

**FOLLOW UP OF THE AUDITOR-GENERAL'S
PERFORMANCE AUDITS OCTOBER 2011 - MARCH
2012**

Organisation: Transport for NSW
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Position: Director General
Date Received: 22/05/2013



Transport
for NSW

DG13/06638

Mr Jonathan O'Dea MP
Chair
Public Accounts Committee
Legislative Assembly
Parliament of NSW
Macquarie Street
SYDNEY NSW 2000

Dear Mr O'Dea

Performance Audit Update – Improving Road Safety: Young Drivers

I refer to your letter dated 8 April 2013 regarding Transport for NSW's response to the Auditor-General's report on *Improving Road Safety: Young Drivers*, tabled on 19 October 2011.

I am pleased to attach Transport for NSW and Roads and Maritime Services' update on the recommendations made in the Audit Report.

If you have any questions or comments relating to this update, please contact Margaret Prendergast, General Manager, NSW Centre for Road Safety on [REDACTED]

Yours sincerely,

[REDACTED]

Les Wielinga
Director General

21-05-13

PERFORMANCE AUDIT – Improving Road Safety: Young Drivers

IMPLEMENTATION OF RECOMMENDATIONS

RECOMMENDATION	ACCEPTED OR REJECTED	ACTIONS TO BE TAKEN	DUE DATE	STATUS (completed, on track, delayed) and COMMENT	RESPONSIBILITY (Section of agency responsible for implementation)
1 Determine if the current requirement for a minimum of 120 hours of supervised practical experience for learner drivers remains appropriate.	Accepted	The Safer Drivers Course is planned to commence implementation in some NSW locations in July 2013.	30 June 2012	On track A Board of independent road safety experts was established in 2012 to oversee the development of a Safer Drivers Course (the Course). The curriculum framework was developed from the Independent Road Safety Board report. In March 2013, the Government announced that learners who participate in the Course would receive a 20 hour reduction in required learner driver log book hours bringing their total hours to 100 hours. Learners who participate in the Course and take 10 hours of professional driving instruction will be eligible for a maximum of 40 hours reduction in required learner driver log book hours bringing their total on road hours to 80. The Safer Drivers Course is planned to commence implementation in some NSW locations from July 2013.	TfNSW – CRS RMS – Driver and Vehicle Policy

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2 Increase attendance at education workshops for learner driver supervisors through an expanded program, improved communication and advertising initiatives.	Accepted		Dec 2011	Completed. A school-based strategy was funded by the Motor Accidents Authority (MAA) where 110 rural high schools nominated to host workshops in 2012. Parents at 30 rural high schools participated in these workshops. The program delivered by Roads and Maritime Services (RMS) was supported by marketing campaigns run by schools and local councils across radio and print media. A revised communication plan for community-based workshops has been implemented with new promotion and media strategies. A new advertisement was published in state-wide and local newspapers in early 2012. Since July 2012 regional radio and print advertising has occurred in Northern, South-Western and Western NSW.	TfNSW – CRS RMS – Driver and Vehicle Policy
3 The RTA should provide additional support to learner drivers in low socio-economic communities and remote areas including subsidised professional instruction, and access to volunteer mentors and suitable vehicles.	Accepted	Transport for NSW will investigate options to assist learner drivers in low-socio economic communities and remote areas who meet the requirements of the learner log book. A pilot of restricted provisional P1 licences for learners in three communities West of the Newell Highway will commence in July 2013. The restricted P1 pilot will be	30 June 2013	On track. The Independent Road Safety Board has investigated programs which could provide support to disadvantaged learner drivers such as those in lower socio-economic, remote and Aboriginal communities, in the development of a 'Safer Drivers' Course for learner drivers. As part of the pilot, a restricted P1	TfNSW – CRS RMS – Driver and Vehicle Policy

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		evaluated after 12 months to investigate the impact of the restricted P1 provisional licence on access to licensing among young people in remote communities and to monitor the road safety impact of the restricted P1 provisional licence for young drivers.		<p>provisional licence that authorises driving for work, educational and medical purposes will be available for learners that pass the Driving Test after 50 hours on-road supervised driving in selected communities. Supporting programs to assist learners in pilot communities who meet the requirements to be eligible for the restricted P1 provisional licence will be investigated when implementing the pilot.</p> <p>In addition to the restricted P1 trial, Transport for NSW and RMS have established a range of partnerships to target homeless and disadvantaged youth including funding for:</p> <ul style="list-style-type: none"> • Youthsafe, to deliver training to support to up to 10 community-based programs delivering driver mentoring for disadvantaged young people in regional NSW in 2012. • Delivery of driver instruction to young people as part of the NSW Health inter-agency program Keep Aboriginal Youth Safe (KAYS) in Blacktown. • GreenLight, a not-for-profit community organisation servicing homeless youth, which trains staff as professional driving instructors for client learner drivers to gain on-road driving experience. • Adult Community Education (ACE) Lismore, which will deliver driver 	

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				<p>instruction programs in six locations in Northern NSW to assist over 70 Aboriginal young learner drivers.</p> <ul style="list-style-type: none"> • A project to assist the NSW Aboriginal Legal Service to address traffic-related legal problems of socially and economically disadvantaged backgrounds in the Taree area. • The RMS Aboriginal Licensing Program has developed a new DVD 'Listen and Learn' Learner Driver Knowledge Book and an RMS Licensing Program 'Get Legal, Get Licensed, Get Work' to support TAFE Aboriginal Licensing Programs across NSW. • The Driving Change Program is a joint initiative by Transport for NSW, the George Institute for Global Health and AstraZeneca. This community led program currently being delivered in three locations will provide extra support to help young Aboriginal people overcome barriers to entering and re-entering the driver licensing system. The program funds positions for local Driver Licensing Champions; creates opportunities for community involvement in program direction; and provide links to existing services and information. The Driving Change Program will be extended to six 	

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				locations and delivered through to the end of 2014.	
4 The RTA should review the current speed restriction for learner drivers, with a view to increasing it to 90km/h after six months of the learner licence period to ease the transition to unsupervised driving.	Accepted	Implementation of the increase in the learner driver speed limit from 80km/h to 90km/h to commence from 1 July 2013.	30 June 2012	<p>Review completed</p> <p>In March 2013, the NSW Government announced an increase in the learner driver speed limit from 80km/h to 90km/h, effective 1 July 2013. This measure will provide an opportunity for learner drivers to practice and develop their skills on higher speed roads.</p> <p>In developing the revised NSW policy approach, Transport for NSW completed a review of novice driver crash data, current road safety research, customer views and the policies of other jurisdictions related to the speed restrictions for learner drivers. The review also included consultation with the NSW Police Force and considered the administrative practicality of a staged increase in the learner driver speed limit, as recommended by the Auditor-General.</p> <p>A staged increase has not been adopted as this approach would present administrative and enforcement challenges without a clear road safety benefit.</p> <p>Transport for NSW and RMS publications will advise learners and</p>	TfNSW – CRS RMS – Driver and Vehicle Policy

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				<p>supervising drivers to transition up to the new 90km/h maximum speed as they progress through the learner licence period.</p> <p>Additionally, Transport for NSW will continue to advocate for greater national consistency of Graduated Licensing Schemes to reflect the road safety benefits being achieved through New South Wales, Victoria and Queensland, particularly in the areas of logged hours, licensing age and speed restrictions.</p>	
5 The RTA should investigate variations in licence test pass rates between testing centres and, by 30 June 2013, address contributing factors within its control.	Accepted	<p>Following a full data analysis at all locations, with pass rate variances outside the acceptable limits identified, RMS has identified 79 driver testing staff that fell outside the acceptable variation range. These staff have now completed the skills enhancement workshop and will be subject to in-vehicle monitoring sessions scheduled to be completed by August 2013.</p> <p>Following completion of in-vehicle monitoring, testing officer pass rates will be further monitored to determine whether improvements in consistency of delivery of driving tests has been achieved.</p>	Dec 2012	<p>Investigation completed</p> <p>Monitoring ongoing</p>	TfNSW – CRS RMS – Driver and Vehicle Policy/Customer Service
6 The RTA should consider introducing a night-time 'curfew' driving restriction	Rejected				

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for P1 drivers between 11pm and 5am on Friday and Saturday evenings, and investigating the benefits of a similar curfew at other times.					
7 The RTA should consider extending the current passenger restriction for P1 drivers so they can carry no more than one peer passenger at any time.	Rejected				
8 Enable young drivers improved access to safer second-hand vehicles, the RTA should strongly advocate for all NSW Government agencies to only purchase light passenger vehicles with a five star ANCAP rating and light commercial vehicles with the best available ANCAP rating and specified safety features, including Electronic Stability Control and head protecting airbags.	Accepted	Introduction of the NSW Stars on Cars program.	Commencing immediately.	Ongoing. Safer vehicles will be introduced in the NSW Government fleet by way of minimum safety specifications for Contract 653 (Supply of Motor Vehicles). This will also ensure Local Government and Not for Profit organisations that use the NSW Government Contract purchase safer vehicles for their fleets. Transport for NSW promotes safer vehicles to the community, through education resources including: <ul style="list-style-type: none"> A new section in The 'Helping Learner Drivers Become Safer Drivers' workshop for parents and supervisors about the safety benefits of young and novice 	TfNSW – CRS RMS – Driver and Vehicle Policy

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				<p>drivers driving a car with a 4 star or 5 star with the safety features of Electronic Stability Control and side curtain airbags.</p> <ul style="list-style-type: none"> A DVD entitled: 'Yarn Busters: No Gammin' promoting seatbelt wearing and safer vehicle choice by Aboriginal communities was launched in NAIDOC Week. This video is available to support driver licensing programs in TAFE Aboriginal Programs for young people, as well as parent workshops delivered in Aboriginal communities. A Transport for NSW educational presentation and a range of displays to promote safe vehicles and vehicle safety to over 17,500 senior high students attending the NSW Westmead Trauma Services bstreet smart event in August 2012. The latest Used Car Safety Ratings brochure released 8 August 2012. <p>Transport for NSW, is looking at ways to better promote the Used Car Safety Ratings, which provide a comparison of how vehicles used in transport perform in real-world crashes. This is an important matter for young drivers as usually the first car they own after gaining their licence is a used car.</p>	

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9	Accepted		30 June 2012	Completed RMS has conducted a preliminary review and confirms the need to add further road safety elements to the Driver Knowledge Test (DKT), Hazard Perception Test (HPT) and Driver Qualification Test (DQT) as well as update the system interface and educational materials supporting them. Transport for NSW will work with RMS to implement the revised content.	TfNSW – CRS RMS – Driver and Vehicle Policy
10	Accepted	Further development and delivery of the Repeat Offender Strategy	30 June 2012	Ongoing. On 1 July 2012, the vehicle sanctions scheme in NSW was expanded to include both high level speeding offences and a new sanction of number plate confiscation. Additionally, Transport for NSW has commenced work on the development of the Repeat Offender Strategy.	TfNSW – CRS RMS – Driver and Vehicle Policy
11	Accepted		31 Dec 2012	Completed. The introduction of psychological testing for novice drivers is not supported. Research investigating the feasibility of using psychological testing for novice drivers conducted by the University of New South Wales Transport and Road Safety (TARS) found that there are no existing psychological test that could be	TfNSW – CRS RMS – Driver and Vehicle Policy

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				introduced for new young driver licence applicants or traffic offenders generally.	
12	Accepted	<p>The RTA should look at ways of encouraging safer driving behaviour in country areas through:</p> <p>(a) Directing increased resources to speed and alcohol enforcement in regional and remote areas at times of high risk for young drivers.</p> <p>(b) Enhancing and</p>	<p>(a) 30 June 2012</p> <p>(b) 31 March</p>	<p>Ongoing education and enforcement efforts will continue to encourage safe driving behaviour in country areas.</p> <p>(a) and (b) Transport for NSW is working closely with the NSW Police Force to implement targeted enforcement based on time, location and type of crash risk. Transport for NSW provides funding to regional NSW Police Force clusters to conduct operations including speed enforcement and random breath and drug testing through the Enhanced Enforcement Program partnership.</p> <p>Transport for NSW, through the Centre for Road Safety, has also developed the NSW Speed Camera Strategy which incorporates all camera types and supplements NSW Police Force speed enforcement operations. The Strategy was released on 1 June 2012 and is now in implementation phase.</p> <p>The Strategy includes criteria for each of the four types of cameras used in NSW and enables the targeted selection of the appropriate camera for roads with high road safety risk, including roads in regional and remote areas. This ensures that camera</p>	TfNSW – CRS RMS – Driver and Vehicle Policy

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extending speed enforcement activity in regional areas on light passenger and commercial vehicles through use of point to point camera technology and mobile units.		<p>Mount Victoria and Lithgow, a section of road with a long history of fatal and injury crashes.</p> <p>➤ Transport for NSW undertakes ongoing assessment of key routes to identify high risk locations that meet the site selection criteria and would benefit from point-to-point speed enforcement.</p>	2012	<p>enforcement is prioritised to potential sites based on death and serious injury crashes.</p> <p>The Centre for Road Safety is participating in the NSW Police Road Safety Strategic Coordination Group which aims to develop coordinated responses to existing and emerging road safety issues through the use of both Police and RMS enforcement activities.</p>	
(c) Addressing the dangers of alcohol, speeding, fatigue and not wearing a seatbelt through increased education/advertising campaigns in country areas.			(c) 30 June 2012.	<p>(c) The 'Clip Every Trip' advertising campaign encouraging seatbelt wearing was specifically run during January 2012 in rural cinemas to target rural youth.</p> <p>Transport for NSW engaged Youthsafe to conduct rural forums for youth and health professionals to address young driver safety issues, adolescent development and planning safe travel. A pilot workshop was delivered in Cessnock in October 2011. Seven workshops have been held in Orange, Tamworth, Murrumbidgee, Wagga Wagga, Parkes, Byron Bay and Albury.</p> <p>Transport for NSW established a partnership with the Office of Communities NSW and provided funding for the Youth Week activities to promote road safety messages to rural youth. Over 40 rural councils promoted</p>	

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				<p>the Transport for NSW 'Slow down' road safety message to 2,297 young people travelling on shuttle buses to youth events at rural centres. The 'Slow down' message featured on the Youth Week website and on the stage backdrop to 2,500 young people participating in the high school 'Youthrock' band competition.</p> <p>'Clip Every Trip' and 'Wake up to the Signs' Aboriginal radio stories were aired on Koori radio to target Aboriginal rural young people and their families travelling on the road network to attend the State Aboriginal Rugby League Knock-out held in October 2012 at Raymond Terrace. Road safety banners reinforcing these road safety messages were also displayed at the football grounds.</p> <p>The Centre for Road Safety, in collaboration with Customer Experience, has developed a new Drink Driving Campaign primarily focused on young males titled 'Drink Driving – What's Your Plan B?' which was launched on 19 August 2012. The campaign aims to educate about making positive choices to arrive home safely after a night out and highlights that driving is not an option. It presents practical options to avoid drink driving, but takes a humorous and positive approach designed to engage the</p>	

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				<p>community in a conversation about making alternative arrangements to get home when they go out drinking.</p> <p>The campaign is shown in regional areas through television, cinema, in-venue media (convenience advertising), online and some buses (Newcastle, Central Coast, Wollongong, Tamworth, Dubbo, Lismore and Bathurst) and taxis (Newcastle, Central Coast, Wagga, Albury, Port Macquarie, Orange and Coffs Harbour).</p> <p>The campaign works in combination with police enforcement by emphasising that mobile Random Breath Testing (RBT) operations can happen anytime, anywhere.</p> <p>Over 60 councils in regional NSW are partners in the NSW Local Government Program and deliver local programs that support Transport for NSW's 'Clip Every Trip' and 'Plan B' campaigns. To reinforce the messages of the Plan B campaign to local rural communities, regional road safety officers received a suite of resources and merchandise (including late night transport wallet cards and posters, breath testing machines posters, Plan B coasters, t-shirts, posters, bottle bags, stickers for cartons of alcohol, in-venue image, etc). These resources were used for</p>	

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				local initiatives with hotels and clubs to support Local Liquor Accords.	