



LOCAL GOVERNMENT ROAD SAFETY GRANTS PILOT PROGRAM

Overview

2010/2011

1. Road Safety in New South Wales

The NSW Government is strongly committed to improving road safety for all road users and the Government's State Plan identifies road safety as one of its key priorities.

Road trauma costs the NSW community approximately \$4.4 billion per year. Delivering services to reduce road trauma can result in significant economic savings to the community, while greatly improving the physical and emotional quality of life for huge numbers of people.

The NSW Centre for Road Safety (CRS) is the peak body responsible for road safety in the State. The primary objective of the CRS is to promote Road Safety as a core value and key influence on decision making across the RTA and the road-using public. It leads the development and implementation of statewide road safety strategies, policies and programs.

2. The Local Government Road Safety Program

The current Local Government Road Safety Program (LGRSP) is jointly funded by the NSW CRS and participating local councils until 30 June 2012. RTA funding is provided for council road safety officer positions, community road safety projects, RTA administration and educational resources.

In total, the RTA contributes \$5.5M annually to support the LGRSP.

In 2008, the CRS commissioned a strategy review of the LGRSP. Two of the key recommendations made were that:

- the Safe Systems approach be adopted by the LGRSP and
- LGRSP funding be provided to local councils on a project by project basis.

Accordingly, the CRS is conducting a pilot to trial the above recommendations. The pilot will fund local councils to undertake individual road safety projects which are implemented as part of a Safe Systems approach to road safety. This pilot is known as the Local Government Road Safety Grants Pilot Program ('the Pilot').

It is expected that local government road safety projects delivered under the Pilot will continue to focus primarily on behavioural and educational projects. However Pilot projects will also need to consider how other elements of the Safe Systems model may contribute to reduced fatalities and injuries. Behavioural change on its own will not achieve as much as a systems approach involving other parts of the council.

3. The Pilot

The Pilot will trial a new strategy for the LGRSP, as proposed by the review, and in doing so, test the operational viability and road safety outcomes of this approach with local councils.

The Pilot is running from 1 August 2010 to 31 July 2011. Pilot projects must be completed by 31 July 2011.



Suggested Pilot projects include those which cover priority local road safety issues. The projects must be evidence based and confirmed by supporting data which could include local crash statistics and/or local police intelligence. Pilot projects could cover the following areas:

- Drink driving/drink walking
- Speeding
- Pedestrians
- Restraint wearing
- Fatigue
- Child restraints

Grant funding is available for each participating council for Pilot projects. Individual councils may implement more than one project during the Pilot period provided that the total cost of all projects does not exceed the above maximum figure.

The CRS will support the implementation of the Pilot by providing detailed guidelines, application documents and general support during all phases of the Pilot. In addition, the CRS has provided training on the Safe Systems approach, project evaluation and the Pilot process during July and August 2010.

4. Objectives

The objectives of the Pilot are to:

- Trial the Safe Systems approach as part of local council road safety projects.
- Trial the policy, process and guidelines developed for the implementation of the Pilot with appropriate local stakeholders.
- Improve the accountability and evaluation of locally managed road safety projects by local councils.
- Trial a funding model for local council road safety projects which is accessible to all local councils in NSW.
- Determine if the Pilot has made a positive contribution to local road safety.
- Guide the future direction of the LGRSP.

5. Safe Systems

The RTA uses the Safe Systems approach to reduce death and injury on NSW Roads.

The Safe Systems approach considers the road transport system as a whole and looks at the relationship between road users, roads and roadsides, travel speeds and vehicles.

The Safe Systems approach recognises there is a limit to the forces humans can survive in a crash, while accepting that human error on our roads is inevitable. The Safe Systems approach aims to minimise the frequency of crashes and the severity of injury when a crash occurs. Central to the Safe System approach is an acknowledgment of our limited ability to tolerate physical force. The Safe System approach aims to manage crash energies to prevent death and serious injury. It focuses on the interaction between road infrastructure, vehicles and travel speeds. The goal is to create an environment in which road users can withstand the physical forces generated in the event of a crash.

The essential elements of the Safe Systems approach are:

- Safe roads and roadsides
- Safe vehicles
- Safe speed
- Safe people

The responsibility for road safety is shared by those who use the roads and those who design, maintain and operate all parts of the transport system. Governments are responsible for providing a road system which caters for mistakes people make and making sure roads are in a reasonable condition. Governments are also responsible for improving road user behaviour through licensing, informing and educating, enforcing road rules, encouraging compliance and understanding road crashes and risks.

A Safe Systems approach to road safety is applicable to local council road safety programs. Local Governments have responsibilities as system designers and operators of an extensive road network representing approximately 85% of the NSW network. Local Government is a local road and planning authority, a fleet operator and a community facilitator, and is therefore able to influence the management of local components of a safe transport system in accordance with the Safe Systems model.

6. Council Involvement

The pilot will involve 12 local councils including at least one council from each of the six RTA regions and will include councils currently participating in the LGRSP and councils not currently participating in the LGRSP.

7. Evaluation of the Pilot

The success of the Pilot will be measured against the Pilot objectives using a series of Key Performance Indicators.

Following the result of the Pilot the CRS, together with RTA regions and councils, will determine how to progress the LGRSP strategy beyond 30 June 2012.