

WALGA's RoadWise

Local Government Safe System Demonstration Project – Road Safety Management System

Shire of Dardanup

RoadWise Advisory Group Presentation

11th August 2021



RoadWise is funded by the State Government and
supported by Local Governments.
www.roadwise.asn.au

Overview

- Local Government Safe System Demonstration Project and ISO 39001
- Project benefits, aims, process and steps
- Projected results
- Preliminary results from organisational survey

Safe System Demonstration Project

Aim – *to work with Local Government (using the principles of ISO 39001) to demonstrate how safe system principles can be applied to proactively manage road safety performance*

Benefits -

Establish a clear road safety direction that is meaningful to staff, council and the community.

Be in a position to take greater advantage of state and national funding programs.

Contribute to an area of global priority in taking action to prevent death and serious injury in road crashes.

Opportunity to implement a system which will eventually result in the elimination of deaths and serious injuries on the local road network.

Be a national leader in the adoption of ISO 39001 principles which represent global best practice for implementing a road safety management system.

ISO 39001 - Road traffic safety management systems

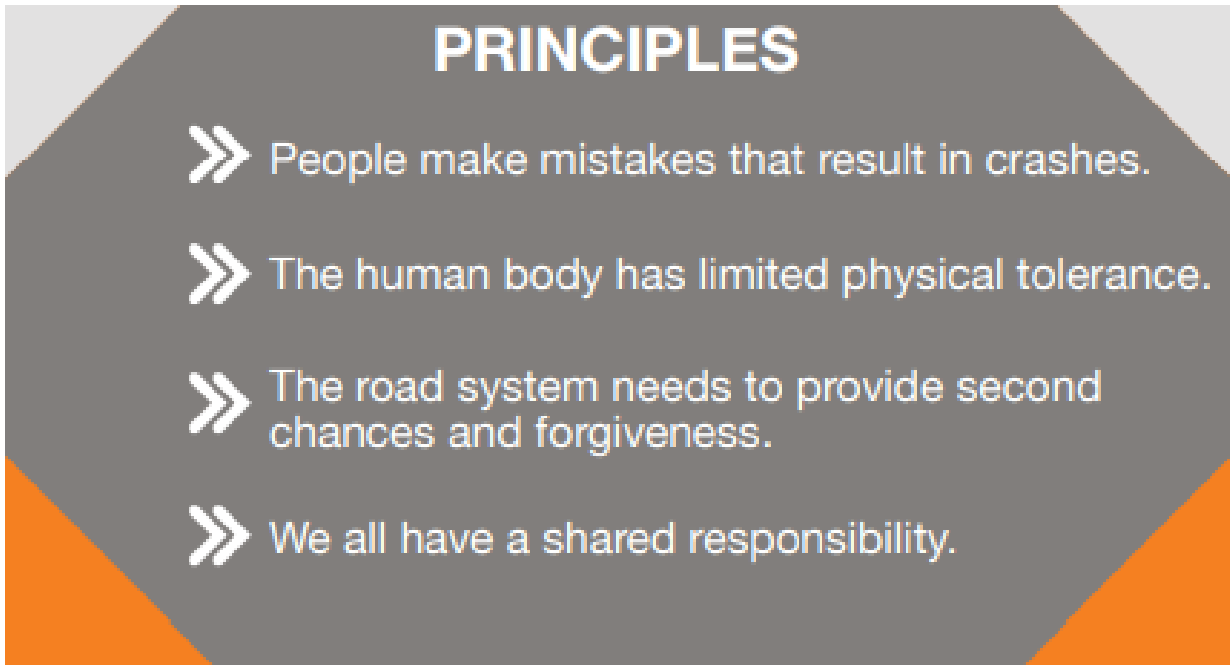
“The International Standard provides a tool to help organisations reduce, and ultimately eliminate, the incidence and risk of death and serious injury related to road traffic crashes. This focus can result in a more cost-effective use of the road traffic system”

ISO 39001

- The standard identifies elements of good RTS management practice the organisation has control over and helps enable them to achieve desired road safety results
- It is applicable to public and private organisations that interact with the road traffic system
- Adopts a holistic approach to road safety or The Safe System approach

Safe System Approach

Experience from around the world has shown that large reductions in death and seriously injury can be achieved through the adoption of a holistic Safe System approach to RTS



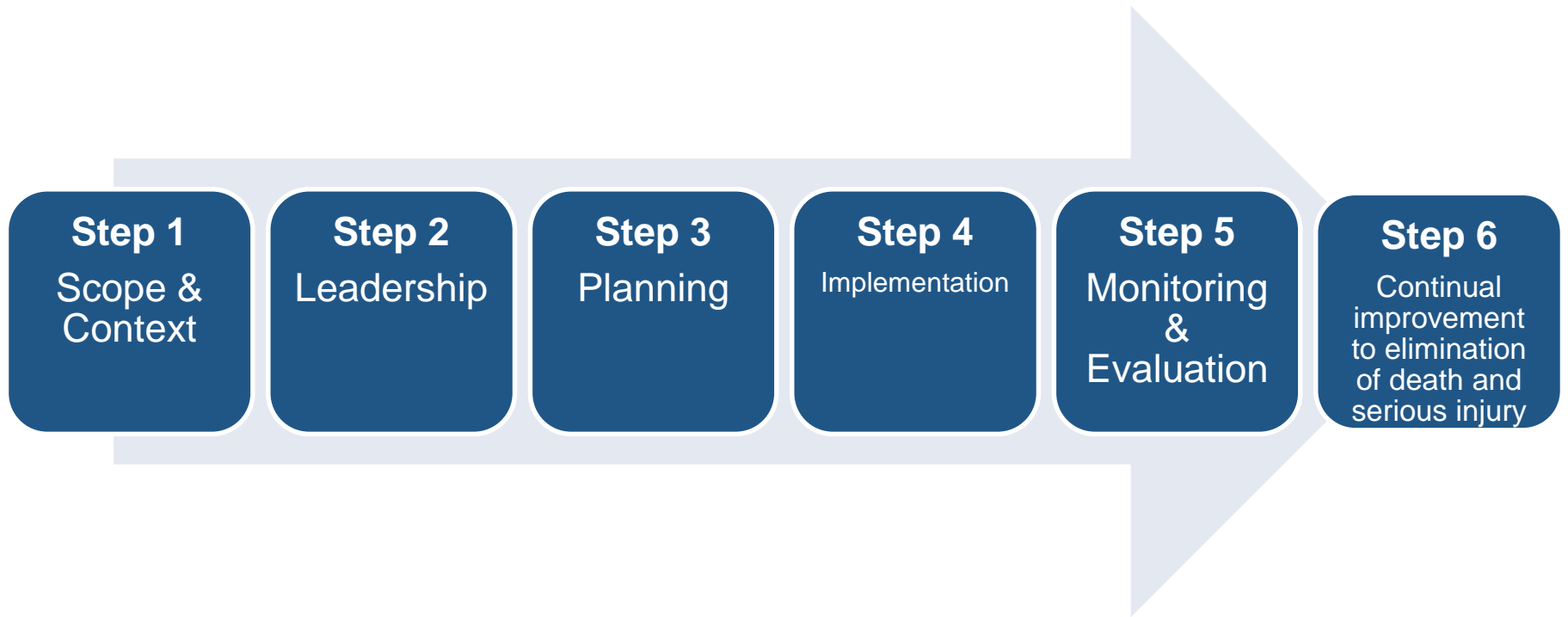
PRINCIPLES

- » People make mistakes that result in crashes.
- » The human body has limited physical tolerance.
- » The road system needs to provide second chances and forgiveness.
- » We all have a shared responsibility.

Conventional vs Safe System

Issue	Conventional	Safe System
What is the problem?	Crashes	Fatalities and serious injuries
What causes the problem?	Mainly poor road user performance - speeding, inattention, drink driving	System failures
Who is ultimately responsible?	Individual road users	System designers and operators
What is the major planning approach?	Incremental approach to reduce the problem associated with crashes	A systemic approach to build a safe road system and minimise the harm
What is the appropriate goal?	Accepting some KSI's based on competing objectives	Towards the virtual elimination of KSI's
Context	Bias towards pre-existing crash history, understanding crash causes and likelihood, optimising the network for motor vehicles	Risk analysis based on network design supplemented by crash data, understanding crash consequence, optimising the network for all roads users and human frailty
What are the cultural manifestations?	Legal liability avoidance and risk aversion	Risk assessment, innovation, trials and demonstrations

The process

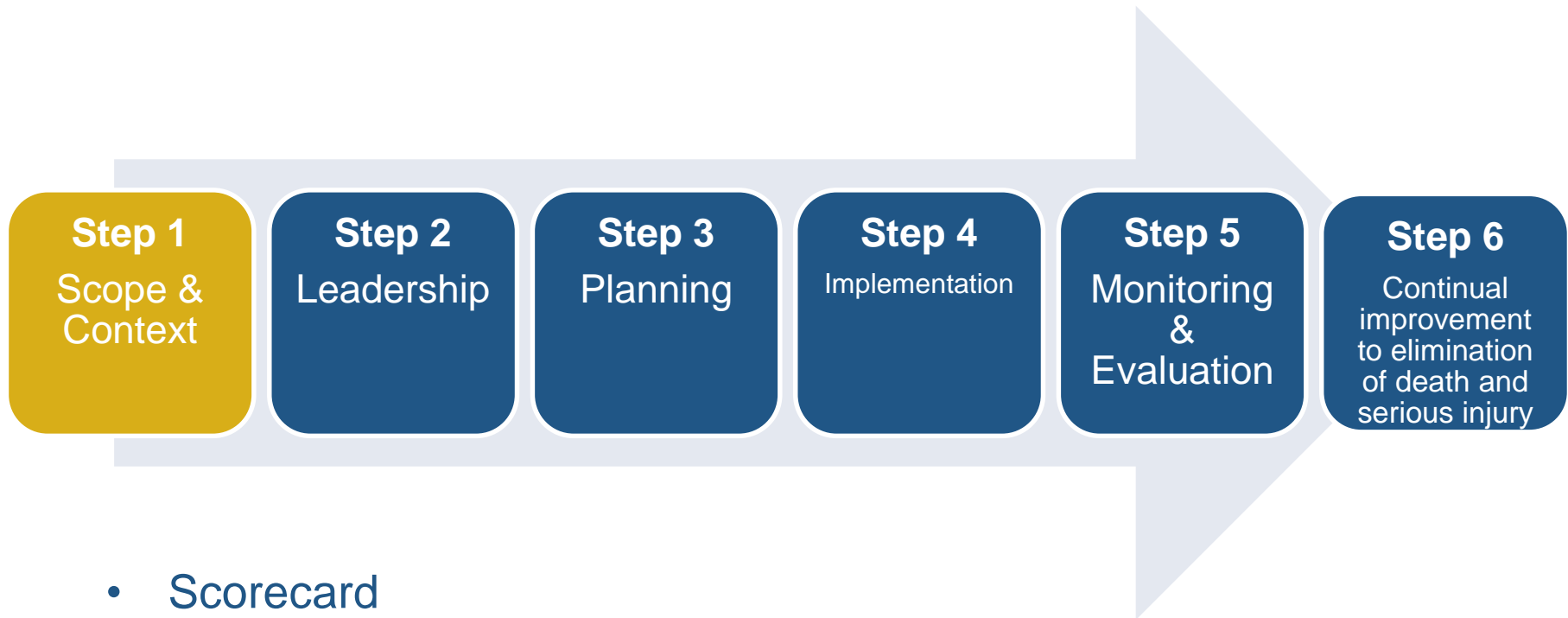


Projected results

- A clear picture of your current road safety performance
- An understanding of your capacity and capability to improve road safety performance
- A clear understanding of the local context and stakeholders in designing and using the road transport system
- **A road traffic safety management system** – tailored specifically to the Shire of Dardanup
- **An implementation plan** - to address road safety in a proactive manner.

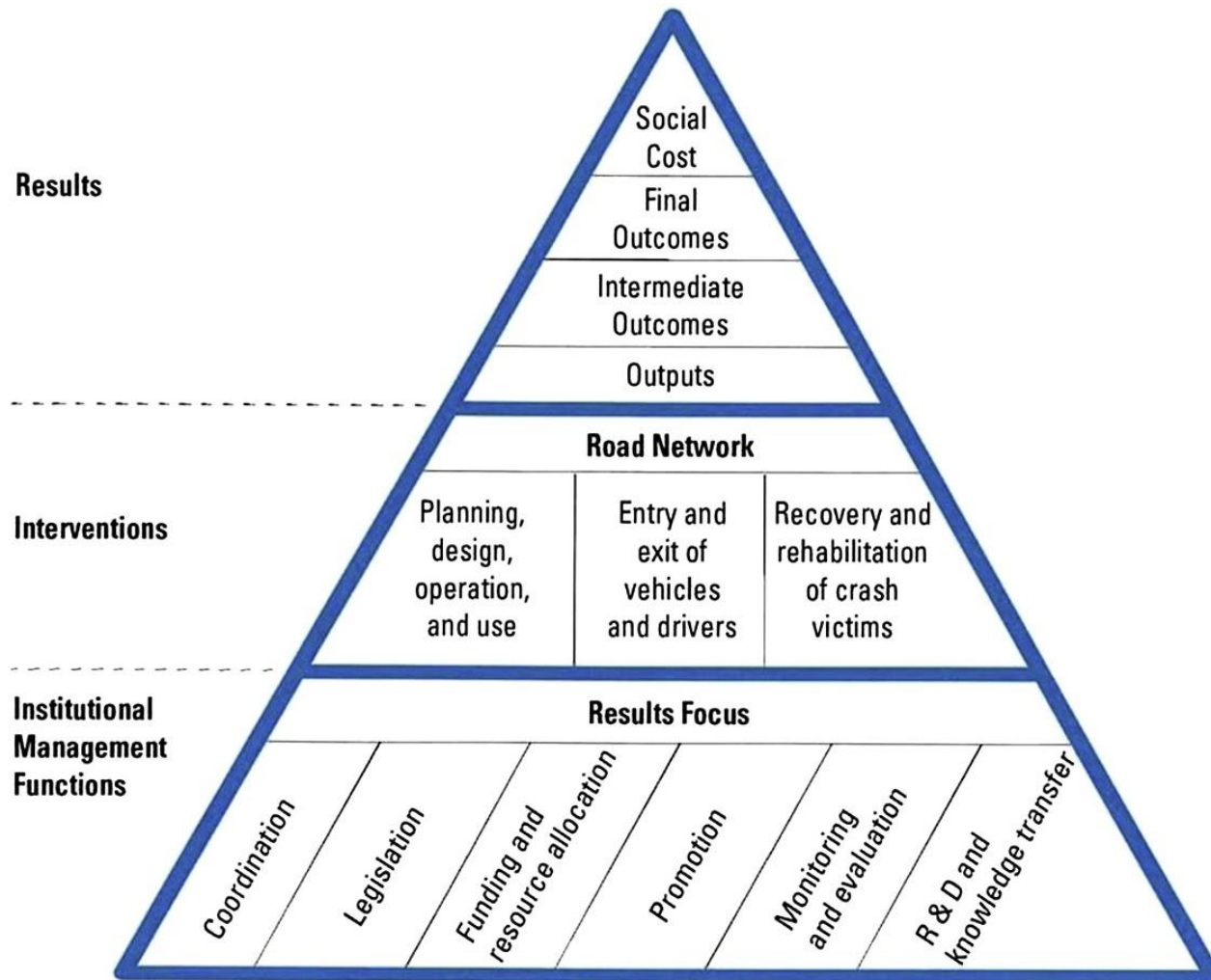
Demonstration Project

Step 1 – Scope and Context



- Scorecard
- Context mapping activity
- Internal organisational survey

Safe System Scorecard



Source: Bliss and Breen, building on the frameworks of Land Transport Safety Authority, 2000; Wegman, 2001; Koornstra et al, 2002; Bliss, 2004.

Survey - preliminary results

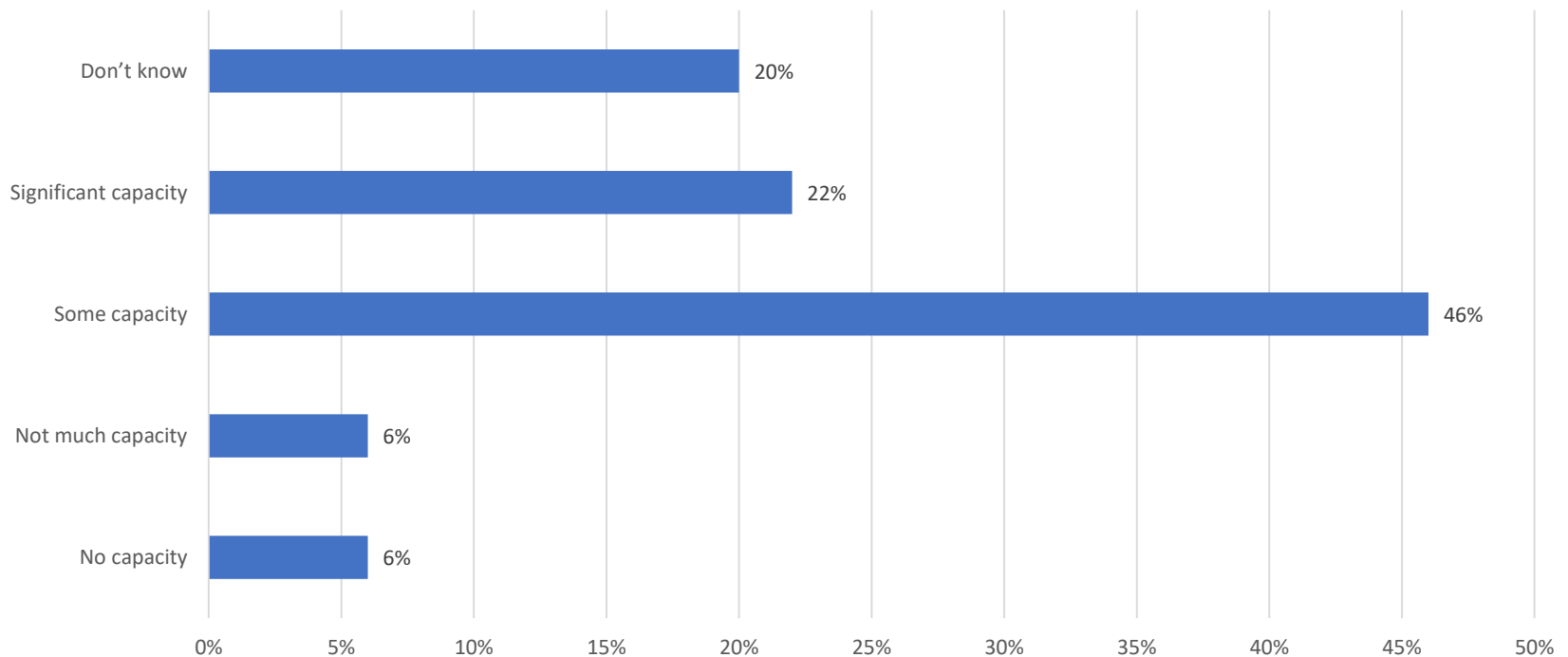
Question 1: What is your position in the Shire of Dardanup?

Answer Choices	Number	% of total completing survey
Employee of the Shire of Dardanup - Executive	5	9%
Employee of the Shire of Dardanup - Non-Executive	49	84%
Elected Member - Shire President, Deputy President or Councillor	4	7%
Total	58	100%

Survey - preliminary results

Question 4: As an employee or Elected Member do you think the Shire of Dardanup has capacity to be more involved in road safety?

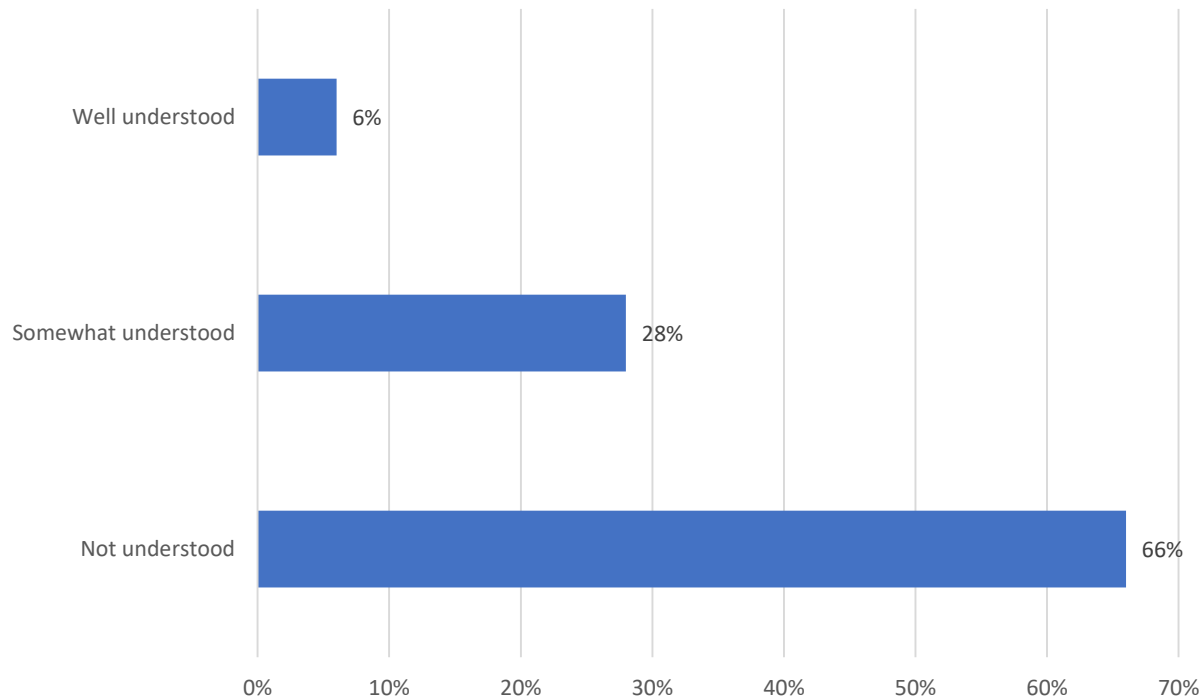
As an employee or Elected Member do you think the Shire of Dardanup has capacity to be more involved in road safety?



Survey - preliminary results

Question 5: The safe system approach to road safety is recognised internationally as best practice. How would you describe your level of understanding of the safe system approach?

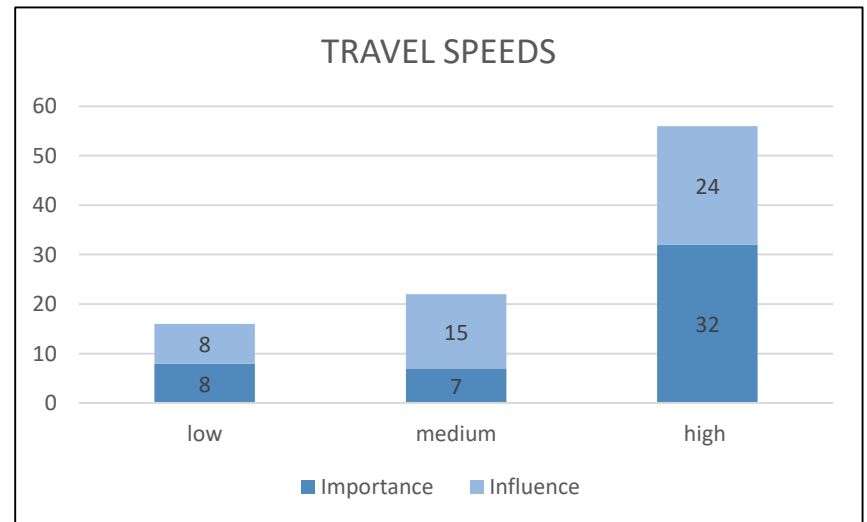
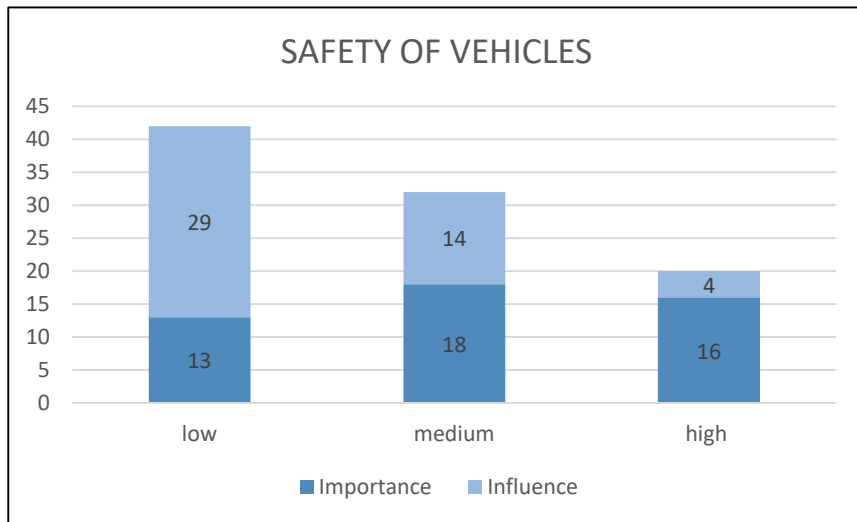
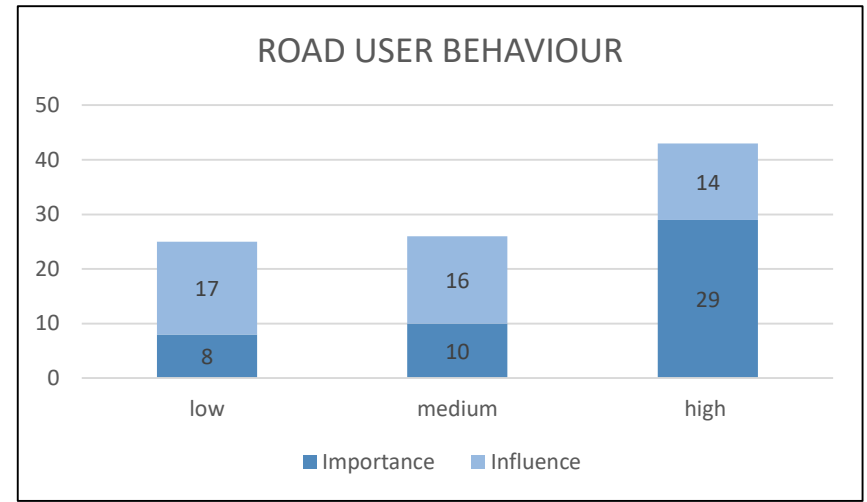
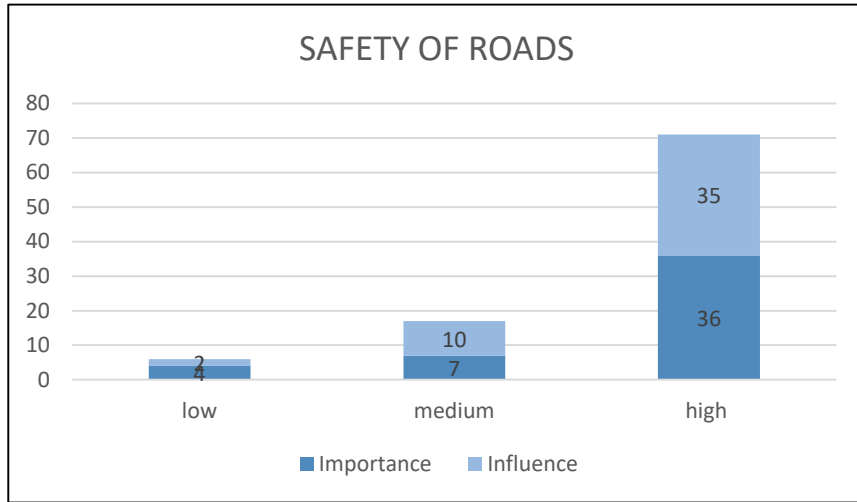
How would you describe your level of understanding of the safe system approach to road safety?



Survey - preliminary results

Statement	Disagree somewhat/ disagree strongly	Neither agree or disagree	Agree somewhat/ agree strongly
<i>The Shire of Dardanup has a role to play in preventing road crashes.</i>	0%	6%	94%
<i>Road safety is an issue of concern for the Shire of Dardanup.</i>	2%	17%	62%
<i>Road safety is an issue of concern within our local community.</i>	2%	17%	81%
<i>Our road transport system needs to account for human error.</i>	2%	11%	87%
<i>It is possible to design a road system where crashes do happen, but death and serious injury can be avoided.</i>	13%	38%	49%

Survey – Preliminary results



WALGA's RoadWise

THANK YOU
QUESTIONS?



RoadWise is funded by the State Government and supported by Local Governments.

www.roadwise.asn.au