Local Government Safe System Improvement Program

Shire of York

12 Month Evaluation Report (formulation phase)
August 2013

Prepared by WALGA

TOWARDS ZERO

getting there together

Background

With the shift to a safe system approach and with more ambitious road safety targets being set, organisations are coming under closer scrutiny for road safety. The new safe system approach also requires higher levels of road network operator accountability for improvements in road safety performance.

The Local Government Safe System Project was established by the Western Australian Local Government Association's (WALGA) RoadWise Program in May 2009 as part of its acknowledgement of the key role that Local Governments play in providing a safe road transport system for local communities.

Feedback received from Local Governments during a series of workshops held in 2010 found that although many Local Governments understood the safe system approach, assistance was needed to guide Local Governments through the implementation process within their organisation. In response, the Local Government Safe System Improvement Program (LGSSIP) was developed whereby participating Local Governments could, in Partnership with WALGA's RoadWise Program, utilise the LGSSIP framework to assess and improve the way they manage road safety at an organisational level.

The LGSSIP framework uses one of the worlds best practice road safety management models—the **Road Safety Management System Framework,** developed by the World Bank, to systemically improve road safety management. This model will be expanded upon in the next section.

The LGSSIP was developed by the Local Government Safe System Project which comes under WALGA's RoadWise Program. It was decided to phase the project by having a formulation (pilot) phase and an implementation phase. The Shire of York expressed interest in taking part in the formulation (pilot) phase of the program in November 2011 and began implementing the program in March 2013. This 12 month evaluation report documents the outcomes and achievements in the first 12 months of formulation phase of the LGSSIP at the Shire of York.

The Road Safety Management System Framework

The LGSSIP is underpinned by the World Bank/Global Road Safety Facility's Road Safety Management System Framework, in particular the seven Institutional Management Functions which make up the base layer of the Road Safety Management System model (see figure 1). These functions are essential in the identification and development of an organisation's vision and objectives, the policies and plans designed to achieve these objectives, and the provision of resources to implement them. Through the LGSSIP, Local Governments are encouraged to undertake road safety interventions based on these seven

functions to achieve identified road safety goals and targets.

Figure 1: The Road Safety Management System Framework[1]

The seven Institutional Management Functions include:
Results focus- A statement of the organisation's overall road safety vision, goals and targets which provides a framework that guides all activities and interventions to achieve those goals and targets.

Coordination- The configuration and management of interventions both internally and externally.

Legislation- This function makes sure that an organisations legal and policy statements set out both their responsibilities and accountabilities and their focus upon desired results.

Funding and resource allocation- Relates to the financing of interventions and activities on a sustainable basis using a balanced evaluation framework to allocate resources.

Promotion- Involves the continual messages that road safety is a core interest of the organisation, along with the emphasis on shared responsibility for delivering interventions that will achieve desired outcomes.

Monitoring and evaluation- The systemic and constant measurement of road safety outputs and outcomes as well as the evaluation of interventions to ensure they are achieving the desired results.

Research and knowledge transfer- The continuing coordination, formation, classification,

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[1] Bliss T and Breen J. 2008. *Implementing the Recommendations of the World Report on Road Traffic Injury prevention, Operational Guidelines for the conduct of country road safety management capacity reviews and the related specification of lead agency reforms, investment strategies and safety programs and projects*. The World Bank Global Road Safety Facility, Washington DC.

transfer and application of knowledge about road safety.

The Local Government Safe System Improvement Program

The LGSSIP provides a framework whereby participating Local Governments can assess and improve the way they manage road safety at an organisational level. The aim of the program is to achieve a shift within Local Government to apply world's best practice road safety management models, incorporating the safe system approach. This in turn develops a whole of organisation strategic understanding and future commitment to road safety.

Through the LGSSIP, Local Governments are provided with assistance to improve how they engage in road safety within their organisation taking into consideration their individual needs such as resources, current and desired service levels, intervention levels and financial implications.

LGSSIP provides:
- A tailor made road safety improvement program, incorporating the safe system approach, spread over 12-24 months to suit individual Local Government needs and resources;
- On site workshops by experienced road safety consultants;
- A review of the key road safety issues, barriers and capabilities through a comprehensive and confidential scorecard/survey;
- A custom-made improvement action plan that ties in with the Local Government's strategic plan and available resources;
- Continued support and advice

The delivery of the LGSSIP is delivered by staff from the Local Government Safe System Project with assistance from the relevant Regional Road Safety Officer, both of which are from the WALGA's RoadWise program.

To assist Local Governments in implementing the LGSSIP, three core strategies are used:

1. **Raise Awareness** of the safe system approach, local crash trends and Towards Zero

2. **Provision of tools** to assist Local Governments to develop action plans, conduct self-assessments, provide guiding principles on how to apply the safe system approach at the organisational level and learn from other Local Governments.

3. **Assessment and Improvement framework** to assist Local Governments to carry out the scorecard assessments to identify gaps in the delivery of road safety within the organisation. The program also provides assistance with elected Member and

staff workshops and the development of a Safe System Action Plan.

1. Raising Awareness

- Presentations and workshops with officers and Elected Members
- Provide LG's with up to date information on the safe system
- Publications and letters on the safe system
- Local crash data analysis

2. Providing tools

Templates for:
1. Road safety action plans
2. Self-assessment "scorecard"
- Safe System Guiding Principles for Local Government
- Safe System Toolkit

3. Assessment and improvement framework

- Carry out "scorecard" assessments
- Identification of gaps
- Workshop Elected Members and officers on ways to improve the application of the safe system
- Develop a Safe System Action Plan for moving forward

Upon completion of the program it is hoped Local Governments will have developed a tailored Safe System Action Plan that is customised to their individual needs taking into consideration resources, current and desired service levels, intervention levels and financial implications.
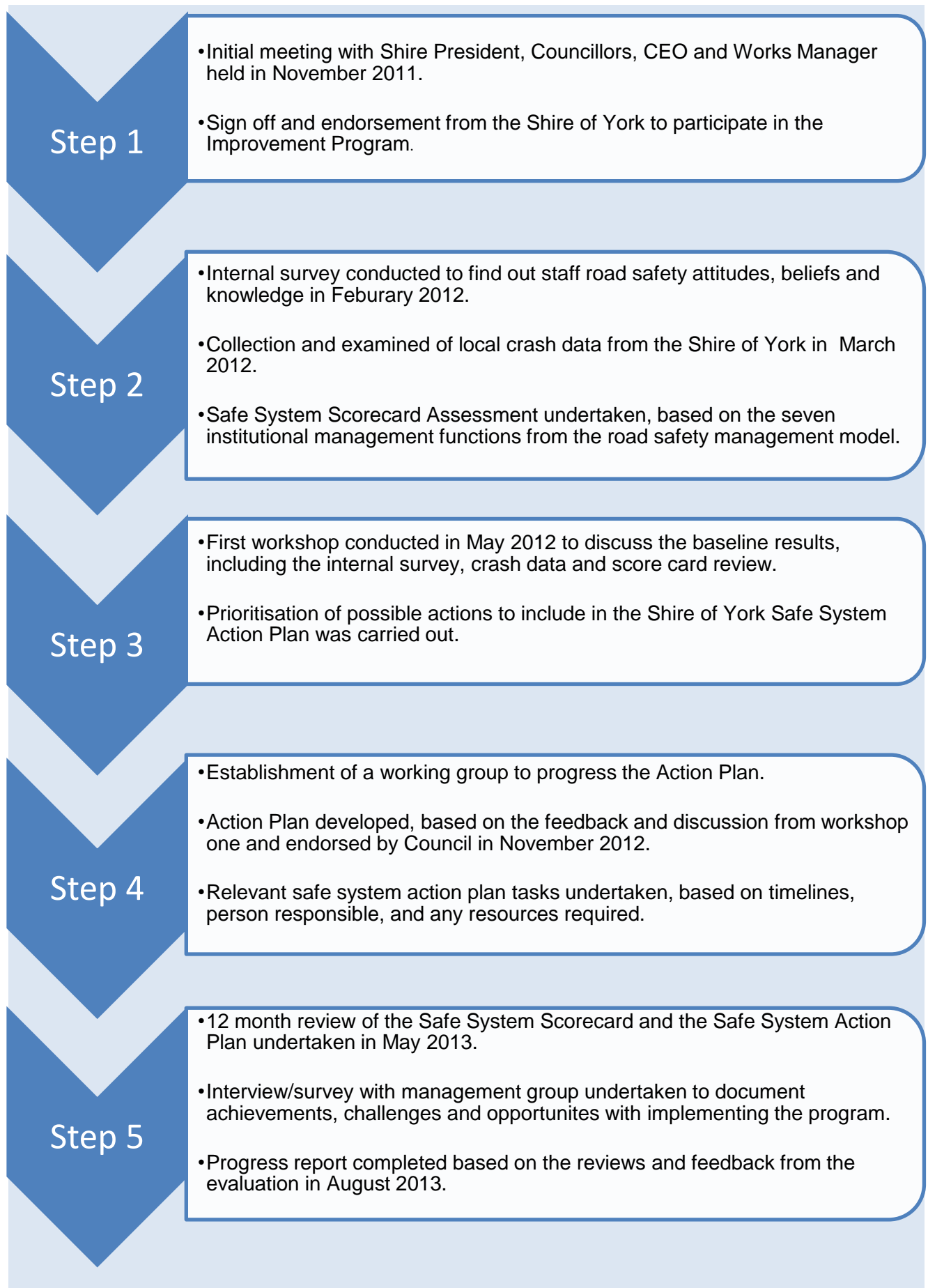
The Action Plan sets out the actions for each department/area to progress over the next 6 months and 12 months in accordance with the Local Governments current capacity and available resources.

The plan also links road safety policies and procedures to corporate plans, financial plans, budgets and plans and policies from all business units within Local Government.

What has been achieved at the Shire of York?

The flow diagram on the next page outlines the steps or actions that have been completed in the first 12 months of the program at the Shire of York.

Briefly, the first step of the program involved collating recent crash data in the Shire of York Local Government area followed by the completion of a safe system scorecard to document the Shire of York's current road safety activities relating the safe system approach. An internal staff survey was also undertaken to document the current level of knowledge and understanding of the safe system approach to road safety. A safe system workshop followed with staff from the Shire of York and members from the community invited to discuss possible actions aimed at improving the delivery of road safety within the Shire of York. A LGSSIP Management Group was formed and a Safe System Action Plan was developed. The detailed results of those actions can be seen on the following pages.

Step 1

- Initial meeting with Shire President, Councillors, CEO and Works Manager held in November 2011.

- Sign off and endorsement from the Shire of York to participate in the Improvement Program.

Step 2

- Internal survey conducted to find out staff road safety attitudes, beliefs and knowledge in Feburary 2012.

- Collection and examined of local crash data from the Shire of York in March 2012.

- Safe System Scorecard Assessment undertaken, based on the seven institutional management functions from the road safety management model.

Step 3

- First workshop conducted in May 2012 to discuss the baseline results, including the internal survey, crash data and score card review.

- Prioritisation of possible actions to include in the Shire of York Safe System Action Plan was carried out.

Step 4

- Establishment of a working group to progress the Action Plan.

- Action Plan developed, based on the feedback and discussion from workshop one and endorsed by Council in November 2012.

- Relevant safe system action plan tasks undertaken, based on timelines, person responsible, and any resources required.

Step 5

- 12 month review of the Safe System Scorecard and the Safe System Action Plan undertaken in May 2013.

- Interview/survey with management group undertaken to document achievements, challenges and opportunites with implementing the program.

- Progress report completed based on the reviews and feedback from the evaluation in August 2013.

Results

The pages following will give a brief outline of the Shire of York's crash statistics 2001—2010, results of the internal staff and elected Member survey and the Safe System Scorecard.

Fatal and serious injury crashes - Shire of York

Between 2001 and 2010 on local roads in the Shire of York area there were 4 fatalities and 24 serious injury crashes. Similarly, on state roads there were 4 fatalities and 33 serious injury crashes.
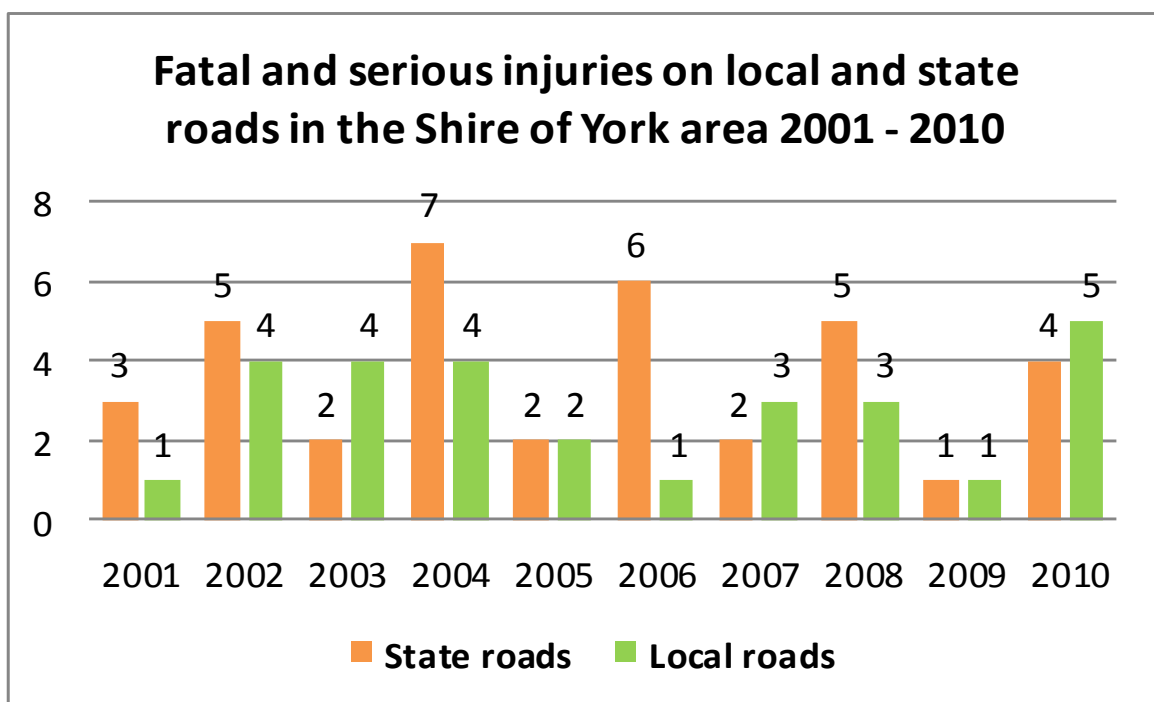

Table 1: Fatal and serious injuries on local and state roads in the Shire of York area 2001-2010.

When the crash types are further examined the three most common crash types on local roads in the Shire of York, during the period 2001—2010 were (see table 2):

- **Hit object (**72%)
- **Sideswipe same direction** (8%)
- **Head on (**8%)

Hit object type crashes include those crashes that involve a single vehicle running off the road and hitting an object—usually a tree, culvert or fence.

It was decided that the crash type that would need to be addressed to achieve the highest impact in terms of reducing deaths and serious injuries on the Shire of York roads was hit object type crashes. This would mean focussing on reducing roadside hazards and improving the safety of roads.
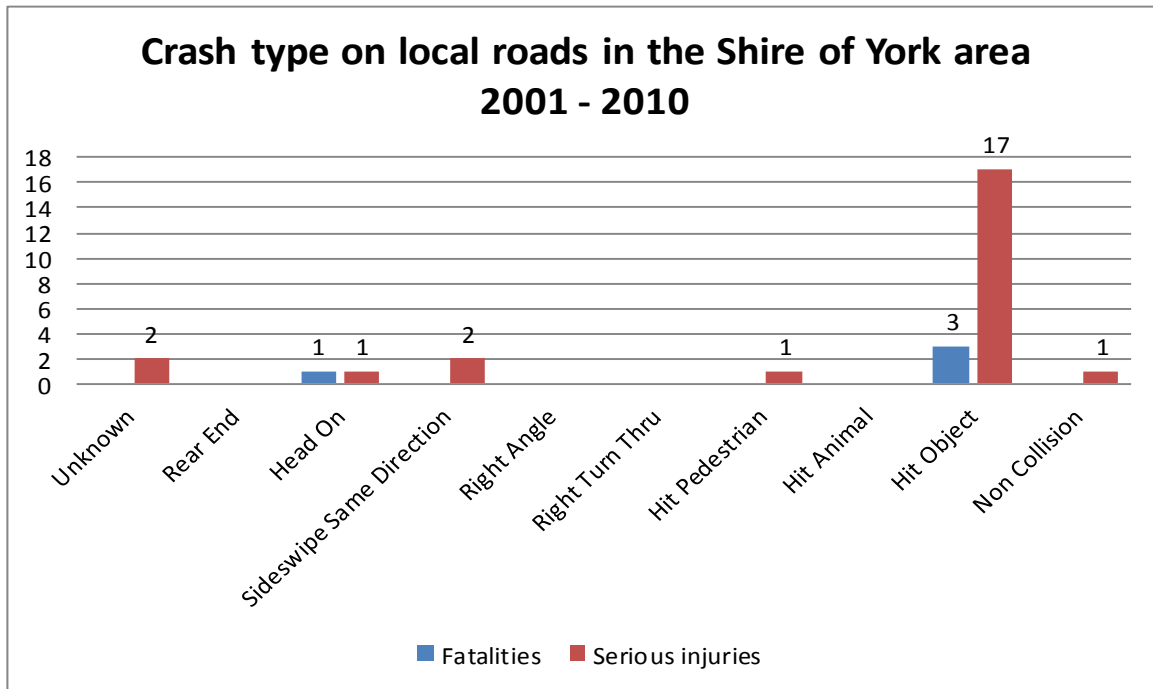
Crash type on local roads in the Shire of York area 2001 - 2010

Table 2: Crash type on local roads in the Shire of York area 2001 - 2010

Internal Elected Member and Staff survey results

Prior to beginning the program an internal Elected Member and Staff survey was carried out to determine the attitudes and knowledge of the Elected Members and staff at the Shire of York. A total of 22 Elected Members and staff (53%) completed the survey in March 2012.

It is important the Shire of York see the results from their internal Elected Member and staff survey but it is also beneficial for the Shire of York to see those results benchmarked against the responses of other WA Local Governments. Therefore for comparison, some of the results from the Shire of York survey will be compared to the results of a similar survey of all Local Governments in WA, conducted by WALGA in 2011. In this survey responses were provided to exactly the same road safety statements (see tables 3 & 4).

Results showed that attitudes towards road safety at the Shire of York were generally similar to results from the survey of all Local WA Governments conducted by WALGA in 2011. The statement: "*Road safety was seen as an issue of concern within our local community*" found around 90% of the respondents from the Shire of York agreeing or strongly agreeing to this statement which was similar to the results from the all of WA survey whereby 100% of respondents agreed or strongly agreed with this statement.

The statement*: "Local Governments have a role to play in preventing crashes"* was also similar in both surveys with 100% of respondents from the Shire of York agreeing or strongly agreeing with this statement compared with 95% for all of WA.
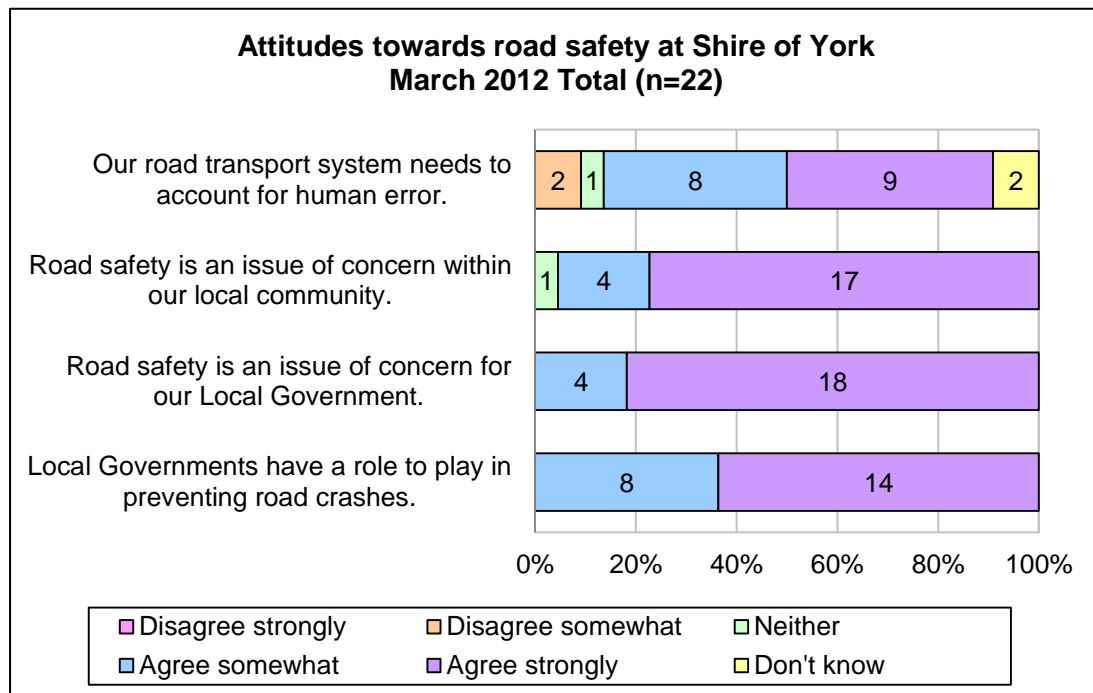
Attitudes towards road safety at Shire of York
March 2012 Total (n=22)

Statement	Disagree strongly	Disagree somewhat	Neither	Agree somewhat	Agree strongly	Don't know
Our road transport system needs to account for human error.		2	1	8	9	2
Road safety is an issue of concern within our local community.			1	4	17	
Road safety is an issue of concern for our Local Government.				4	18	
Local Governments have a role to play in preventing road crashes.				8	14	

Legend: ■ Disagree strongly ■ Disagree somewhat ■ Neither ■ Agree somewhat ■ Agree strongly ■ Don't know

Table 3 (above): Attitudes towards road safety at the Shire of York, March 2012.

Attitude towards road safety among Local Governments
Number (total n=57)

Statement	strongly disagree	disagree	neither	agree	strongly agree
Road safety is an issue of concern within our local community				19	38
Local Governments have a role to play in preventing road crashes		1	2	24	30
Road safety is an issue of concern for our Local Government			1	14	42
As well as reducing crashes, road system should also be designed to achieve other social economic and environmental benefits			1	10	46

Legend: ■ strongly disagree ■ disagree ■ neither ■ agree ■ strongly agree
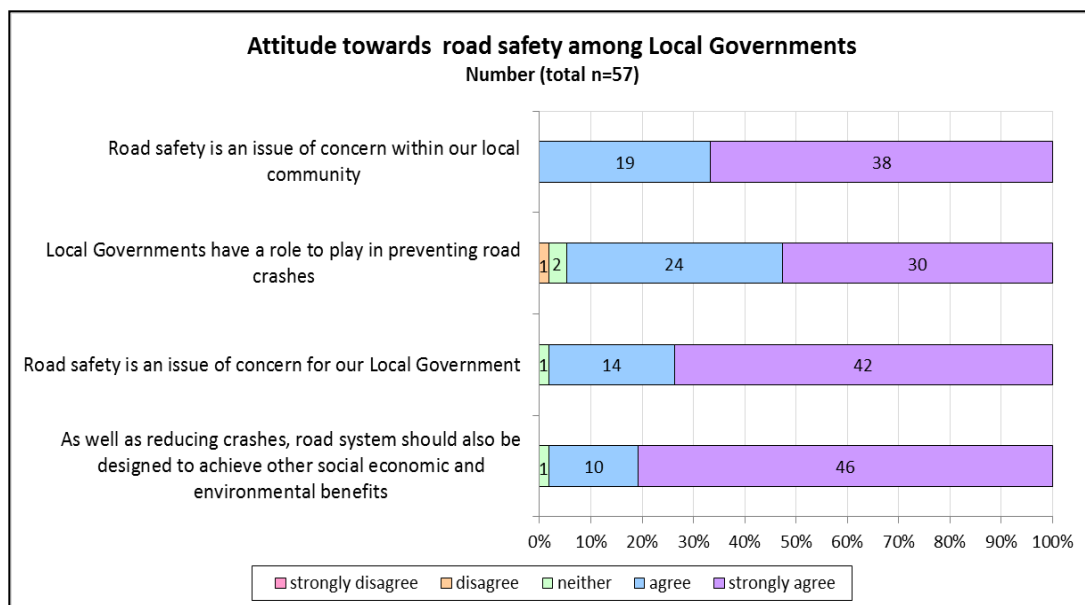
Table 4 (above): Attitude towards road safety among Local Governments (June 2011)[2]

To find out more about the knowledge and understanding of the safe system approach amongst elected members and staff at the Shire of York a number of statements were asked (see tables 5 & 6). Responses were similar to the statement: *"Our transport system should be designed to cater for the limits of human tolerance to physical force"* with

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[2] Local Government Safe System Project, Follow up survey results, March 2010

73% of respondents from the Shire of York agreeing somewhat or agreeing strongly with this statement compared with 69% from all of WA.

One statement that did differ with the results from all of WA was the statement relating to whether it is possible to design a road system which is inherently safe so that when crashes do happen, death and serious injury can be avoided. Only 40% of respondents from the Shire of York either agreed somewhat or strongly agreed with this statement compared with 75% for all of WA.
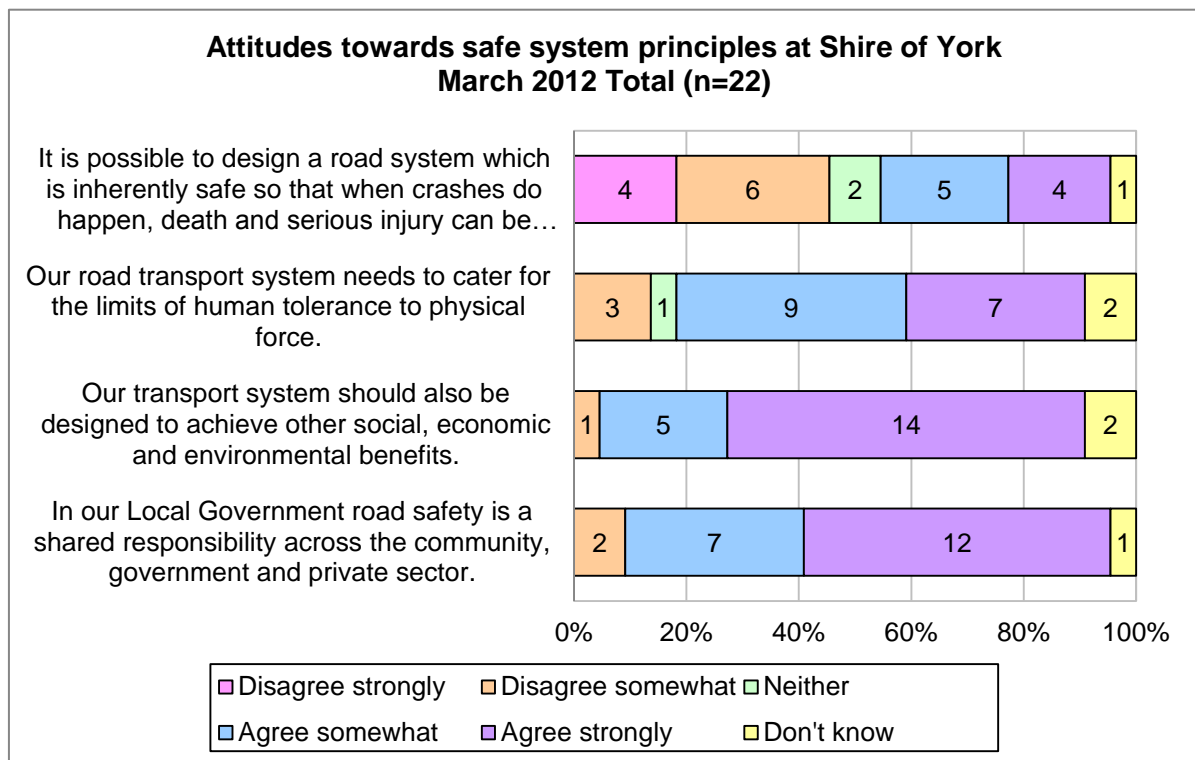

Table 5: Attitudes towards safe system principles at Shire of York, March 2012
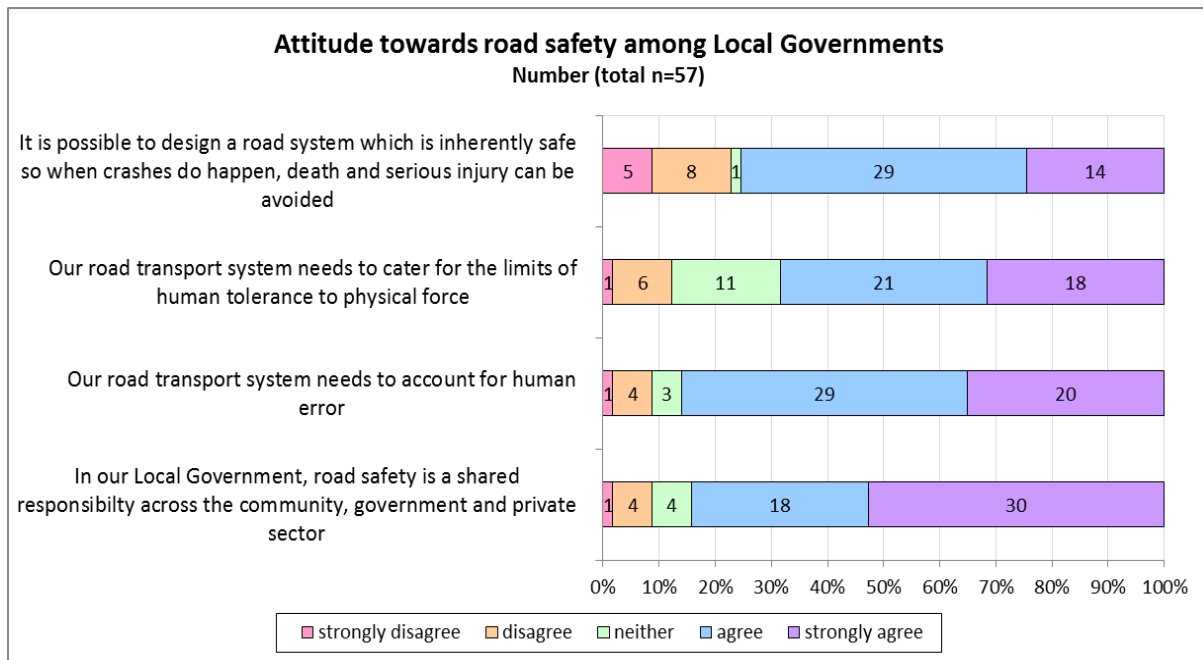
Attitude towards road safety among Local Governments
Number (total n=57)

Statement	strongly disagree	disagree	neither	agree	strongly agree
It is possible to design a road system which is inherently safe so when crashes do happen, death and serious injury can be avoided	5	8	1	29	14
Our road transport system needs to cater for the limits of human tolerance to physical force	1	6	11	21	18
Our road transport system needs to account for human error	1	4	3	29	20
In our Local Government, road safety is a shared responsibilty across the community, government and private sector	1	4	4	18	30

Table 6: Attitude towards road safety among Local Governments.[3]

It was also found that 50% of respondents stated that the safe system approach wasn't very well understood or didn't know compared with 41% for all of WA Local Governments.
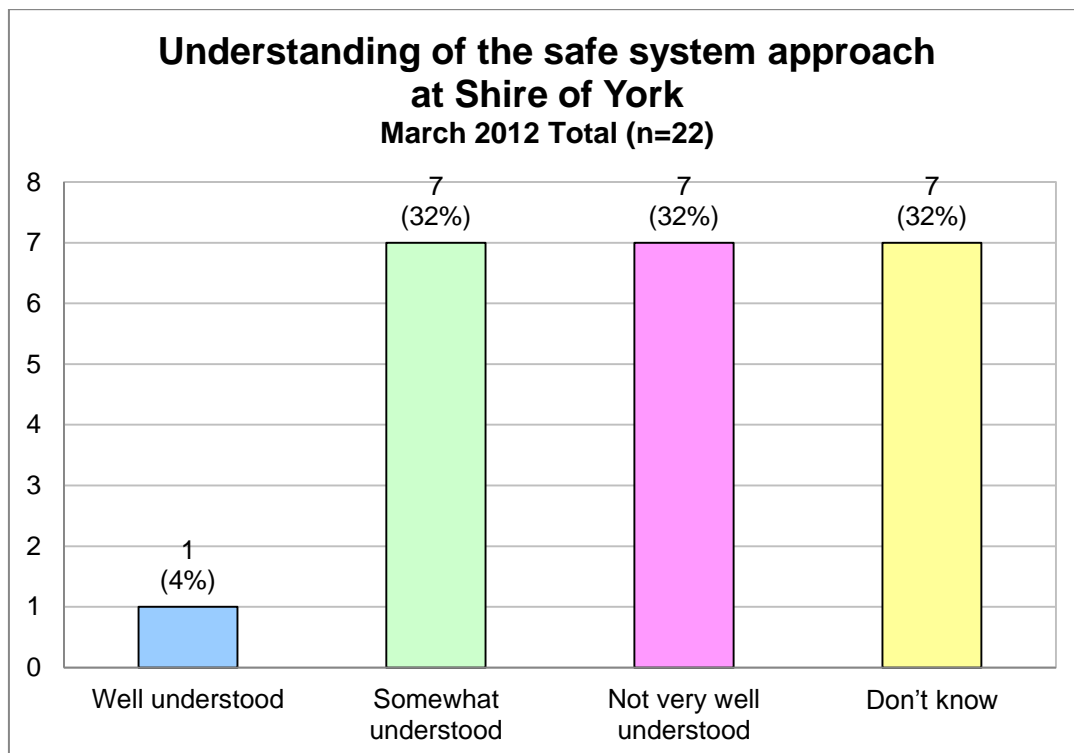
Understanding of the safe system approach at Shire of York
March 2012 Total (n=22)

Well understood	Somewhat understood	Not very well understood	Don't know
1 (4%)	7 (32%)	7 (32%)	7 (32%)

Table 7: Understanding of the safe system approach at the Shire of York

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[3] Local Government Safe System Project, Follow up survey results, March 2010

Understanding of the safe system approach among Local Governments
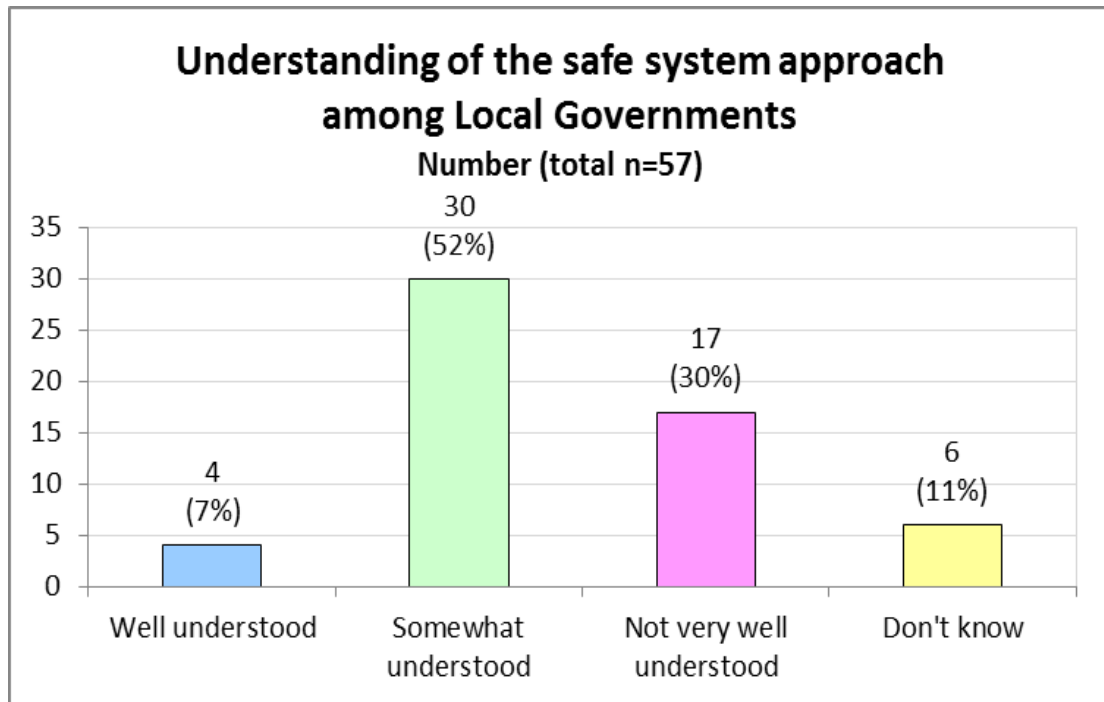### Number (total n=57)

Table 8: Understanding of the safe system approach among Local Governments[4]

When asked about their capacity to be more involved in road safety, 91% of respondents indicated they had some or significant capacity.
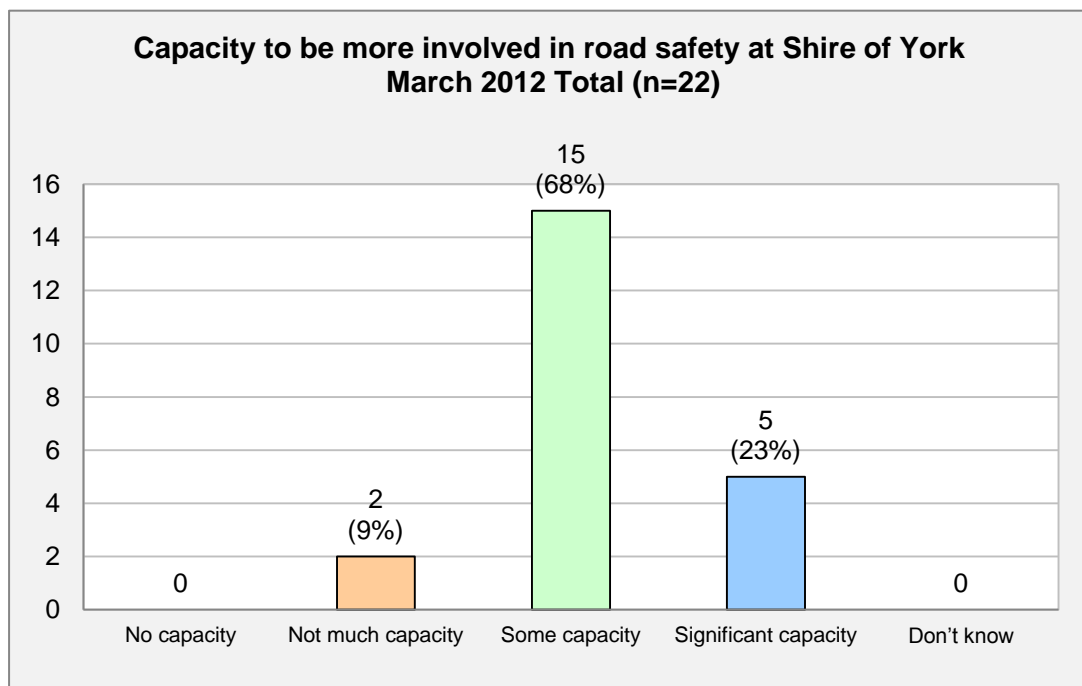
Capacity to be more involved in road safety at Shire of York March 2012 Total (n=22)

Table 9: Capacity to be more involved in road safety at Shire of York.

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[4] Local Government Safe System Project, Follow up survey results, March 2010

Safe System Scorecard Results

A Safe System Scorecard was conducted via an interview with the LGSSIP Management Team in March 2012. The same scorecard was conducted again in June 2013 (approx. 12 months after). Please see Appendix A for a copy of the Safe System Scorecard. The results from both scorecards can be seen in the following pages.

Scoring scale:

0 = Not present/not contemplating
1 = Undecided/don't know
2 = Contemplating
3 = Preparation/partly actioned
4 = Well advanced
5 = Embedded in the organisations business

1. Results Focus

The foremost and pivotal institutional management function is results focus. All the other management functions are secondary to this function and contribute to its achievement. In the absence of a clear focus on results, the other functions and related interventions lack cohesion and direction.

Results focus links all actual and potential interventions to specific outcomes or targets. The focus on results also sets out an improvement framework for the delivery of interventions and their immediate and final outcomes.

In order to achieve a 'results focus' a statement of the organisation's overall road safety vision, goals and targets is required. These statements provide a framework to guide all activities and interventions necessary to achieve the goals and targets.

Overall Progress

The Shire of York has made substantial progress in improving the area of results focus since it began implementing the Improvement Program in March 2012.

The biggest outcome is the incorporation of the Safe System approach within the Shire of York's Community Strategic Plan 2013-2023. This inclusion at the strategic level at the Shire of York will ensure that road safety activities and interventions over the next ten years will have a safe system focus (See appendix B).

After the Shire of York's road safety focus on the safe system approach was incorporated at a strategic level, a shorter term Safe System Action Plan using a results focus was developed to deliver a number of road safety strategies to achieve this vision (See appendix C).

Overall Results

Results Focus

March 2012 12/30	0	1	2.00 Contemplating			
June 2013 25/30	0	1	2	3	4. 17 Well advanced	

The overall result (above) is calculated by adding together all the scores for the "Results Focus" section of the scorecard and dividing by the number of questions in the section. Each question has a maximum score of 5 (see scoring scale above) and there are 6 questions in the "Results Focus" section. The Shire of York's score for the initial scorecard (March 2012) was a total of 12 out of 30. When the scorecard was redone in June 2013 the score was greatly improved with a total of 25 out of 30. This has seen The Shire of York move from contemplating to being well advance in the results focus area.

Detailed Scorecard results

1.1 Have you considered adopting an overall vision for road safety?

March 2012	0	1	2 Contemplating			
June 2013	0	1	2	3	4	5 Embedded

1.2 To what extent does the overall vision define the Shire of York's delivery for road safety into the future?

March 2012	0	1	2 Contemplating			
June 2013	0	1	2	3	4	5 Embedded

1.3 Have you considered setting any goals and targets for road safety?

March 2012	0	1	2 Contemplating			
June 2013	0	1	2	3	4 Well advanced	

1.4 Have you considered incorporating the safe system approach to road safety into existing plans and policies and/or has a Road Safety Strategy/Action Plan been adopted?

March 2012	0	1	2 Contemplating			
June 2013	0	1	2	3	4	5 Embedded

1.5 To what extent dot he existing plan and policies or the Road Safety/Action Plan provide frameworks that set out goals and targets for each of the safe system cornerstones?

March 2012	0	1	2 Contemplating			
June 2013	0	1	2	3 Partly actioned		

1.6 Have you considered linking any existing plans and policies or any road safety Strategies or Action Plans to the Local Governments Strategic or Operational Plan?

March 2012	0	1	2 Contemplating			
June 2013	0	1	2	3 Partly actioned		

2. Coordination

Coordination concerns the configuration and management of interventions both internally and externally.

To achieve the desired results, it is important that interventions being carried out internally by a Local Government align with State and National Road Safety Strategies, State Government partners, interventions by other Local Governments and related community partners.

Overall Outcomes

The Shire of York has improved all areas of Coordination since the initial Scorecard was completed in March 2012.

Firstly, the Shire of York Safe System Action Plan and the Shire of York's Community Strategic Plan are both now aligned with *Towards Zero* – WA's Road Safety Strategic Plan 2008 – 2020.

Steps have been taken to establish a Shire of York Safe System Committee. This committee will focus on the implementation of the safe system approach both within the community as well as implementing some of the actions in the Shire of York's Safe System Action Plan.

Improvements in the internal organisation of road safety have been implemented across all business units with the development of the Safe System Procedures for Assessing all Road Works checklist. This checklist is used by staff in all areas to report on and assess safe system treatments and improvements on roads and roadsides. (See appendix D)

Consultation with the community was highly considered at the time of the first scorecard and this effort was still evident when the second scorecard was completed.

Overall Results

Coordination

March 2012 **19/25**	0	1	2	3.80 Partly actioned		
June 2013 **24/25**	0	1	2	3	4. 80 Well advanced	

The Shire of York's overall results for the "coordination" area for the initial scorecard (March 2012) was a total of 19 out of 25. When the scorecard was redone in June 2013 the score improved with a total of 24 out of 25. This has seen The Shire of York move from partly actioned to being well advance in the Coordination area.

Detailed Scorecard results

2.1 Have you considered putting in place some internal organisation and coordination of road safety?

March 2012	0	1	2	3	4 Well advanced	
June 2013	0	1	2	3	4	5 Embedded

2.2 Have you considered making your Local Governments road safety direction consistent with *Towards Zero* – WA Road Safety Strategy 2008 – 2020 and /or the National Road Safety Strategy 2011 – 2020?

March 2012	0	1	2 Contemplating	3	4	5
June 2013	0	1	2	3	4	5 Embedded

2.3 Have you considered working with neighbouring Local Governments and/or stakeholders when implementing road safety interventions?

March 2012	0	1	2	3 Partly actioned	4	5
June 2013	0	1	2	3	4 Well advanced	5

2.4 Do you or have you considered having a RoadWise Committee or a Group/Committee where road safety is included in the agenda?

March 2012	0	1	2	3	4	5
June 2013	0	1	2	3	4	5 Embedded

2.5 Have you considered consulting with and involving the community in decisions about local road safety issues?

March 2012	0	1	2	3	4	4
June 2013	0	1	2	3	4	5 Embedded

3. Legislation (Policy)

Legislation or policy statements are important legal instruments necessary for organisational governance. Internal policies assist organisations and those working within them to know their boundaries, responsibilities and accountabilities while focussing upon desired results.

Overall Outcomes

Considerable improvements have been made in the area of legislation/policy with the Shire of York formally setting out their responsibilities in relation to road safety in both the Community Strategic Plan and the development and implementation of the Safe System Action Plan.

The Shire of York has also made some progress towards developing a risk management Plan that will include a road safety component.

Overall Results

Legislation

March 2012 **6/15**	0	1	2 Contemplating			
June 2013 **13/15**	0	1	2	3	4. 34 Well advanced	

The Shire of York's overall results for the "legislation" area for the initial scorecard (March 2012) was a total of 6 out of 15. When the scorecard was redone in June 2013 the score improved with a total of 13 out of 15. This has seen The Shire of York move from contemplating to being well advance in the legislation area.

Detailed Scorecard results

3.1 Have you considered having policy statements in your Operational/Strategic Community Plan that set out your Local Governments responsibilities in relation to road safety?

March 2012	0	1	2 Contemplating			
June 2013	0	1	2	3	4	5 Embedded

3.2 Do you consider that your Local Government complies with their road safety Duty of Care requirements as far as road safety goes?

March 2012	0	1	2 Contemplating			
June 2013	0	1	2	3	4 Well advanced	

3.3 Have you considered including road safety in your Local Governments Risk Management Plan?

March 2012	0	1	2 Contemplating			
June 2013	0	1	2	3	4 Well advanced	

4. Funding and resource allocation

The Institutional Management Function relates to the financing of interventions and activities on a sustainable basis.

Overall Outcomes

The Shire of York continues to budget for road safety improvements across all business units and allocates funding towards road safety training and attendance at conferences where possible.

Funds and resources were allocated to the York Community Safety Day in October 2012, in which the Shire of York participated by having a road safety display for youth (see appendix E).

Overall Results

Funding and resource allocation

	0	1	2	3	4	
March 2012 **20/25**				**3**	4 Well advanced	
June 2013 **22/25**	0	1	2	3	4. 40 Well advanced	

The Shire of York's overall results for the "Funding and resource allocation" area for the initial scorecard (March 2012) was a total of 20 out of 25. When the scorecard was redone in June 2013 the score improved with a total of 22 out of 25. The Shire of York was already achieving a high score in this area prior to the program starting with good scores in the areas of budgeting of safe system improvements and allocation of funds and resources for training and knowledge development.

Detailed Scorecard results

4.1 Have you considered budgeting for safe system road safety improvements in your annual budget across all business units?

	0	1	2	3	4	5
March 2012	0	1	2	3	4	5 Embedded
June 2013	0	1	2	3	4	5 Embedded

4.2 Have you considered allocating any funding and resources for road safety training and attendance at conferences etc?

March 2012	0	1	2	3	4	5 Embedded
June 2013	0	1	2	3	4	5 Embedded

4.3 Have you considered having a dedicated road safety officer position or an employee who has responsibility for road safety as part of their position?

March 2012	0 Not contemplating					
June 2013	0	1	2 Contemplating			

4.4 Have you considered putting a process in place for the prioritisation of road safety improvement programs?

March 2012	0	1	2	3	4	5 Embedded
June 2013	0	1	2	3	4	5 Embedded

4.5 Do you have a process in place for managing your Local Governments assets?

March 2012	0	1	2	3	4	5 Embedded
June 2013	0	1	2	3	4	5 Embedded

5. Promotion

Promotion involves the advertisement of the importance of road safety within the ethos of the Local Government. Road Safety and the safe system approach should try to be promoted as much as possible to staff and the community to show that road safety is a core interest of the Local Government. Any promotion ought include an emphasis on shared responsibility for delivering intervention that will achieve desired outcomes.

Local Government can promote road safety through a number of channels to their staff and community. Examples include: informing the community about road safety interventions the Local Government is carrying out (including future planned interventions) through community newsletters, radio interviews, local newspaper articles, letter drops etc., encouraging staff to share the responsibility for road safety with other local organisations, leading the way with innovative best practice solutions to road safety issues and being involved in local community action groups addressing road safety.

Overall Outcomes

The Shire of York now continually promotes to the community that road safety is a core responsibility for the organisation by stating they are committed to improving road safety outcomes by adopting the safe system approach in their Community Strategic Plan 2013-2023.

Plans are underway to include the safe system approach and the organisations commitment to road safety in employee's and Elected Members induction process. It is also planned to provide updates on the safe system approach at toolbox meetings and to inform contractors of the Shire of York's commitment and vision for road safety.

Since the start of the program the Shire of York has put in place a 12 month schedule (until December 2013) of roads where traffic counts and speed data is recorded. This data is shared with York Police, Shire of York Councillors, Works and Rangers Department on a bimonthly basis.

Overall Results

Promotion

March 2012 15/25	0	1	2	**3.00** Partly actioned		
June 2013 22/25	0	1	2	3	4. 40 Well advanced	

The Shire of York's overall results for the "Promotion" area for the initial scorecard (March 2012) was a total of 15 out of 25. When the scorecard was redone in June 2013 the score improved with a total of 22 out of 25. This has seen the Shire of York move from partly actioned in March 2012 to well advanced in June 2013 in the promotion area.

Detailed Scorecard results

5.1 Have you considered including road safety and the organisations commitment to road safety in employee's and Elected Members induction processes?

March 2012	0	1	2 Contemplating			
June 2013	0	1	2	3 Partly actioned		

5.2 Have you considered promoting and reinforcing your Local Governments commitment to road safety to your employee's and Elected Members?

March 2012	0	1	2 Contemplating			
June 2013	0	1	2	3	4	5 Embedded

5.3 Have you considered promoting road safety to the community?

March 2012	0	1	2	3 Partly actioned		
June 2013	0	1	2	3	4	5 Embedded

5.4 Have you considered sharing responsibility with other road safety stakeholders and the community when promoting road safety issues?

March 2012	0	1	2	3	4	5 Embedded
June 2013	0	1	2	3	4	5 Embedded

5.5 Have you considered promoting your Local Governments road safety successes and achievements to the community, other Local Governments and stakeholders?

March 2012	0	1	2	3 Partly actioned		
June 2013	0	1	2	3	4 Well advanced	

6. Monitoring and evaluation

The monitoring of road safety outputs and outcomes as well as the evaluation of interventions is important to measure if the desired results are being achieved. Monitoring also ensures that the actions being undertaken are appropriate and informs the project manager if adjustments are needed to how the program is being delivered.

Overall Outcomes

The Shire of York endorsed a two year Safe System Action Plan in December 2012. This plan has now been in place for 6 months. The outcomes and achievements from that plan are discussed in more detail under the heading "Shire of York Safe System Action Plan" later in this document. This action plan will be reviewed in December 2013 with the CEO as the person responsible for initiating that review.

Plans are underway to conduct a local road network assessment of roads in the Shire of

York.

Overall Results

Monitoring and evaluation

March 2012 **16/20**	0	1	2	**3**	4.00 Well advanced	
June 2013 **17/20**	0	1	2	3	4. 25 Well advanced	

The Shire of York's overall results for the "Monitoring and evaluation" area for the initial scorecard (March 2012) was a total of 16 out of 20. When the scorecard was redone in June 2013 the score improved slightly with a total of 17 out of 20. This has seen the Shire of York stay within well advanced area of the scoring scale overall.

Detailed Scorecard results

6.1 Have you considered regularly reviewing and assessing local crash statistics and risk on your network?

March 2012	0	1	2	3	4	5 Embedded
June 2013	0	1	2	3	4	5 Embedded

6.2 Have you considered conducting regular reviews of strategies and policies which include road safety?

March 2012	0	1	2	3 Partly actioned		
June 2013	0	1	2	3	4 Well advanced	

6.3 Is there an officer who is responsible for the review of road safety strategies and policies?

March 2012	0	1	2	3	4	5 Embedded
June 2013	0	1	2	3	4	5 Embedded

6.4 Have you considered measuring the effectiveness of your road safety outputs/interventions (eg. Blackspot treatments, safe system improvements)?

March 2012	0	1	2	3 Partly actioned		
June 2013	0	1	2	3 Partly actioned		

7. Research and knowledge transfer

Knowledge transfer and the use of recent research in the area of road safety are paramount in delivering best practice road safety interventions. This contributes to the improved efficiency and effectiveness of the road safety management system and to improving road safety outcomes.

Learning from the experiences of other Local Governments and the transfer of knowledge between Local Governments are important in the application of road safety interventions in the practical sense.

Overall Outcomes

The Shire of York has put in place a 12 month schedule (until December 2013) of roads where traffic counts will be recorded. This data is forwarded to Shire of York Councillors, York Police, Works Department and Rangers Department on a bimonthly basis.

Planning has begun to conduct a regional road safety workshop in the Shire of York to focus on the practical application of the safe system approach in addressing run off road crash types. It is hoped this workshop will be in partnership with the Institute of Public Works Engineers Australia WA (IPWEA WA), Western Australian Local Government Association (WALGA), Main Roads WA, Department for Environment and Conservation (DEC) and neighbouring Local Governments.

The Chief Executive Officer from the Shire of York is a member of the Local Government Safe System Project Advisory Group, which is a group that provides advice to WALGA's Local Government Safe System Project. This group meets quarterly and has members from the following organisations: Main Roads WA, Local Government Managers Association, Institute of Public Works Engineers Australia (WA), Engineers Australia, Office of road Safety, Local Government and WALGA.

Overall Results

Research and knowledge transfer

March 2012 15/25	0	1	2	**3**	4.60 Well advanced	
June 2013 22/25	0	1	2	3	4	5 Embedded

The Shire of York's overall results for the "Research and knowledge transfer" area for the initial scorecard (March 2012) was a total of 15 out of 25. When the scorecard was redone

in June 2013 the score improved with a total of 22 out of 25. This has seen the Shire of York move from well advanced in March 2012 to embedded in June 2013 in the research and knowledge transfer area.

Detailed Scorecard results

7.1 Have you considered making road safety training available across the Local Government?

March 2012	0	1	2	3	4	5 Embedded
June 2013	0	1	2	3	4	5 Embedded

7.2 Have you considered working in partnership with other Local Governments to encourage and coordinate the transfer of road safety knowledge?

March 2012	0	1	2	3	4	5 Embedded
June 2013	0	1	2	3	4	5 Embedded

7.3 Have you considered applying recent road safety research, Australian standards and international road safety best practice when developing road safety policies and procedures?

March 2012	0	1	2	3	4	5 Embedded
June 2013	0	1	2	3	4	5 Embedded

7.4 Have you considered sharing your Local Governments learnings and experiences through the submission of conference abstracts, participation at conferences and workshop presentations?

March 2012	0	1	2	3 Partly actioned		
June 2013	0	1	2	3	4	5 Embedded

7.5 Have you considered capturing road safety data (eg speed data) and then sharing that data with road safety stakeholders (eg Police)?

March 2012	0	1	2	3	4	5 Embedded
June 2013	0	1	2	3	4	5 Embedded

Safe System Workshop – No 1

A safe system workshop was held in the Council Chambers at the Shire of York on 8th May 2012. An invitation was sent to all Shire of York Councillors, relevant Shire of York staff and York community members. A total of 19 people attended the workshop. Table 10 gives a breakdown of attendees.

	Number	%
Shire of York Councillors & staff	12	64%
Police	2	11%
Community members	1	6%
Local businesses	2	11%
School	1	6%
Other organisations	1	6%
TOTAL	**19**	**100%**

Table 10. Shire of York Safe System Workshop attendees.

Workshop outline

Topics that were covered during the workshop included the following (see appendix F for full program):

- Why do Local Governments have a responsibility to undertake good road safety management
- WALGA's Local Government Safe System Project
- What is the safe system approach to road safety?
- What is the Road Safety Management System?
- What is the Local Government Safe System Improvement program and what will it provide for Local Government?
- Presentation of results from local crash statistics, internal staff and Councillor survey and Safe System Scorecard.
- Discussion of results
- Action plan – discussion of possible actions to include in the Shire of York's Safe System Action Plan based on the seven Institutional Management Functions.

Workshop actions

The workshop participants were able to come up with possible actions to address each of the seven road safety management functions. They were also asked to assign priority, time frames and resources to each of the management functions. This was important part of the consultation process in developing the safe system action plan. Based on these priority rankings the action plan was further developed by the management group. Please see appendix G for the full list of actions that came out of the workshop.

LGSSIP Management Group

The LGSSIP Management Group was formed after the first workshop to develop the Shire of York's Safe System Action Plan and to progress the actions from the workshop. Members of the group include: Shire of York Councillor Cr Mark Duperouzal, Shire of York CEO Ray Hooper and Safe System Coordinator Louise Russell-Weisz.

Shire of York Safe System Action Plan 2013/2014

To give direction to the implementation of the LGSSIP within the Shire of York a safe system action plan was developed based on the actions identified and discussed at the workshop.

The aim of the Shire of York's Safe System Action Plan was to identify and develop the Shire of York's vision and objectives, the policies and plans designed to achieve these objectives, and the provision of resources to implement them.

The action plan includes an overall vision for road safety for the Shire of York and actions under six of the seven institutional management functions. The plan also includes details on how the action will be achieved, any resources needed, who is responsible for the action and how the action will be evaluated. Please see appendix B for a copy of the Shire of York Safe System Action Plan 2013/2014.

The draft Shire of York's Safe System Action Plan was advertised for comment in November 2012 with no submissions received. The Action Plan was endorsed by Council in December 2012.

Action Plan Outcomes

The Shire of York's vision is:

"To provide a safe, efficient and effective transport system with the resources available to work towards zero road fatalities and serious injuries in the Shire of York's local road network".

Organisational Management Function	Outcome
Results focus	• Safe System commitment included in Community Strategic Plan • Road Safety vision and targets set in Safe System Action Plan
Coordination	• All plans and policies now align with *Towards Zero* • Development of a checklist form (Procedures for Safe System Assessment of Road Works) for all staff to use to identify possible safe system improvements to roads and roadsides.

Organisational Management Function	Outcome
Funding and resources	• Work has begun on a network assessment and prioritisation of all local roads in the Shire of York.
Promotion	• Participation in Community Safety Day (Oct 2012)
Monitoring and evaluation	• Traffic count data collected and shared with Councillors, Rangers, Works staff and local Police
Research and knowledge transfer	• Work has begun on developing and running a regional workshop in partnership with other stakeholders to focus on the practical application of the safe system approach in addressing run off road crashes in the region.

Other feedback

A short qualitative questionnaire was given to the Management Group to get feedback on their experience with implementing the program. The following responses were received:

Question	Feedback
What has been achieved?	Greater awareness of the overall aspects of road safety for rural roads rather than only thinking of the things we have always done as road upgrades and improvements.
What would improve the program?	• Need for highly visible demonstration projects as practical examples. • Government level support and commitment to the project and not just WALGA driven for take up. • Funding – Something tangible for participants.
What were some of the challenges?	• Time and resources. • Apathy – Will it really make any difference. • How to bring to current work practices and programming. • Road safety is not seen as a core function of Local Government – Road safety is too wide as a term and even the LG Safe System Improvement Program is too broad. • Safe System Improvement Program does not appear to be recognised or supported by government

	departments and agencies.
Has your understanding of the safe system approach changed?	Much broader view and movement to a pro-active approach rather than a re-active or status quo attitude.
What did it cost to implement the first 12 months of the program?	• Mainly CEO and Councillor time. • Staff Costs to explain the system to them. • Implementation costs are not high at this stage as much of the implementation is doing things differently with same resourced to get better outcomes.
Do you think the program was worthwhile and would you recommend it to other LGs?	• Very worthwhile – May need to be refined with generic implementation sheets for widespread take up in rural areas. • Community engagement side could be enhanced to spread the road safety message.

Discussion and conclusions

The Shire of York expressed interest in participating in the formulation phase of the LGSSIP in November 2011 and began implementing the program in March 2012. The LGSSIP provides a framework to assist participating Local Governments in assessing and improving the way they manage road safety at an organisational level.

During the first 12 months of implementation of the LGSSIP a number of activities were completed. Firstly, an analysis of crashes in the Shire of York found the crash type that would need to be addressed to achieve the highest impact in terms of reducing deaths and serious injuries on the Shire of York roads was hit object type crashes with 72% of all crashes being this type. This would mean focussing on reducing roadside hazards and improving the safety of roads.

Results from an internal Elected Member and staff survey showed that attitudes towards road safety at the Shire of York were generally similar to results from the survey of all Local WA Governments conducted by WALGA in 2011. However, only 40% of respondents from the Shire of York agreed that it is possible to design a road system which is inherently safe so that when crashes do happen, death and serious injury can be avoided compared with 75% for all of WA.

The Shire of York has made substantial progress in improving their "Safe system Scorecard" results through the implementation of road safety management initiatives in all seven institutional management function areas. The biggest outcome is the incorporation

of the Safe System approach within the Shire of York's Community Strategic Plan 2013-2023. This inclusion at the strategic level at the Shire of York will ensure that road safety activities and interventions over the next ten years will have a safe system focus.

A shorter term Safe System Action Plan using a results focus was developed and implemented to deliver a number of road safety strategies to achieve a number of outcomes in its first 6 months. Outcomes include the alignment of road safety activities to Towards Zero, setting of a vision for road safety and road safety targets, development of a safe system assessment checklist for staff members, sharing of traffic count data and more involvement in transferring knowledge.

Other qualitative feedback provided some pertinent advice on possible changes that could improve the program delivery and uptake by other Local Governments.

In conclusion, after the first 12 months of the implementation of the formulation phase the Shire of York has seen some significant improvements in the way they approach and manage their road safety activities. There has been significant improvement in every institutional management function area, especially in the areas of results focus, coordination, policy and knowledge transfer as a result of implementing the Local Government Safe System Project.

Recommendations

It is recommended that some minor changes be made to the program specifically in the following:

- Develop some visible demonstration projects and provide practical examples of the implementation of the safe system within a Local Government setting.
- Increase government level support and commitment to the project.
- Develop generic implementation templates etc for widespread take up in rural areas.
- Enhance Community engagement to spread the road safety message and encourage more Local Government take up.

Based on the success of the program in the formulation phase it is recommended that the program move onto the implementation phase and be rolled out for uptake by all Local Governments in Western Australia.

Acknowledgments

WALGA would like to acknowledge the progressiveness of the Shire of York for being one of the first Local Governments in Western Australia to undertake the Local Government Safe System Improvement Program. We would also like to acknowledge the dedication and commitment of Councillor Mark Duperouzal and CEO Ray Hooper for ensuring the success of this program within the Shire of York.

Future Funding

Funding (through the Road Trauma Trust Account) for the Local Government Safe System Project ceased on 1 July 2013. Therefore funding for the continuation of the Local Government Safe System Improvement Program has also ceased. The program will be wound up on 1 September 2013.

Appendices

A – Safe System Scorecard

B - Shire of York Strategic Community Plan

C – Shire of York Safe System Action Plan 2013/2014

D – Shire of York - Safe system procedures for assessing all road works

E – York Community Safety Day

F – Shire of York Safe System Workshop One – Outline.

G – Safe System Workshop actions

Appendix A – Safe System Scorecard

Safe System Scorecard

Local Government:		Name of person being interviewed:	
Date:		Current Position:	
1st review date:		Department:	
2nd review date:			
3rd review date:			

Scoring scale:
0 = Not considering
1 = Undecided/don't know
2 = Considering
3 = Preparing to/partly actioned
4 = Well advanced
5 = Embedded in the organisations business

1. Results focus A statement of the organisation's overall road safety vision, goals and targets which provides a framework that guides all activities and interventions to achieve those goals and targets.	Score (0 – 5)
1. Have you considered adopting an overall vision for road safety?	
2. To what extent does the overall vision define the Local Governments service delivery for road safety into the future?	
3. Have you considered setting any goals or targets for road safety?	
4. Have you considered incorporating the safe system approach to road safety into existing plans and policies and/ or has a Road Safety Strategy/Action Plan been adopted?	
5. To what extent do the existing plans and policies or the Road Safety strategy/Action Plan provide frameworks that set out goals and targets for each of the safe system cornerstones?	
6. Have you considered linking any existing plans and policies or any road safety Strategies or Action Plans to the Local Governments	

Strategic Plan or Operational Plan?		
Comments:	Score:	

2. Coordination **The configuration and management of interventions both internally and externally.**	**Score** **(0 - 5)**
1. Have you considered putting in place some internal organisation and coordination of road safety? (for example: links between internal business units)	
2. Have you considered making your Local Governments road safety direction consistent with *Towards Zero* – WA Road Safety Strategy 2008 – 2020 and/or the National Road Safety Strategy 2011 – 2020?	
3. Have you considered working with neighbouring Local Governments and/or stakeholders when implementing road safety interventions?	
4. Do you or have you considered having a RoadWise Committee or a Group/Committee where road safety is included in the agenda?	
5. Have you considered consulting with and involving the community in decisions about local road safety issues?	
Comments: Score:	

3. Legislation (Policy) This function makes sure that an organisations legal and policy statements set out both their responsibilities and accountabilities and their focus upon desired results.	Score (0 - 5)
1. Have you considered having policy statements in your Operational/Strategic Community Plan that set out your Local Governments responsibilities in relation to road safety?	
2. Do you consider that your Local Government complies with their road safety Duty of Care requirements as far as road safety goes?	
3. Have you considered including road safety in your Local Governments Risk Management Plan?	

Comments:	Score:	

4. Funding and resource allocation Relates to the financing of interventions and activities on a sustainable basis using a balanced evaluation framework to allocate resources.	Score (0 - 5)
1. Have you considered budgeting for safe system road safety improvements in your annual budget across all business units?	
2. Have you considered allocating any funding and resources for road safety training and attendance at conferences etc?	
3. Have you considered having a dedicated road safety officer position or an employee who has responsibility for road safety as part of their position?	
4. Have you considered putting a process in place for the prioritisation of road safety improvement programs ie. (long term – 5 yrs, cost effectiveness , cost benefit)?	

5. Do you have a process in place for managing the Local Governments assets?	
Comments:	Score:

5. Promotion

5. Promotion Concerns the continued message that road safety is a core interest of the organisation, along with the emphasis on shared responsibility for delivering interventions that will achieve desired outcomes.	Score (0 - 5)
1. Have you considered including road safety and the organisations commitment to road safety in employee's and Elected Members induction processes?	
2. Have you considered promoting and reinforcing your Local Governments commitment to road safety to your employees and Elected Members?	
3. Have you considered promoting road safety to the community?	
4. Have you considered sharing responsibility with other road safety stakeholders and the community when promoting road safety issues?	
5. Have you considered promoting your Local Governments road safety successes and achievements to the community, other Local Governments and stakeholders?	
Comments:	Score:

| 6. Monitoring and evaluation The systemic and constant measurement of road safety outputs and outcomes as well as the evaluation of interventions to ensure they are achieving the desired results.	Score (0 - 5)
1. Have you considered regularly reviewing and assessing local crash statistics and risk on their network?	
2. Have you considered conducting regular reviews of strategies and policies which include road safety?	
3. Is there an officer who is responsible for the review of road safety strategies and policies?	
4. Have you considered measuring the effectiveness of your road safety outputs/interventions (eg.Blackspot treatments, safe system treatments)?	
Comments:	Score:	

7. Research and knowledge transfer The continuing coordination, formation, classification, transfer and application of knowledge about road safety.	Score (0 - 5)
1. Have you considered making road safety training available across the Local Government?	
2. Have you considered working in partnership with other Local Governments to encourage and coordinate the transfer of road safety knowledge?	
3. Have you considered applying recent road safety research, Australian standards and international road safety best practice when developing road safety policies and procedures?	

4. Have you considered sharing your Local Governments learning and experiences through the submission of conference abstracts, participation at conferences and workshop presentations?	
5. Have you considered capturing road safety data (eg. speed data) and then sharing that data with road safety stakeholders (eg. Police)?	
Comments:	Score:	

Appendix B - Shire of York Strategic Community Plan

Appendix C – Shire of York Safe System Action Plan 2013/2014

Safe System Action Plan
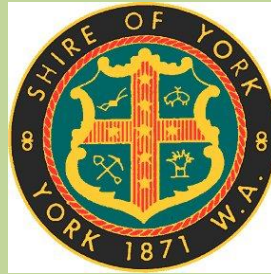
Shire of York

2013/2014

Shire of York Safe System Action Plan 2013/2014

Vision: to provide a safe, efficient and effective transport system with the resources available to work towards zero road fatalities and serious injuries on the Shire of York's local road network.

Oganisational Management Function	Action	How	Resources and support required	Who is responsible?	Evaluation
Results focus	• Set a road safety vision for Shire of York to work towards zero road deaths	• State the Shire of York's commitment to the safe system approach in Community Strategic Plan	Nil	Council	Shire of York's stated commitment in Community Strategic Plan
	• Set road safety targets and performance indicators	• Include road safety vision and targets in Safe System Action Plan	Nil	Safe System Coo rdinator	Road Safety vision and targets set in safe system action plan

Oganisational Management Function	Action	How	Resources and support required	Who is responsible?	Evaluation
Coordination	• All road safety interventions to be aligned with the safe system approach	• Develop policies, procedures or checklists to include the wording that all road and roadside upgrades and new designs must include safe system treatments where appropriate, as a priority	Nil	Works Manager, CEO	Number of policies, procedures and checklists updated or developed.
		• Promote the safe system approach to local stakeholders eg. highschool – Keys for Life program		RoadWise Officer, Works Manager, CEO.	Number of local stakeholders that safe system approach has been promoted to
		• Form an active Shire of York RoadWise Committee		Works Manager, RoadWise Officer, Elected Members	Number of RoadWise Committee meetings

Oganisational Management Function	Action	How	Resources and support required	Who is responsible?	Evaluation
Catering for the future use of the road network	• Cater for future changes in vehicle types using local road network eg. roadtrains	• Lobby for State Government to address future needs for Shire of York with regards to transportation		CEO	State roads in York being included on the WA Regional Transport Plan currently being considered by Cabinet

State Government commitment to a southern Bypass study

Development and adoption of a Shire of York Integrated Transport Network Plan |

Oganisational Management Function	Action	How	Resources and support required	Who is responsible?	Evaluation
Funding and resource allocation	• Safe system treatments to be funded and included in all road and roadside upgrades and new designs	• Plan and implement a road safety risk management process • Identification of road safety risks through a professional appraisal • Prioritisation of risks • Treatment plan • Monitor, evaluate and report	Investigate funding opportunities	Works Manager, CEO, Safe System Coordinator	Length of the network where road safety risks have been identified, prioritised and treated
Promotion	• Sell the message of the safe system approach in collaboration with stakeholders	• Promote safe system approach through stakeholders such as: Motorcycle WA train bikes for country ride and community Safety Day (Oct 2012)		RoadWise Officer	Number of stakeholders/ events where the safe system approach has been promoted
Monitoring and evaluation	• All programs and projects to be monitored and evaluated	• Performance indicators should be set for all projects to evaluate performance outcomes	External assessment and development of assessment software	All staff	Number of projects evaluated
Research and knowledge transfer	• Actively promote the transfer of knowledge to other Local Governments	• Share knowledge and experience with other LG professionals at workshops and forums.	Nil	CEO, Elected Members	Number of workshops, forums Shire of York Officers of Elected Members have presented at

Appendix D – Shire of York - Safe system procedures for assessing all road works

Shire of York

SAFE SYSTEM PROCEDURES FOR ASSESSING
ALL ROAD WORKS

When undertaking cost estimating, grant applications and works programming: all designs and implementation processes will incorporate the principles of the safe system and should eliminate or minimise injury outcomes in the event of a crash. All works are to meet Australian Standards as a minimum. The following check list is to be used:

Road Name: _____

Road Description:
_____
_____
_____

Officer: _____

Date: _____

Note: If No is circled, please give an explanation in the comments section over page

1. **Guide posts installed as per Australian Standards**	**Y / N**
2. **Advisory signs e.g. speed, curves, crests, etc installed as per Australian Standards**	Y / N
3. **Speed assessment conducted by MRWA, implemented and appropriate signage installed**	Y / N
4. **Intersection, T Junction and road name signs installed**	Y / N
5. **Sight distance clearance as per Australian Standards at all intersections**	Y / N
6. **All culverts extended to 9m width with head walls to cater for heavy vehicle movements**	Y / N
7. **Guide posts on all culverts**	Y / N
8. **Guardrails installed on all bridges**	Y / N
9. **Roadside hazards assessed and removed where possible**	Y / N
10. **Non-removable roadside hazards protected with appropriate barriers where possible**	Y / N
11. **Minimum standard 1 metre sealed shoulders on sealed roads for all new roads, upgrades, reseals and Black Spot submissions**	Y / N

12. Separation of on-coming traffic where appropriate	Y / N
13. Separation of traffic and pedestrians where appropriate	
14. Audible Edge Lining installed on all new sealed roads and upgrades on sealed roads	Y / N
	Please turn over
15. Delineation visible on all sealed roads and installed as per Australian Standards	Y / N
16. Process for road damage advisory signs to be placed as and when required e.g. localised flooding, rough surface, potholes	Y / N
17. Road works signage used on all road works as per Australian Standards	Y / N
18. Sight boards (chevrons) installed and functional at all T Junctions	Y / N

Comments:

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E – York Community Safety Day

F – Shire of York Safe System Workshop One – Outline.

Local Government Safe System Improvement Program

Workshop Plan

Workshop One – Full Day

Time	Content	Resources
8.30 – 8.40am	**<u>Introduction</u>** • Good morning – introduce self, other LGSSP Coordinator and/or RRSO (if present) and give a brief outline of WALGA's LGSSP. • Housekeeping – mobile phones off, emergency exits, toilets etc. • LG has a responsibility to provide a safe transport system for those who use it. Good road safety management is a core responsibility of LG's in WA. • You may remember completing an internal road safety survey recently. This survey was conducted to try to assess where this organisation is currently with regards to road safety. We will discuss the results of that survey later along with the "Scorecard" results and look at local crash data from the last 10 years. • Today we are going to cover…*[refer to powerpoint slide No.2]* • At the end of this workshop we will have completed Safe System Action Plan ready for use. • Are there any questions before we start?	Powerpoint presentation Lap top Projector Whiteboard EBeam??
8.40 – 8.45	**<u>Why do Local Governments have a responsibility to undertake good road safety management?</u>** • Approx. 72% of roads are owned, designed, built and maintained by LG. • 61% of all serious crashes occur on LG roads. • LG is accountable for the safety of people using the roads it owns, builds, designs and maintains. • As a planning authority, LG has a duty to consider the road safety repercussions of	Powerpoint presentation Lap top Projector Whiteboard EBeam??

decisions about land use.
- LG can play a part in building the capacity of the community to address road safety issues.

WALGA's LGSSP?
- A need was identified to play an increased role in working with the sector to reduce the amount of road trauma in our communities.
- This project has evolved from this shift in the approach to road safety at a State and Local Government level.

| 8.45 – 9.00am | **What is the safe system approach to road safety?**
 • World's best practice in road safety
 • *Towards Zero,* National Strategy and Decade of Action
 • Safe system guiding principles
 • Cornerstones

 What are the Safe System Guiding Principles for Local Government
 • Outline over aching principle and 6 principles.

 What is the Road Safety Management System?
 • World's best practice in road safety management
 • Road Safety management system framework – pyramid diagram
 • Institutional Management Functions – LGSSIP based on these functions.

 What will the LGSSIP provide for Local Governments?
 • A framework whereby LG's can assess and improve the way they manage road safety at an organisational level.
 • Achieve change within LG to apply world's best practice road safety management models incorporating the safe system approach.
 • Development of a whole of organisation understanding and commitment to road safety | Powerpoint presentation
 Lap top
 Projector
 Whiteboard
 EBeam?? |

	What will the program involve? • Program runs for 12 – 24 months • Initial visit (which is what we are doing now) then 2 to 3 review visits every 6 months. • An officer from LGSSP will assist with the review visits.	
9.00 – 10.00am	**Presentation of results** • Safe system survey (internal) • Safe system "scorecard" • Local crash statistics	Powerpoint presentation Lap top Projector Whiteboard EBeam??
10.00 – 10.30am	**MORNING TEA**	
10.30 – 11.00am	**Discussion of results** • Identify gaps – based on survey results and "scorecard" • Identify priority areas Workshop possible actions within the 7 Organisational Management Function areas • Results Focus • Coordination • Legislation • Funding and resource allocation • Promotion • Monitoring and evaluation • Research and knowledge transfer	E Beam Lap top Projector Whiteboard Butchers paper Pens
11.00 – 12.30am	**Development of the Safe System Action Plan** • Workshop agreed actions for agreed time period (approx 6 months)	E Beam Lap top Projector Whiteboard

Local Government Safe System Improvement Program

Time	Activity	Materials
	• Insert agreed actions into Action Plan template • Develop draft Action Plan • Confirm actions	Butchers paper Pens
12.30 – 1.30pm	**LUNCH**	
1.30 – 3.00pm	LGSSP Coordinator summarises the morning's activities and prepares a presentation for the CEO, Mayor's/Shire President and Executive Managers.	Laptop Memory stick Printer
3.00 – 3.30pm	**Presentation to key players** • Brief summary of survey results, scorecard and local crash data. • Summary of morning's activities, main points that emerged and process involved. • Presentation of agreed draft Action Plan – from the morning workshop • Discussion about draft Action Plan • Approval/commitment and "signing off" of Action Plan by CEO and Mayor/Shire President.	E Beam Lap top Projector Whiteboard Butchers paper Pens
3.30 – 4.00pm	**AFTERNOON TEA (for Elected Members, CEO and Executive Officers)**	
4.00 – 5.00pm	**Presentation to Elected Members** • Brief summary of survey results, scorecard and local crash data. • Summary of morning's activities, main points that emerged and process involved. • Presentation of agreed draft Action Plan – from the morning workshop • Discussion about draft Action Plan	E Beam Lap top Projector Whiteboard Butchers paper Pens

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G – Safe System Workshop actions

Shire of York Safe System Workshop Tuesday 8th May 2012

Actions

Monitoring and evaluation

Emergency services: follow through Shire/Community feedback regarding heli-pad, ambulance entrance, triage ED. Support from SOY.

Research and knowledge transfer

Clear road verges. Tree and sight distances to be evaluated using common sense. Permit process is frustrating when danger is identified by community. Duty of care – perhaps legislation needs to be re-visited.

Re-evaluate street speeds.

One speed at school and Main Street (roundabout at McCartney)

T.C.D's on Avon Tce, Ulster and Trews Road

Rest of town 50kms. One speed much easier to remember!

Black Spot issue's/area

Traffic management at accident sites. Volunteer's are in a dangerous situation with flow-through traffic not slowing down or driving and watching : inattention on the road.

Funding and resource allocation

Lobbying minister for roads

Separate allocation in budget for road safety issues: ie. bridge maintenance and road widening.

Budget allocation for signage

Budget for regular maintenance of SOY vehicles

Budget for traffic management devices: ie. roundabouts, speed bumps etc

Coordination

Wider roads

Roadside vegetation management

Contact DEC – laws on clearing

Signage

Fatigue warnings

High ANCAP ratings for SOY vehicles

Annual or Biannual vehicle inspections

Escort aware – farm vehicles

Driver education, Keys for Life

Results focus

Wider shoulders

10m road surface – 7m seal

Widen all sealed roads to 7m

Regular road inspections of sight distance at intersections and removal of vegetation

Road maintenance

Promotion

Gophers: football access, designated pathways/dual use. Education programme. Eye tests.

Main St precinct: traffic calming devices

H'way entry speed limits: Great Southern Hwy to top Northern Rd to Buckingham Rd – right turners. Lower speeds up to Buckingham Rd. Bus route as well.

Reduce speed at Cut Hill – State Rd lobbied.

Ashworth Road: safety with sealing and clearing.

Increase communication with Main Roads WA.