FOLLOW-UP AUDIT: IMPLEMENTATION OF AUDIT
RECOMMENDATIONS ON ROAD SAFETY**

Introduction/Background

The Auditor-General's Report No 4 of 2006, a Performance Audit of Road Safety, was presented to the Assembly in June 2006. Specific recommendations were made in relation to:

- evaluation of road safety measures;
- coordination of the TAMS road safety function;
- the need for timely and accurate road safety data;
- consideration of interstate crashes;
- processes for the auditing of accredited driving instructors;
- motorcycle licensing; and
- potential measures to improve driver attitude and awareness.

The objective of Auditor-General's Report No 2 of 2009 was to report to the Legislative Assembly on the extent to which TAMS has addressed these specific issues identified in the 2006 Audit Report.

The follow-up audit notes that 6 of the 7 recommendations from the 2006 Report have been either fully implemented (4) or partially implemented (2). Outstanding recommendations relate to continuing projects under the ACT Road Safety Action Plan, which are still in progress.

Government Position on Recommendations

Recommendation 1

TAMS should include in the charter for its Audit Committee the key responsibility to maintain a register of audit recommendations to monitor whether appropriate action takes place within a reasonable timeframe.

Government Position

Agreed.

TAMS has amended the Audit Committee Charter accordingly.

Recommendation 2

TAMS should commence, as early as practicable, the evaluation of engineering treatments and policy initiatives aimed at improving the safety of roads to ensure actions taken are effective and achieve value for money.

Government Position

Agreed.

Undertaking a program of evaluation of road safety engineering treatments and policy initiatives is an item under the ACT Road Safety Action Plan for 2009 and 2010. In this context, a program of evaluation of Black Spot treatments has been established, with evaluation reports for 2003 projects completed. A process for the evaluation of awareness measures has commenced, with an initial community attitude survey to be undertaken shortly.

Evaluation of road safety programs will continue to be progressed as a priority issue under the next ACT Road Safety Strategy 2011-2020 and related Action Plans. This will include establishment of stronger performance measures and targets to assess the effectiveness of initiatives.

Recommendation 3

TAMS should develop a comprehensive project plan for the project to computerise crash data processing which should include:

- scope and objectives;
- budget;
- milestone timeframes;
- stakeholders and their requirements; and
- end users of the crash data.

Government Position

Agreed.

Implementation of a computerised SmartForm to allow electronic reporting of ACT traffic crashes is an item under the ACT Road Safety Action Plan for 2009 and 2010. A computerised SmartForm for use by police officers attending traffic crashes is in production. A computerised SmartForm for public use was implemented on a trial basis in January 2010, with full release to the public expected by mid-2010.

Integration of SmartForm inputs into TAMS data entry and data processing functions is a separate project, requiring upgrading of the current crash database platform. A project plan and budget to complete this work is being progressed.

Recommendation 4

TAMS should implement the recommendations of the 2006 Audit Report on road safety relating to motorcycle safety, including the enhanced approach to testing novice riders, such as on-road testing.

Government Position

Agreed in principle.

A review of ACT licensing, training and testing requirements for novice drivers is an item under the ACT Road Safety Action Plan for 2009 and 2010. A discussion paper has been circulated to motorcycle stakeholders for comment, and further advice will be provided to the Government in due course. The appropriateness of enhanced on-road testing arrangements will be considered in this context.