

Local Government Approaches to Road Safety in Victoria : **Findings from the 2007 Saferoads Survey**

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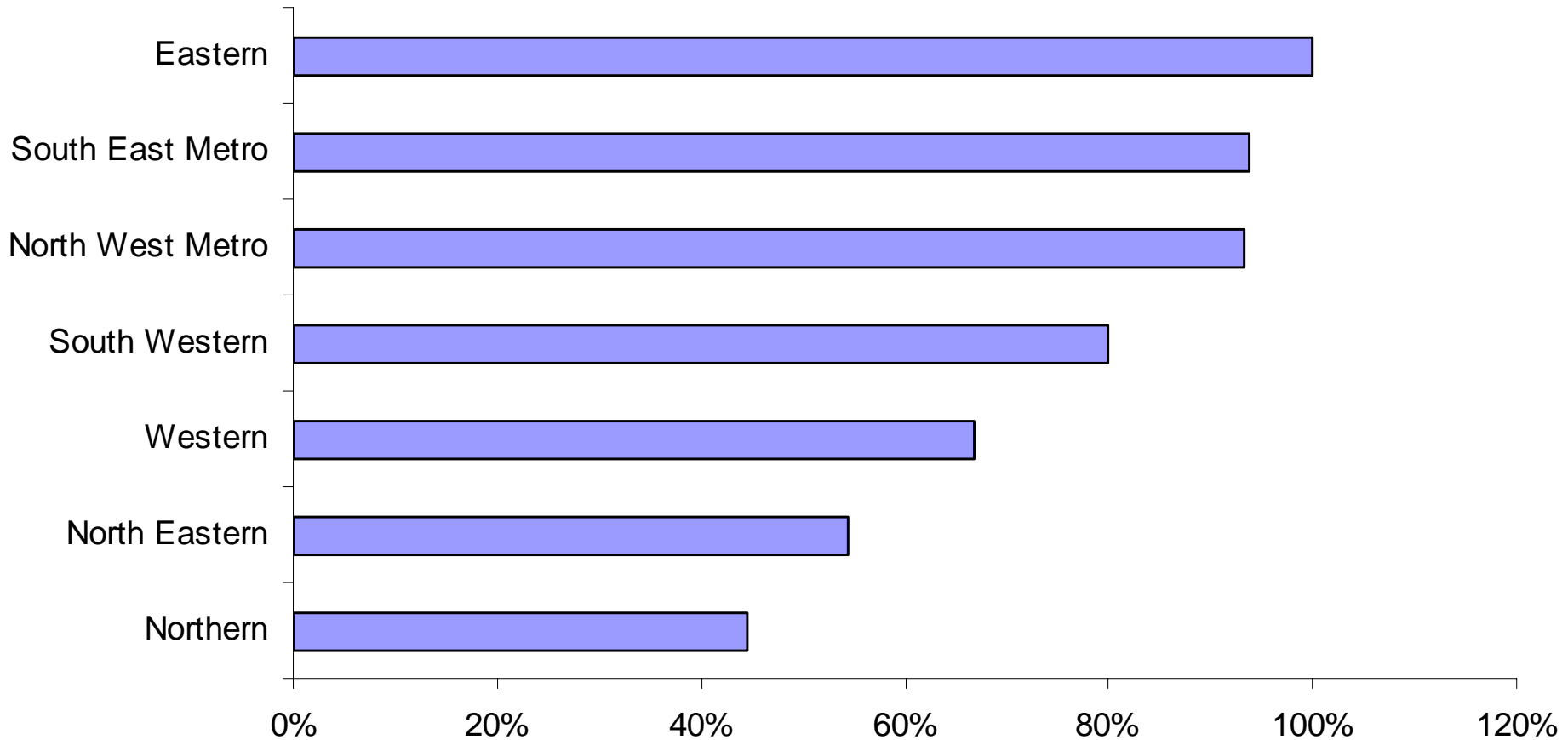
2007 Local government road safety survey

- 4th in a series of Saferoads surveys
- Previous surveys by MUARC & Hennessy Services – 1998, 2001, 2004
- Mark Hennessy designed questionnaire, entered and analysed data, conducted interviews and prepared report
- Survey conducted April – June 2007

- Questionnaire emailed to all 79 councils
- 61 responses (= 77% response rate)
- Follow up interviews with selected Councils (11 face-to-face, 1 by telephone)
 - 5 metro
 - 7 rural

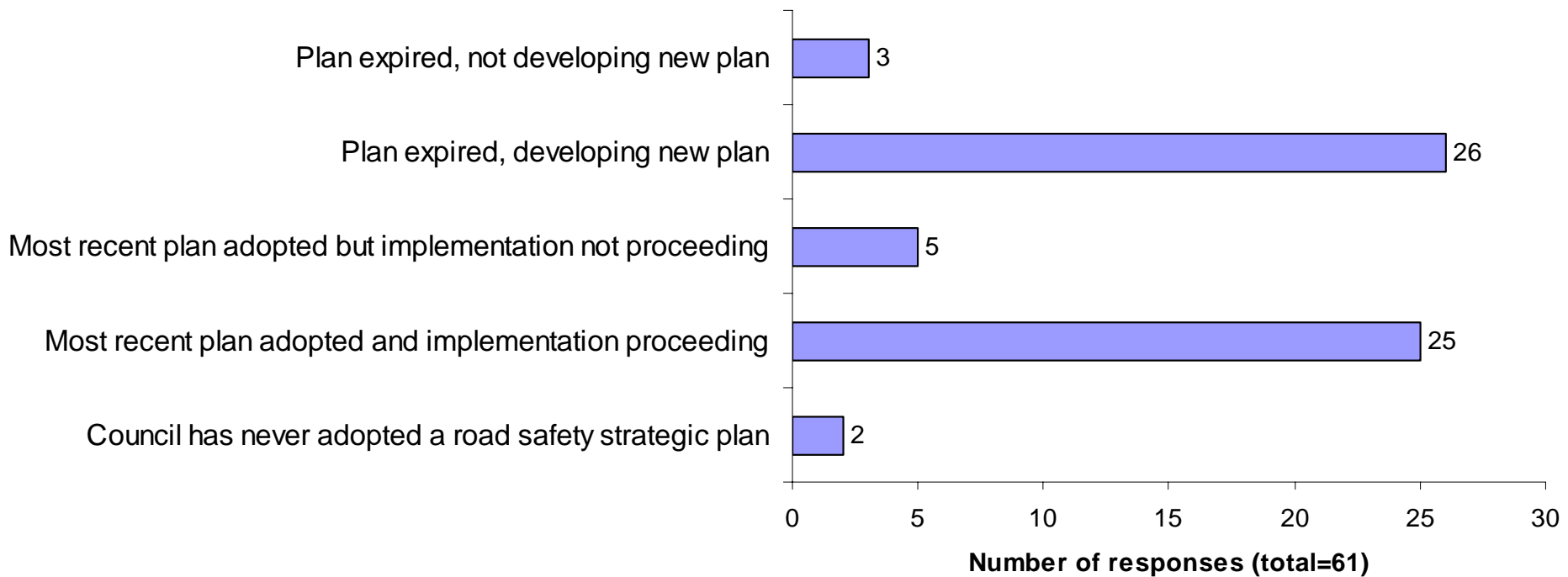


Survey response rate, by VicRoads region



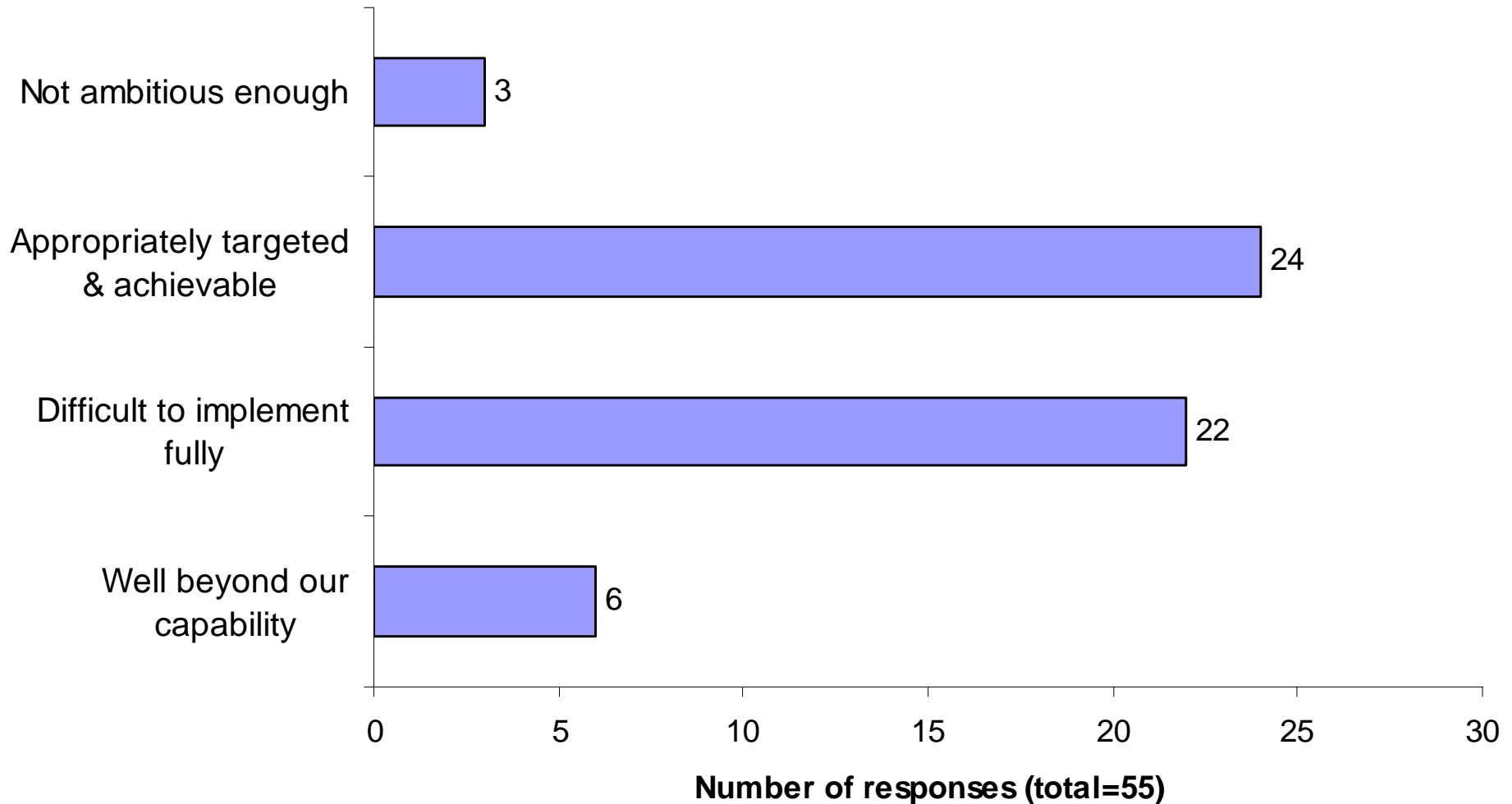
Status of road safety planning

What stage is Council at now in its planning for road safety?

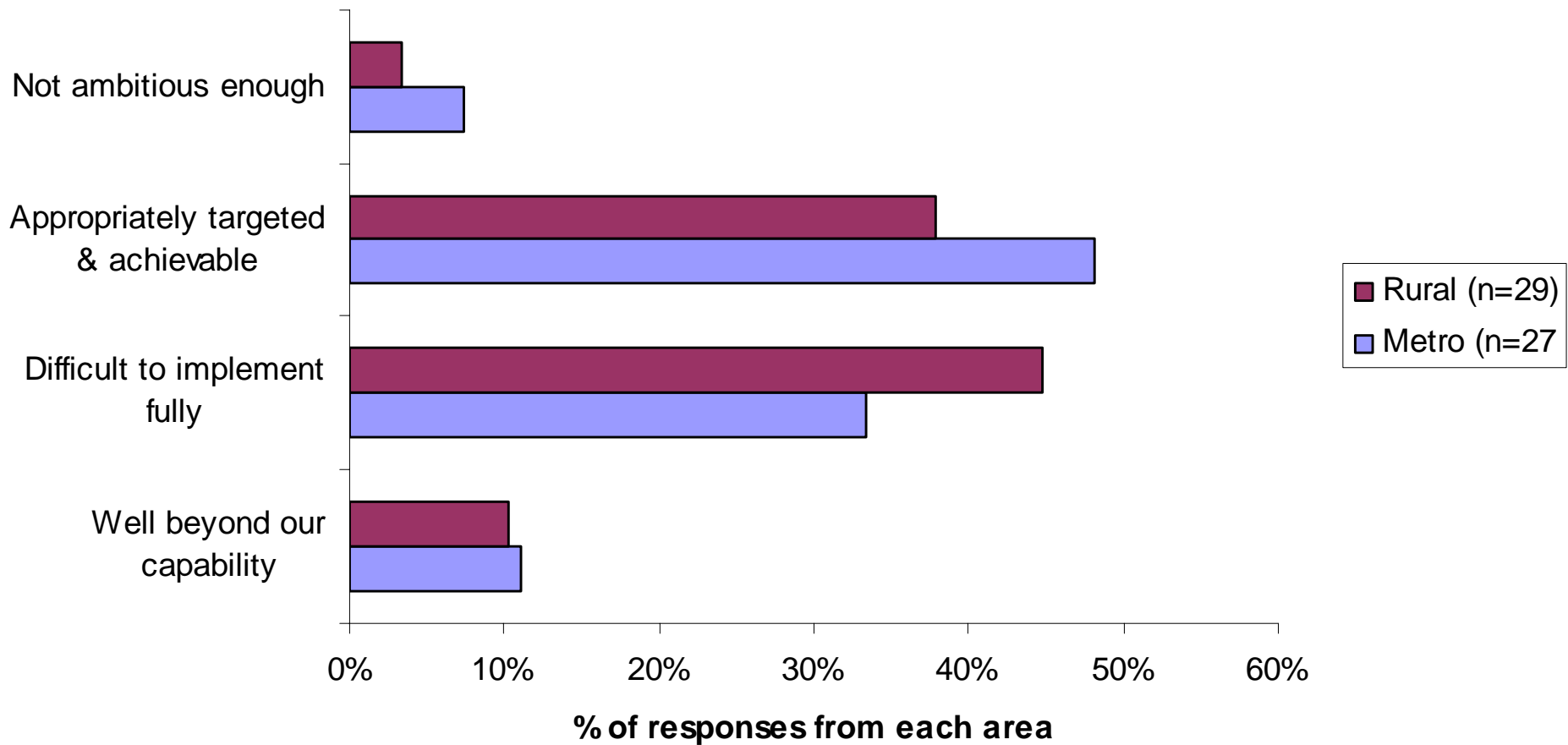


Achievability

How do you rate your current road safety plan in terms of achievability?

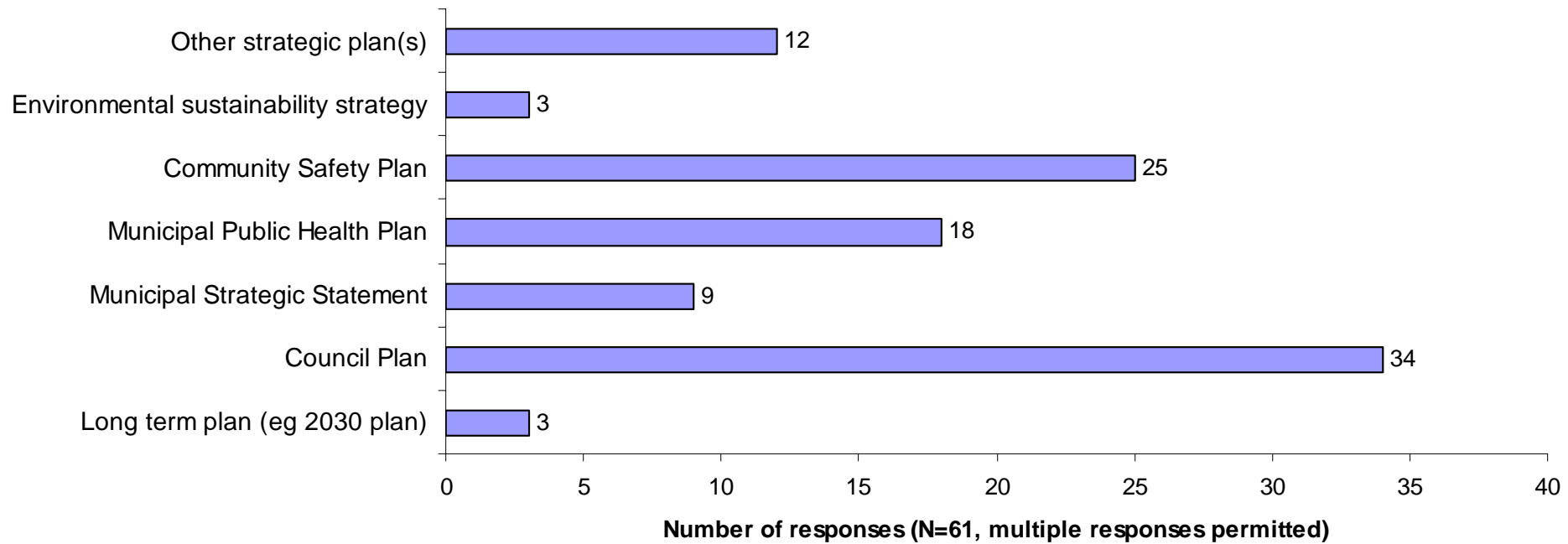


Achievability of road safety plan - metro compared to rural



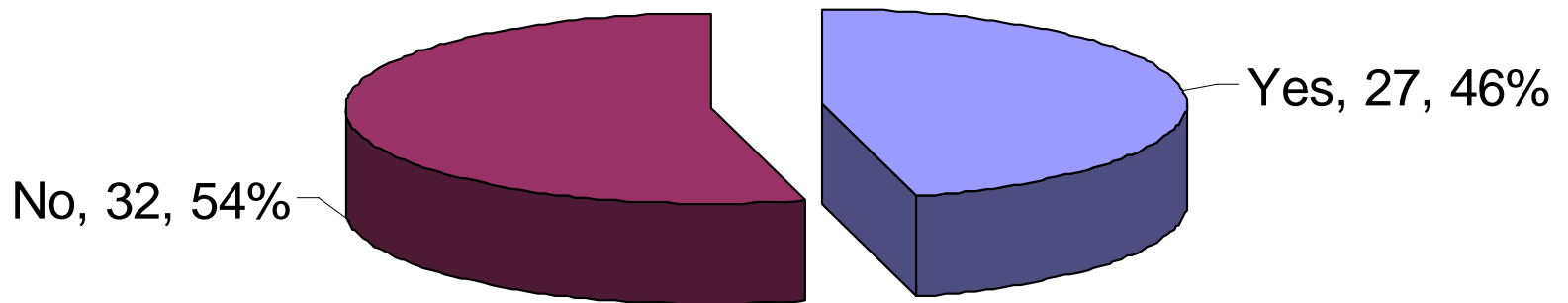
Links to other plans of Council

In which of Council's strategic plans is road safety explicitly mentioned?



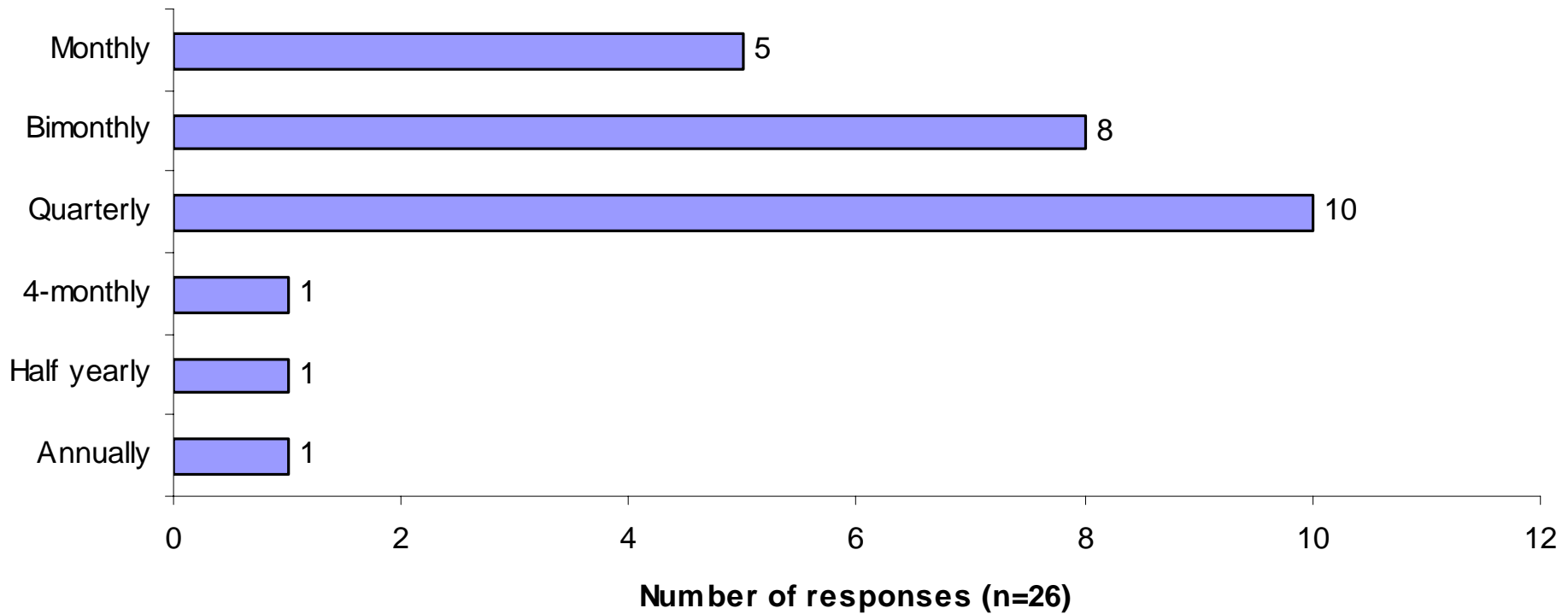
Committee overseeing road safety

Does Council have a committee that actively oversees road safety?



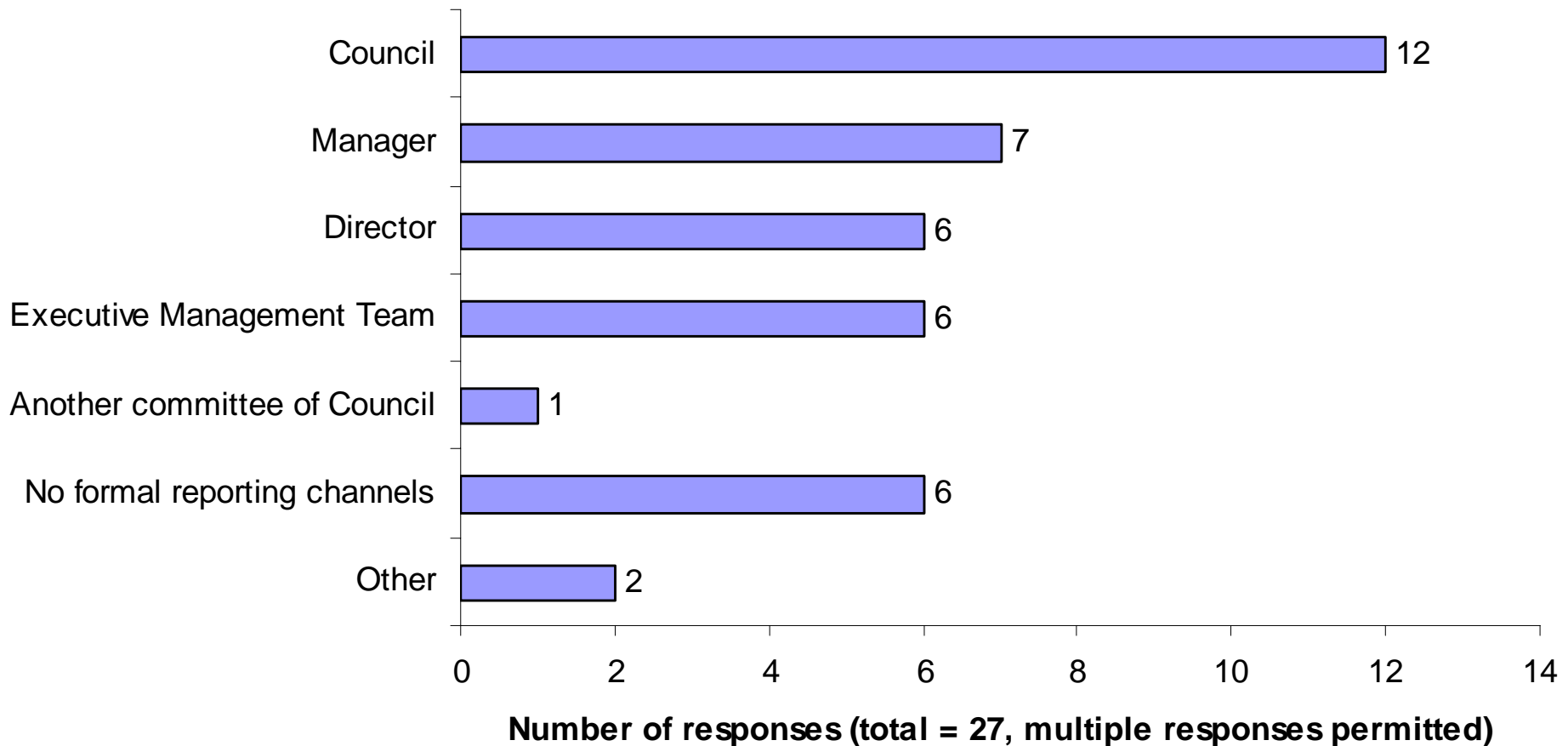
Committee overseeing road safety

How often does the committee responsible for road safety meet?



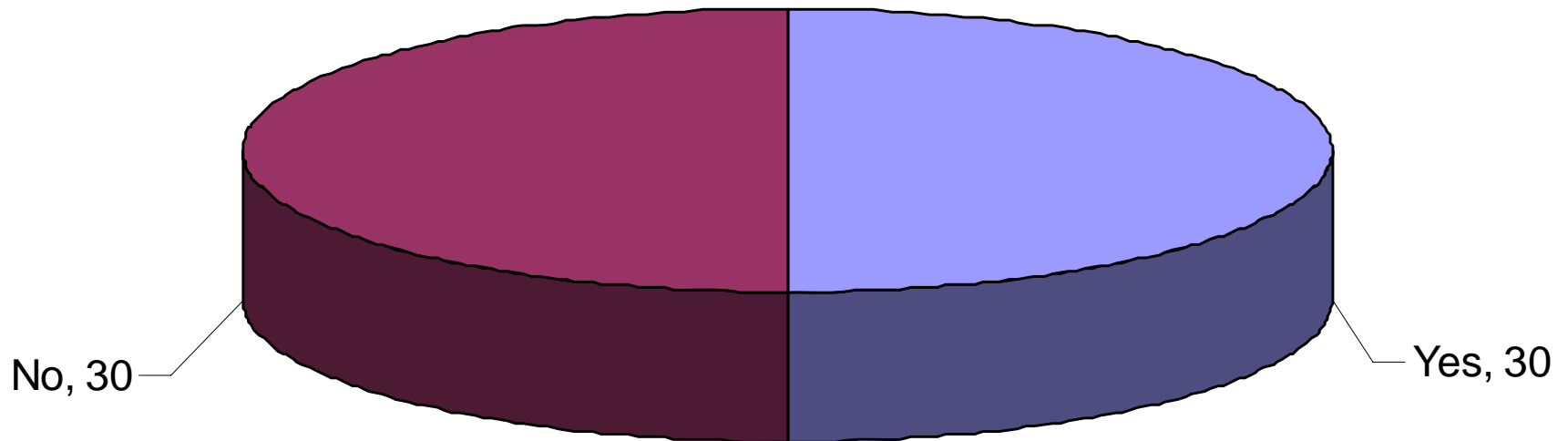
Committee overseeing road safety

Who does the committee responsible for road safety report to?



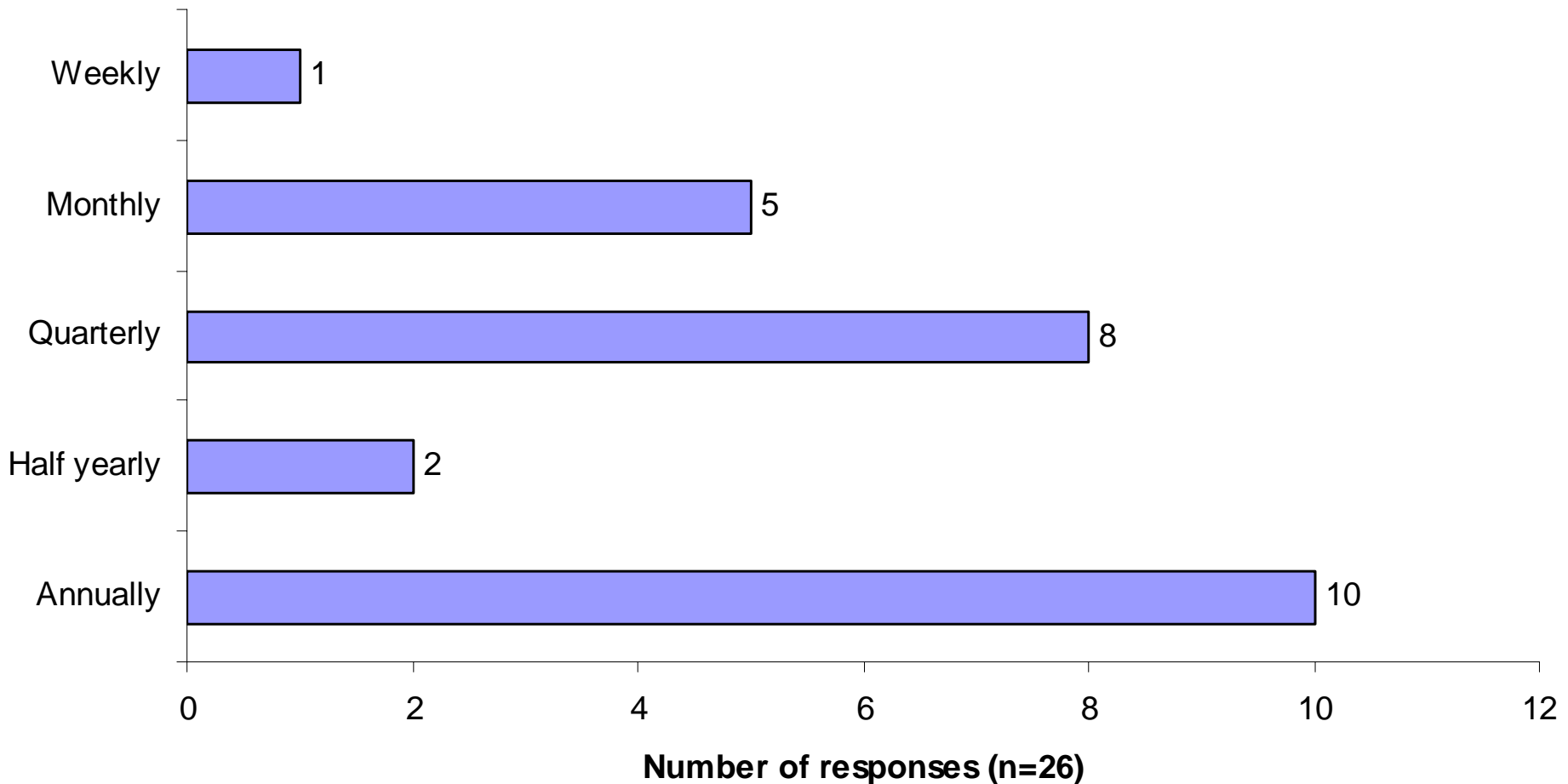
Reporting on road safety

Is there a regular procedure in place for documenting progress with implementation of road safety efforts?



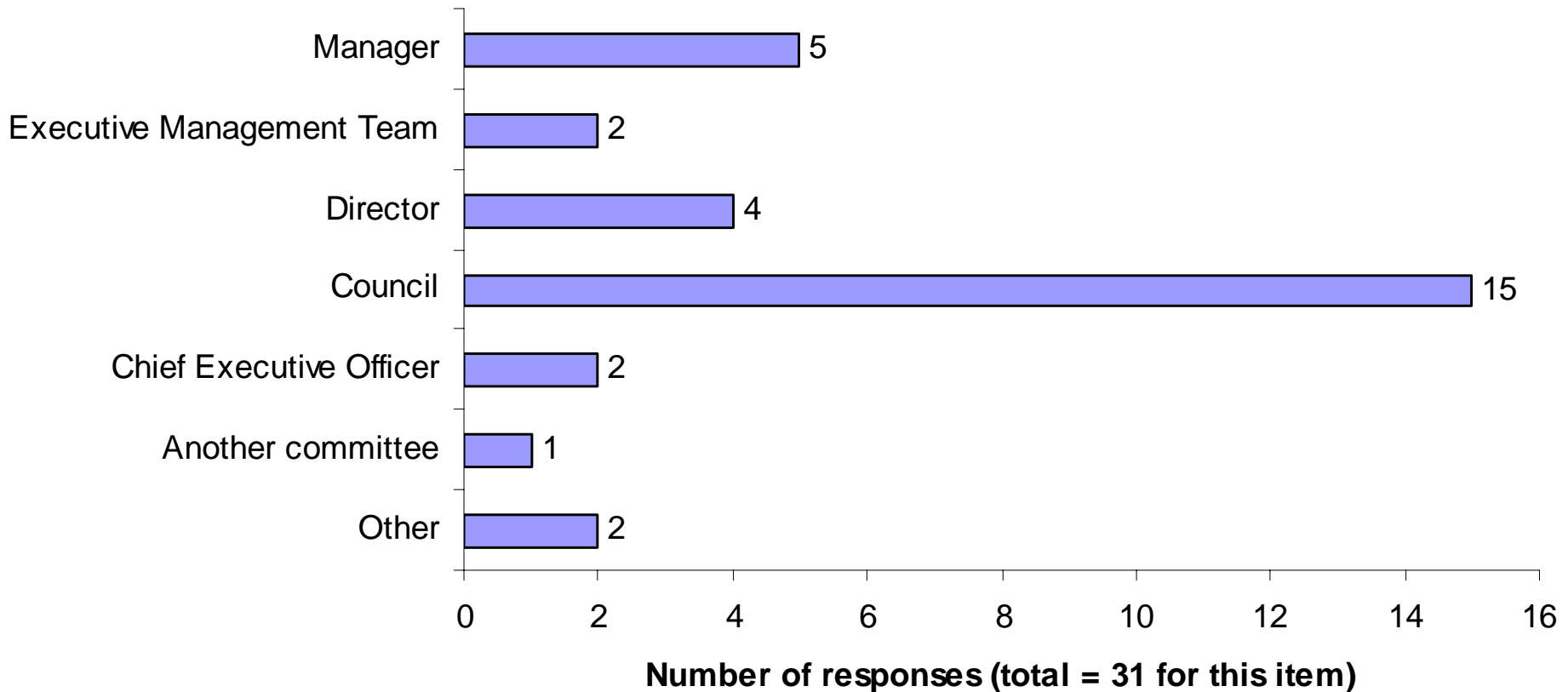
Reporting on road safety

How often are written progress reports made / updated?



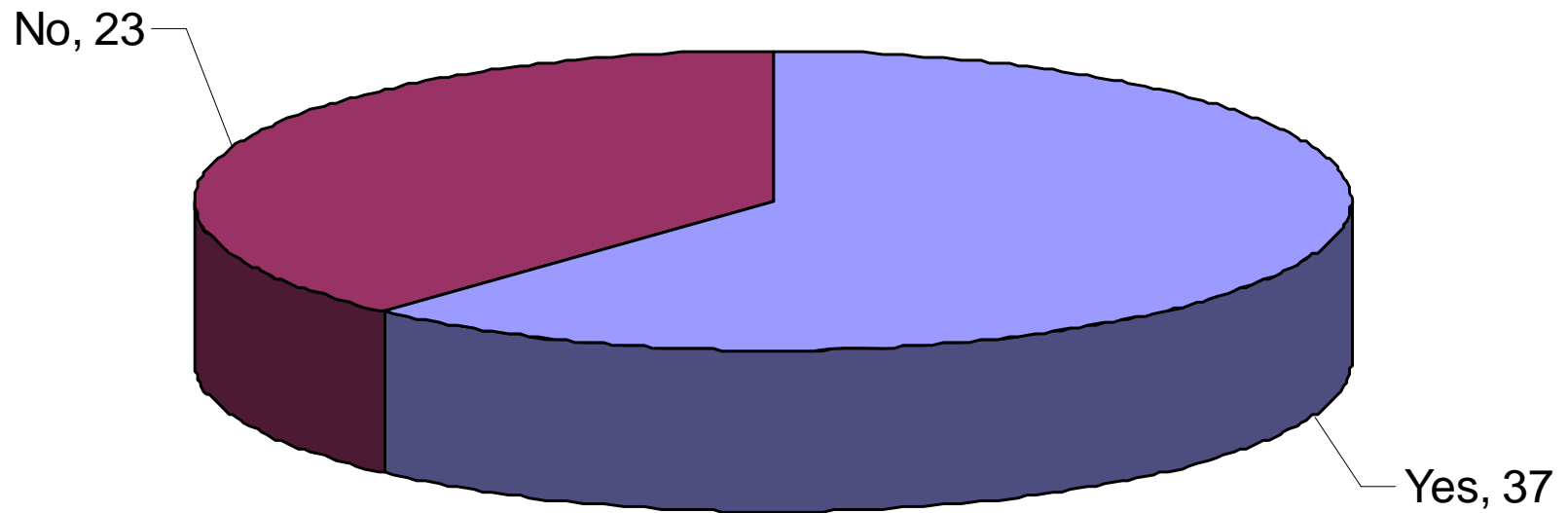
Reporting on road safety

What is the highest level in the organisation to which these reports are sent?



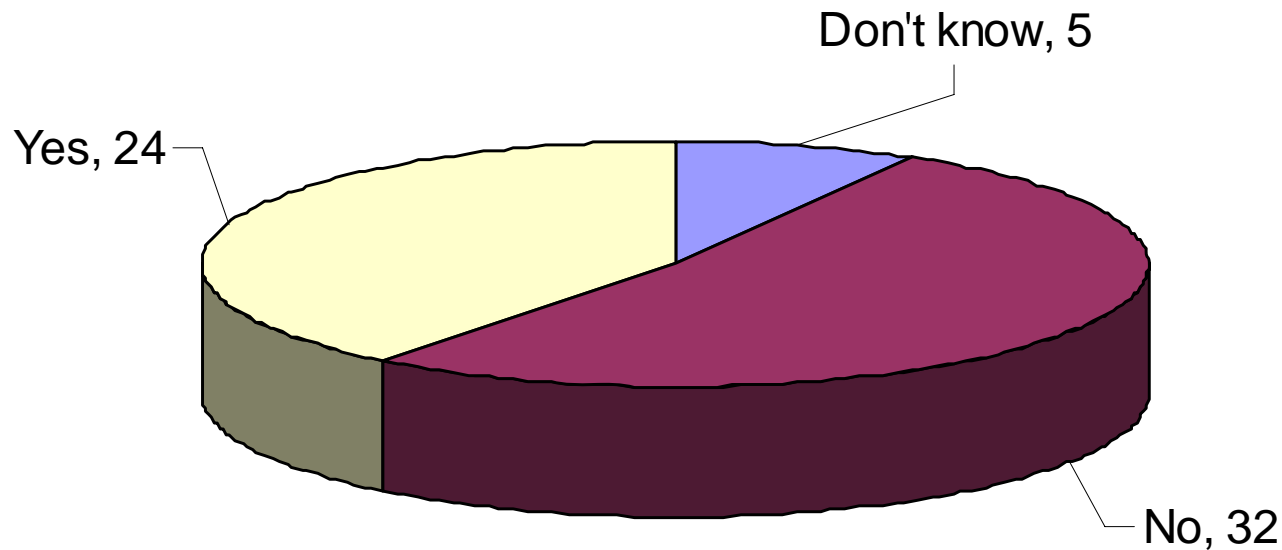
Reporting on road safety

Is progress on implementing road safety plans and actions a formal part of your departmental or team accountability procedures?



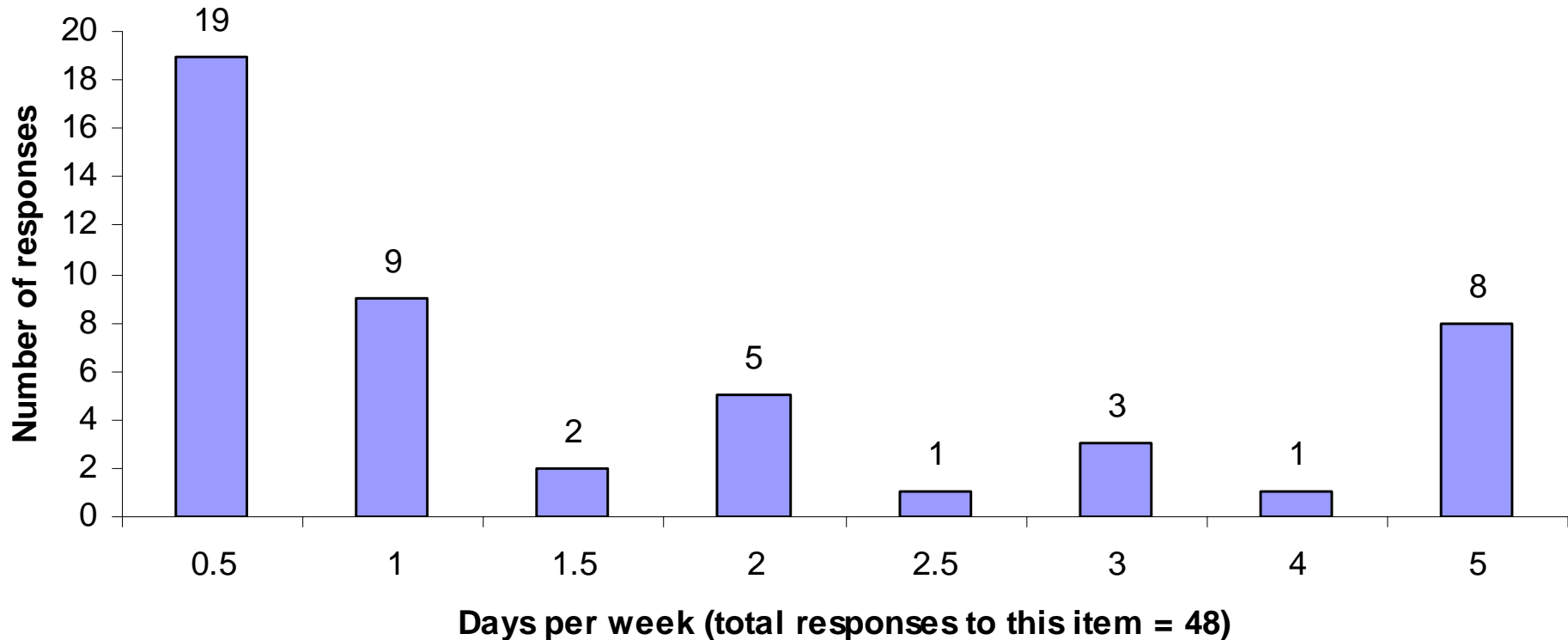
Councillor responsibility

Is there a particular Councillor who has been nominated by Council to oversee road safety plan development and/or implementation?



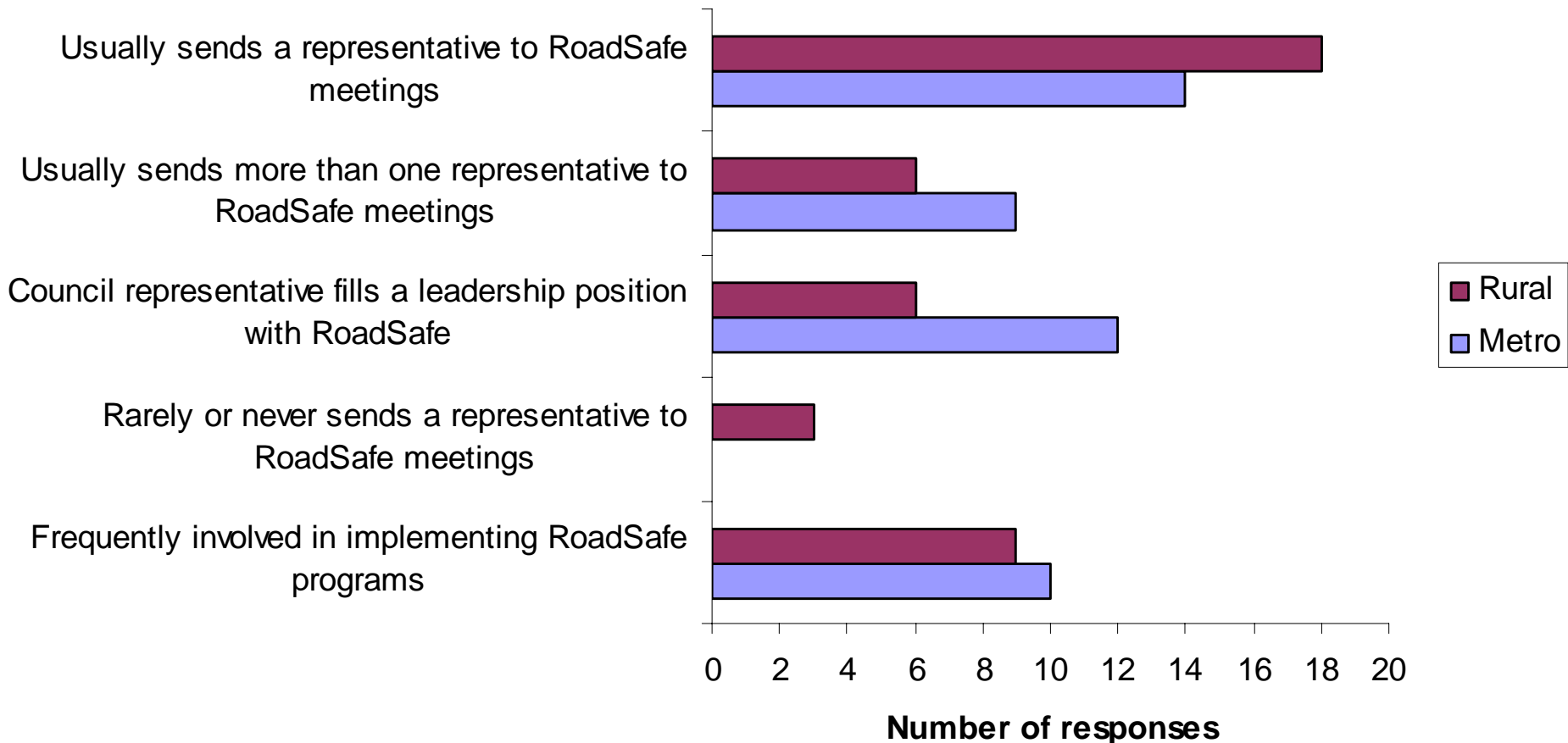
Officer time – road safety

How many days per week is the person with day to day responsibility for road safety expected to spend on road safety work?

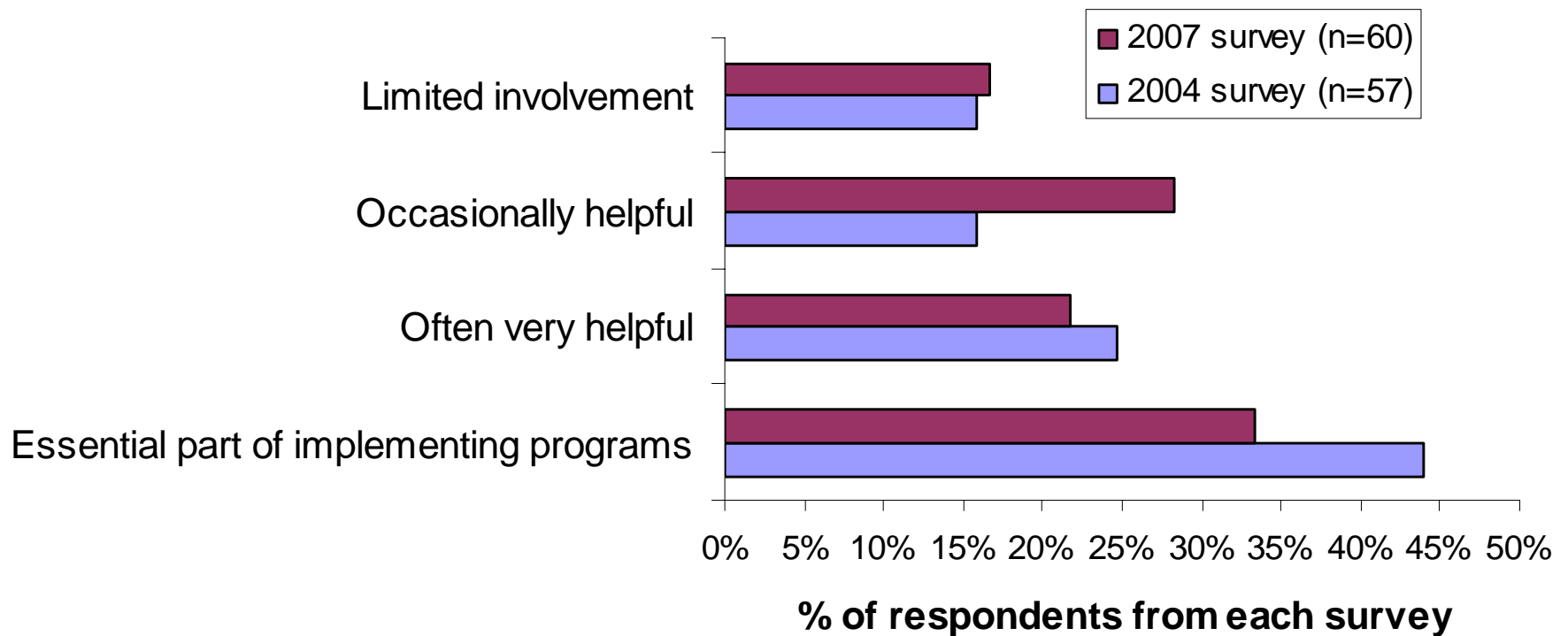


Rural vs metro comparison

Councils' level of involvement with RoadSafe

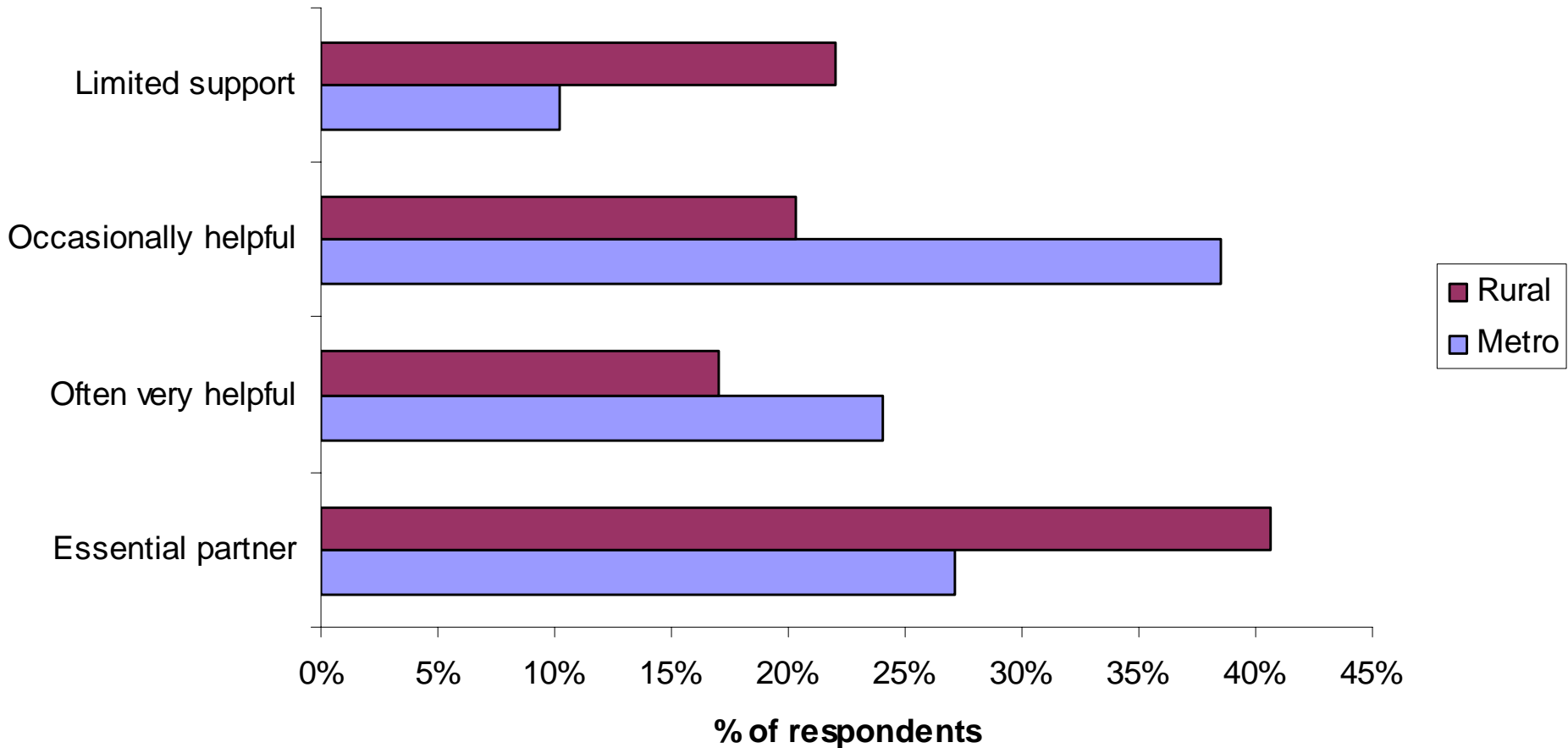


RoadSafe as a partner helping councils implement road safety programs



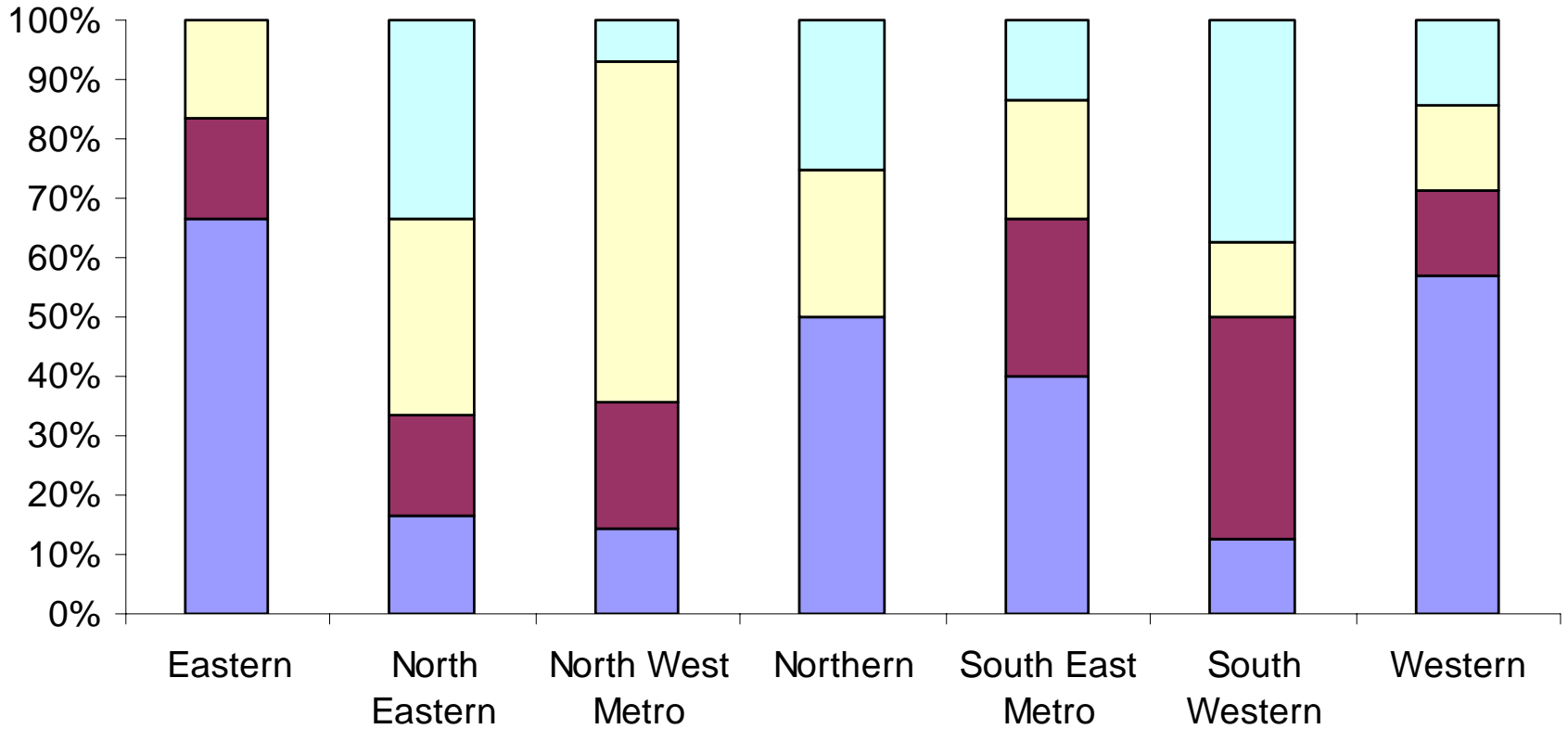
Rural vs metro comparison

RoadSafe as a partner



Regional comparison - RoadSafe as a partner

% of responding Councils in VicRoads region



Essential partner

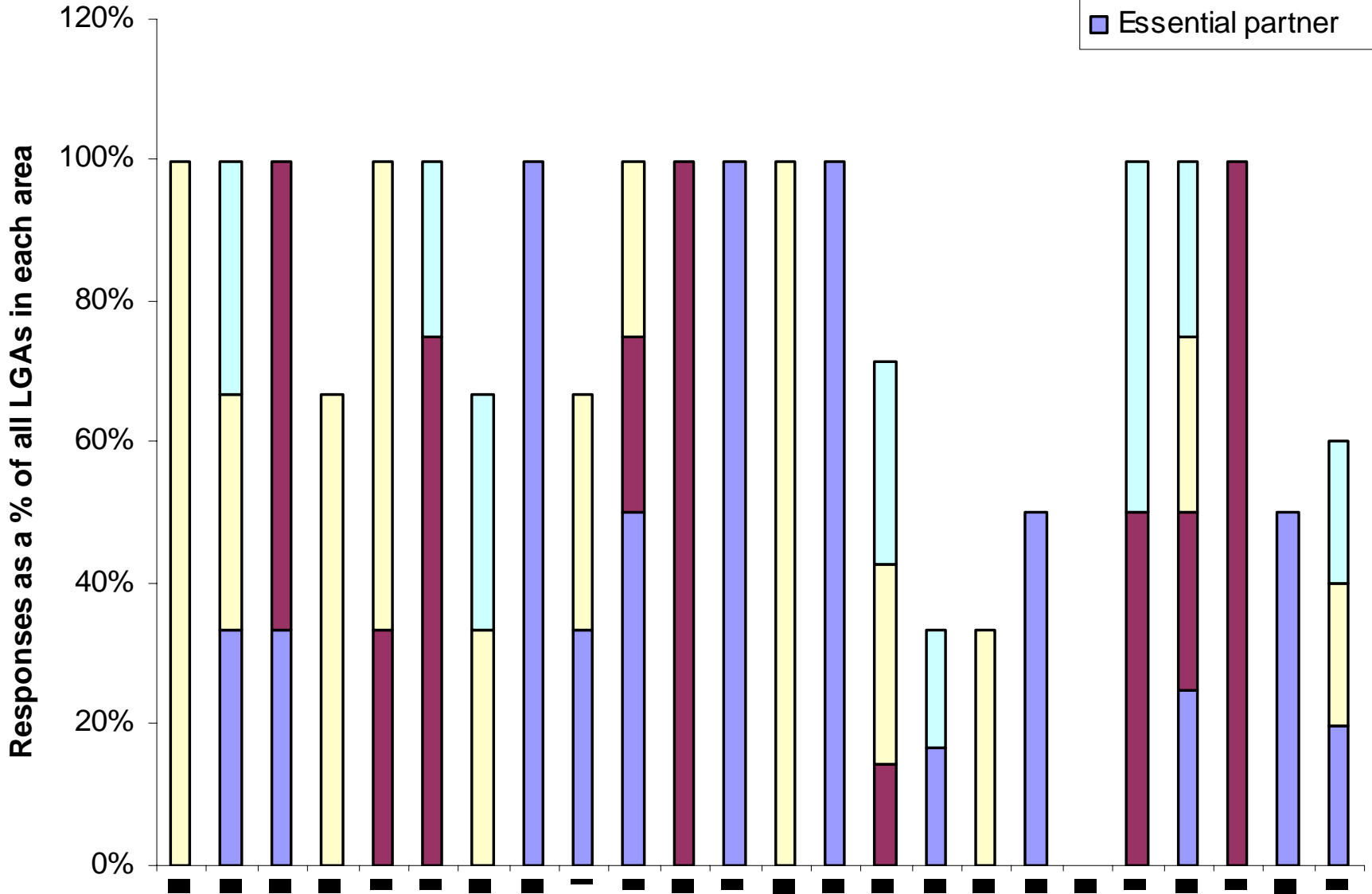
Often very helpful

Occasionally helpful

Limited support

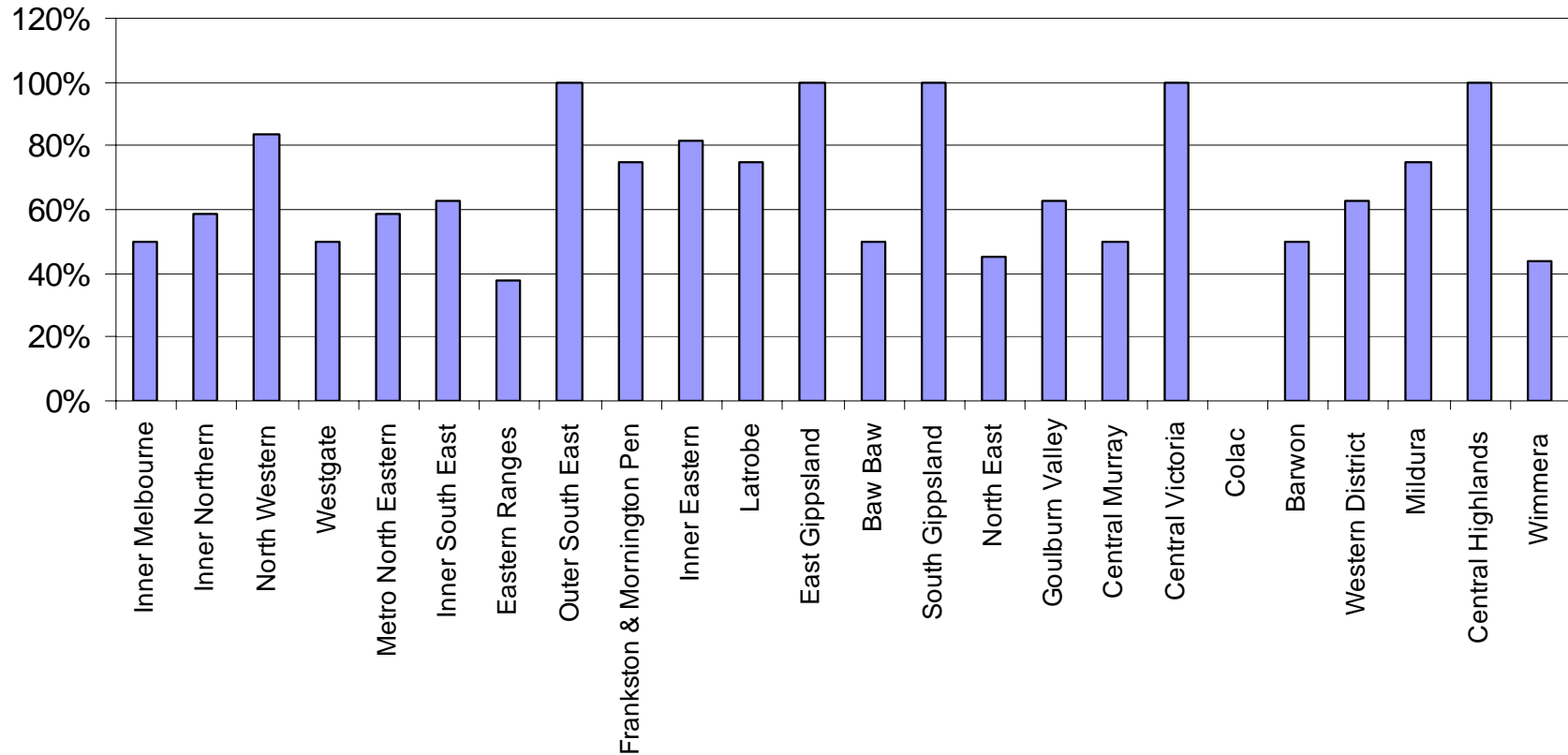
Ratings of RoadSafe as a partner, by RoadSafe area, April 2007

- Limited support
- Occasionally helpful
- Often very helpful
- Essential partner



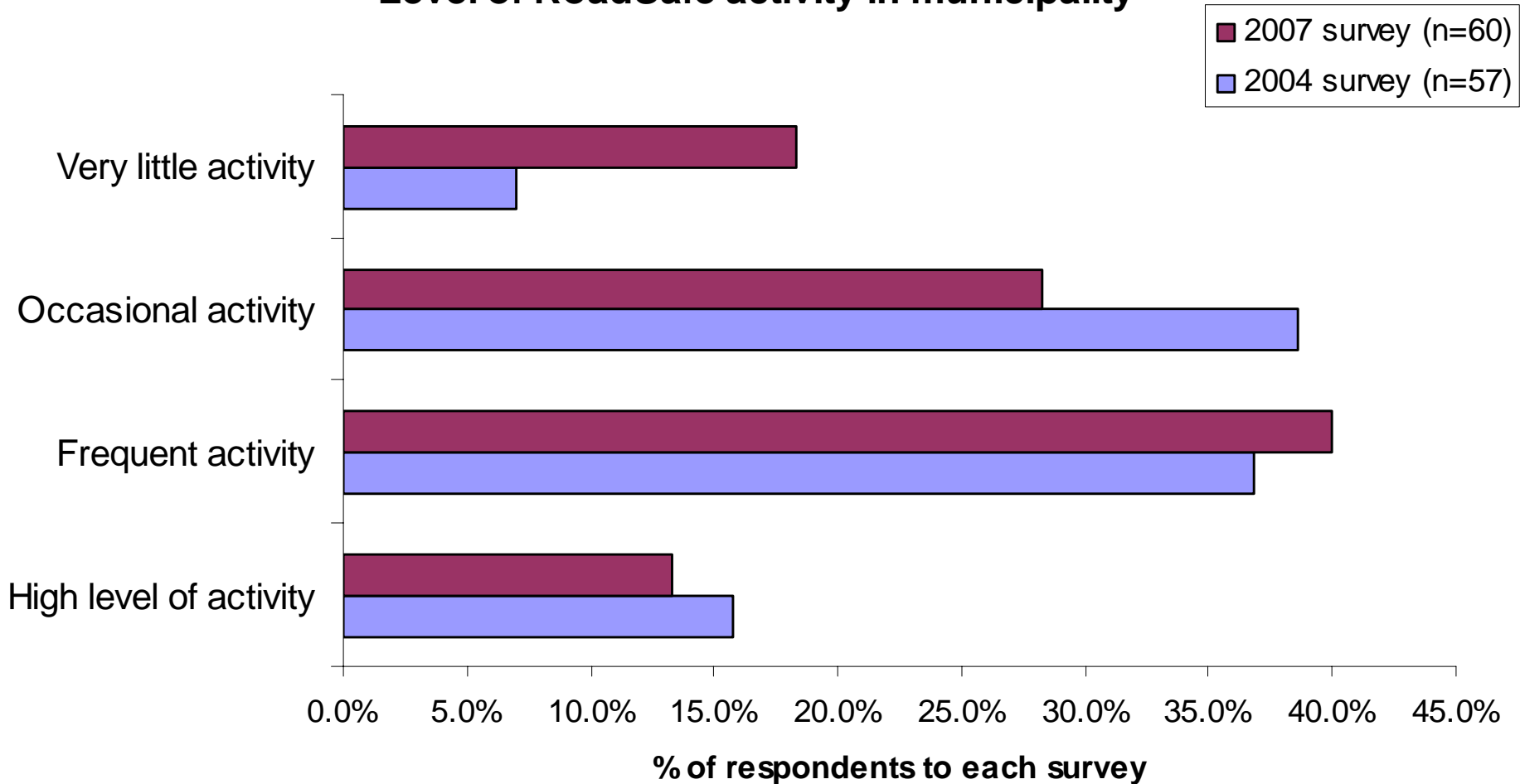
RoadSafe as a partner - score as a % of possible

Score as % of possible from responses

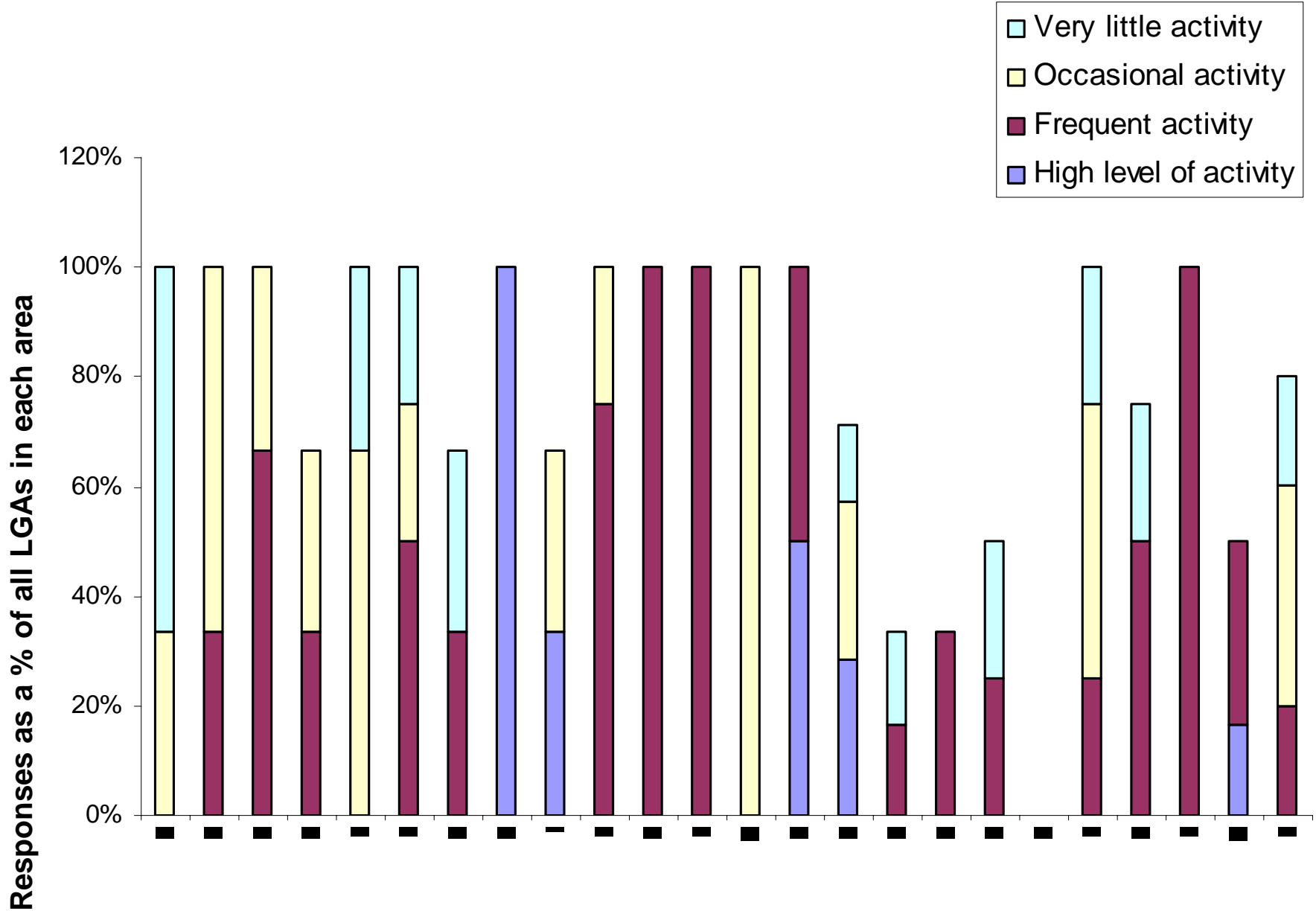


RoadSafe activity

Level of RoadSafe activity in municipality

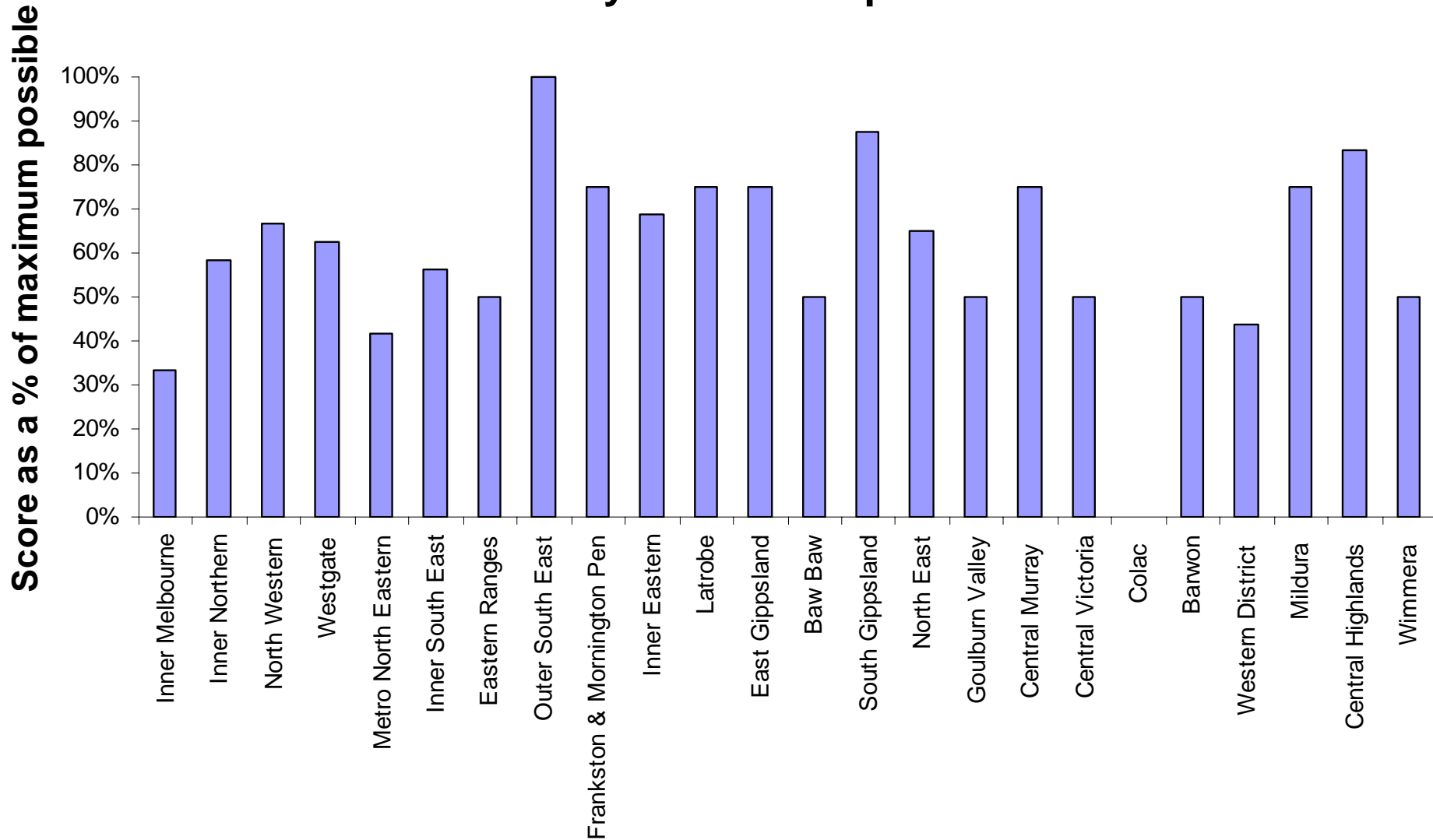


Ratings of RoadSafe activity level, by RoadSafe Area, April 2007



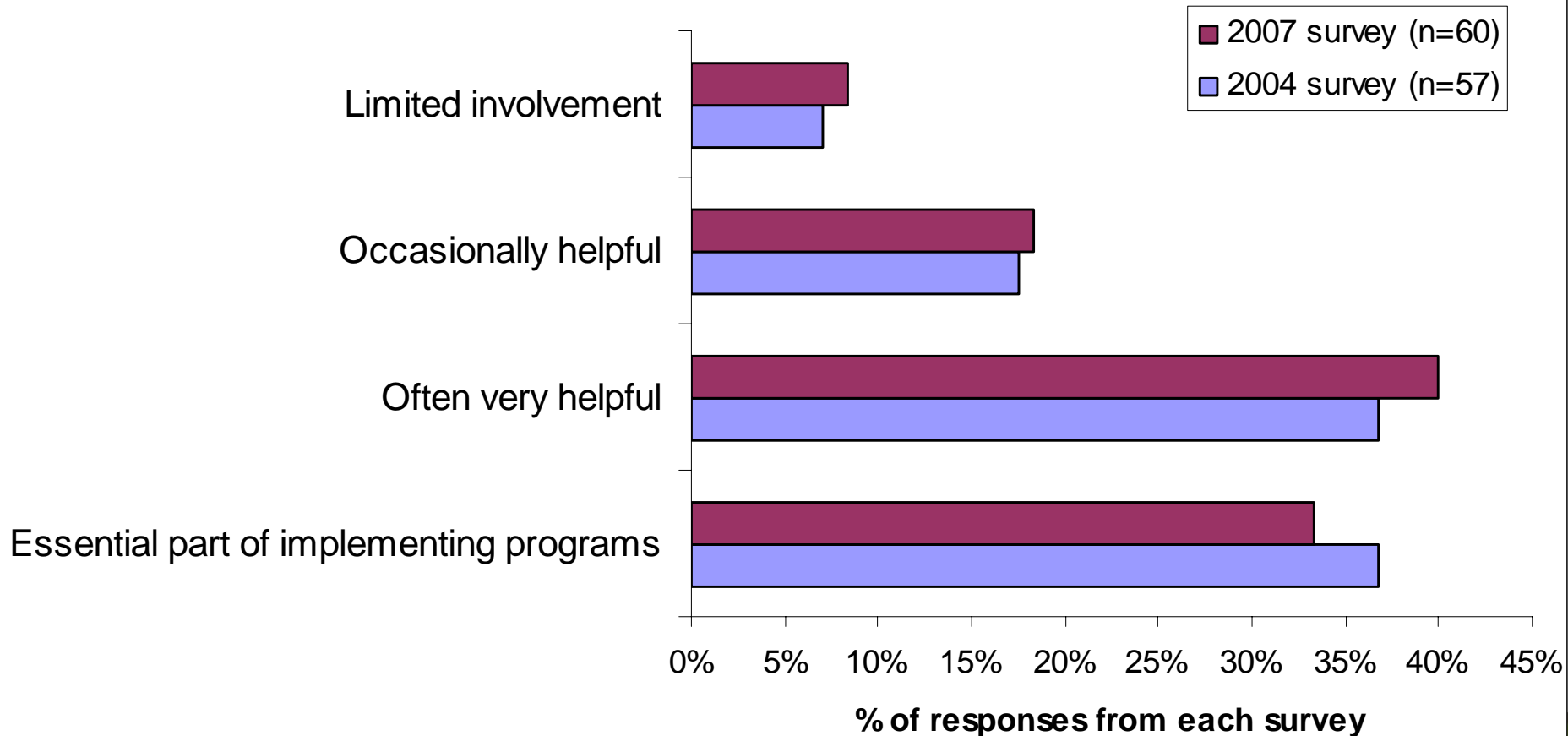
RoadSafe activity level

RoadSafe activity level - % of possible score

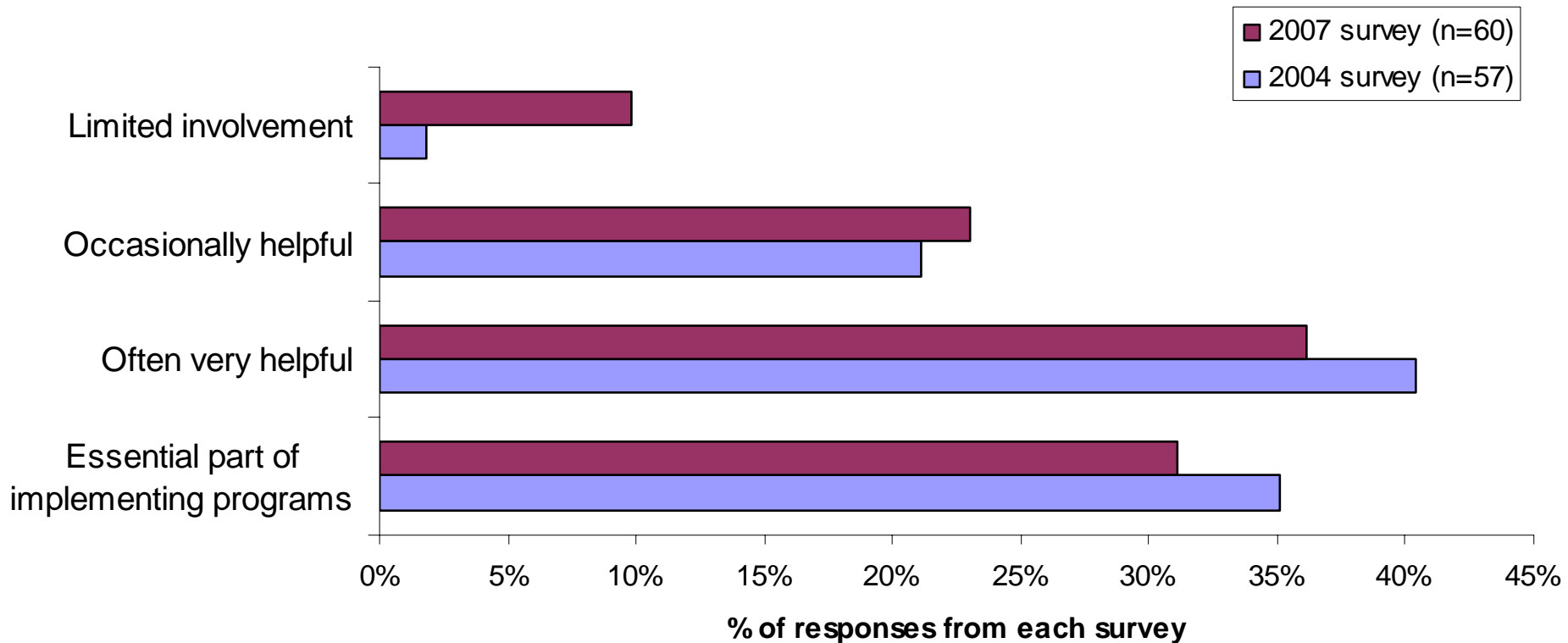


Police as a partner

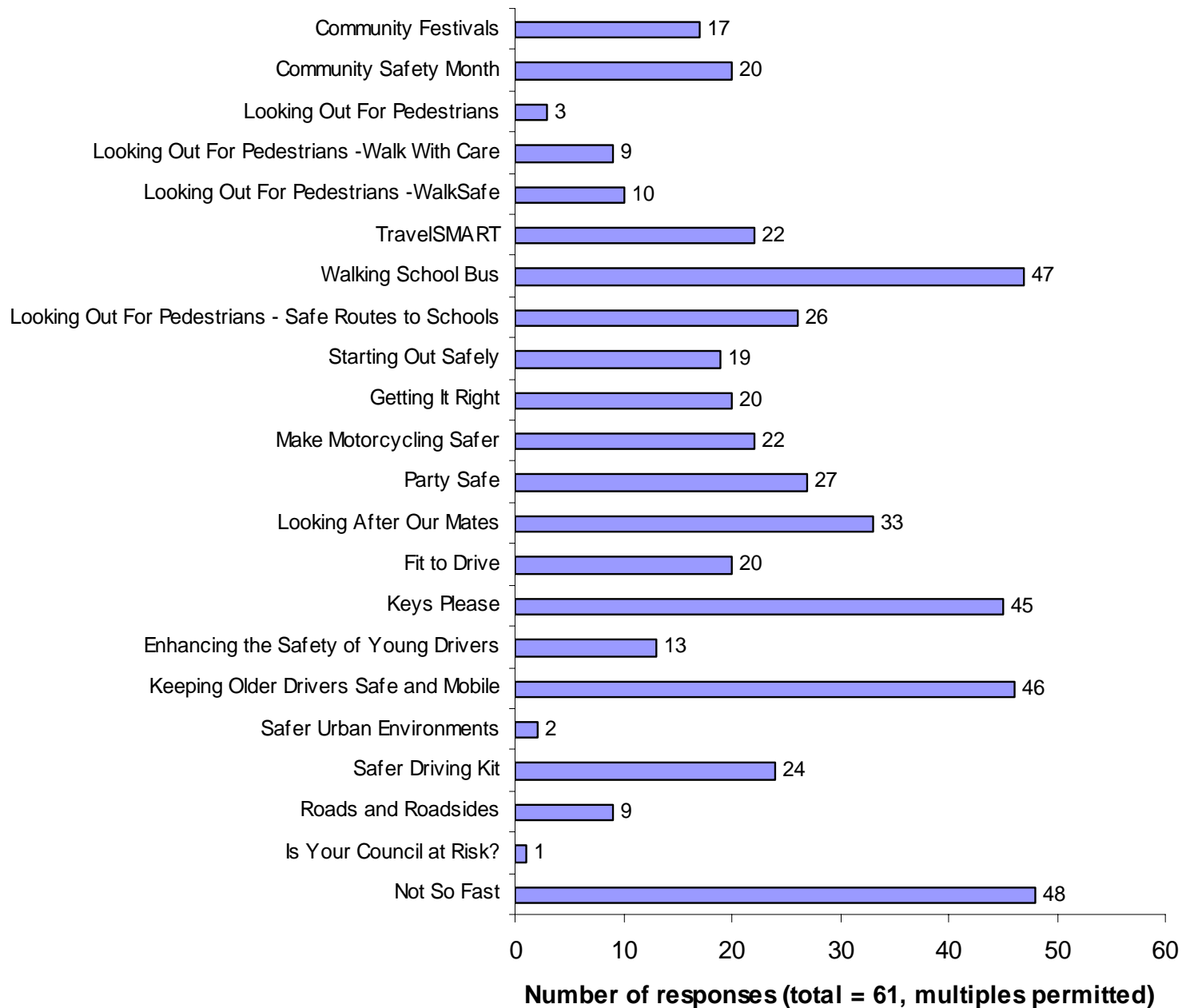
Police as a partner in local road safety programs



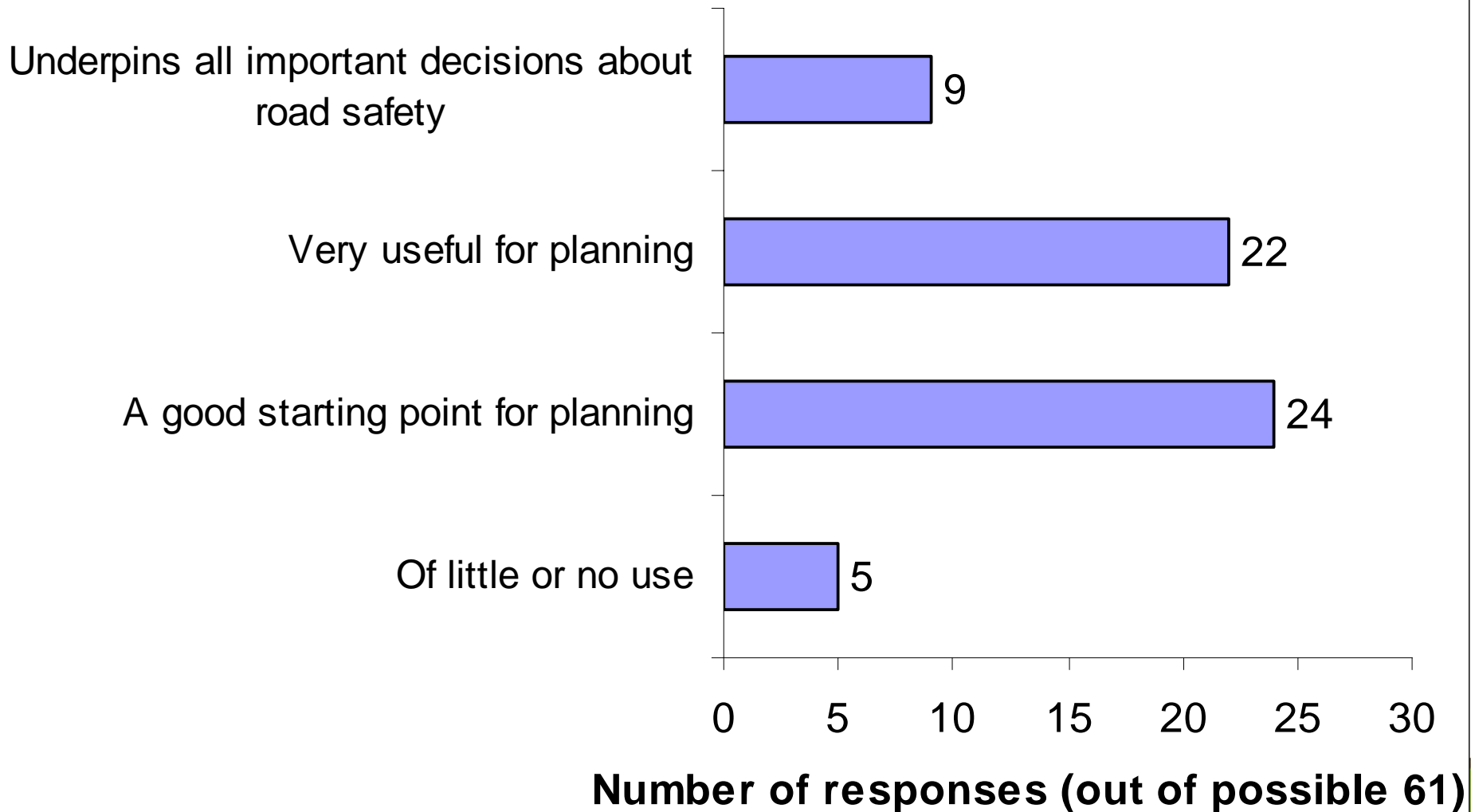
VicRoads Regional staff as partners in helping Council to develop and implement road safety programs



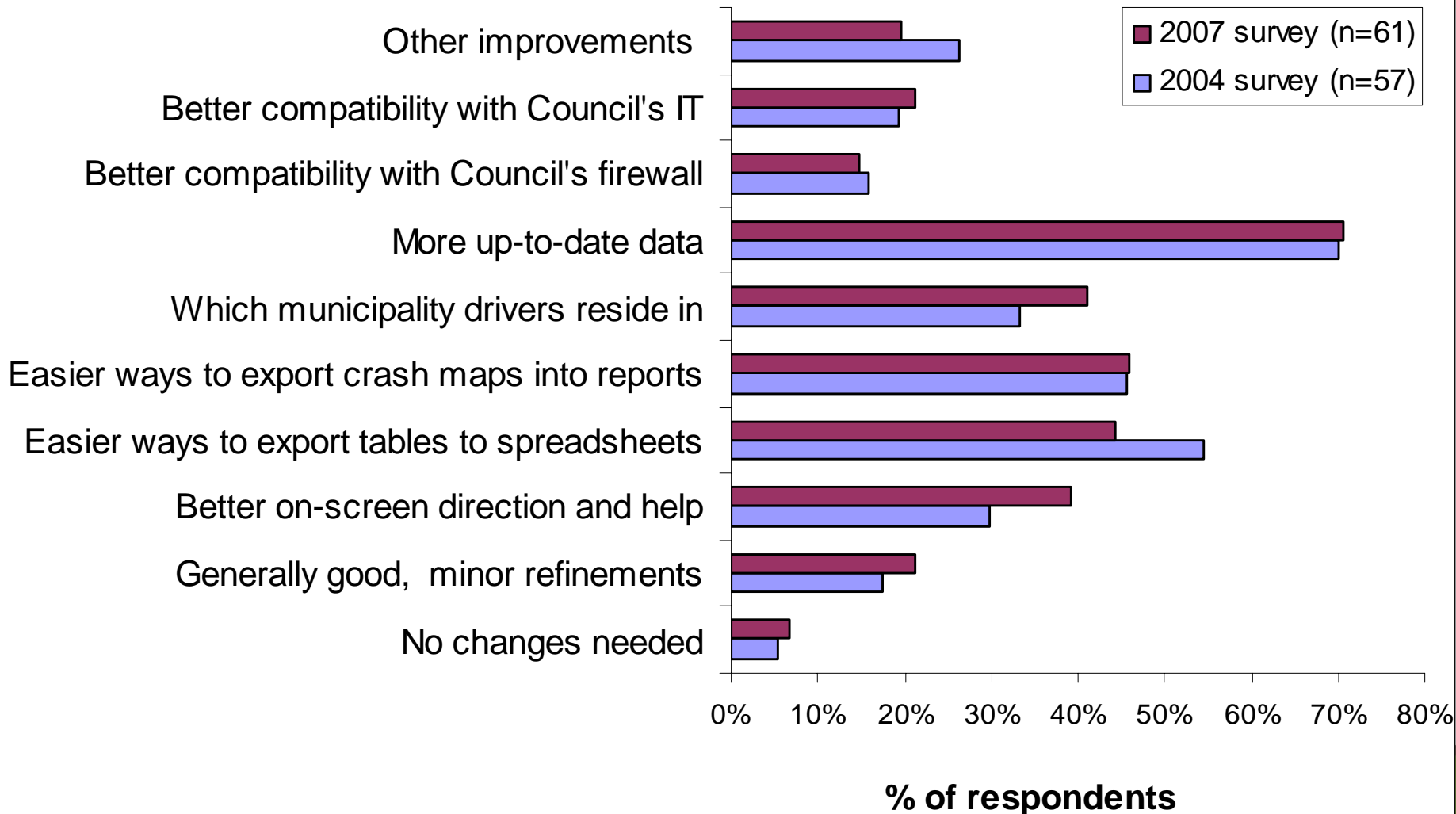
Programs that have been implemented within your municipality in the past 3 years



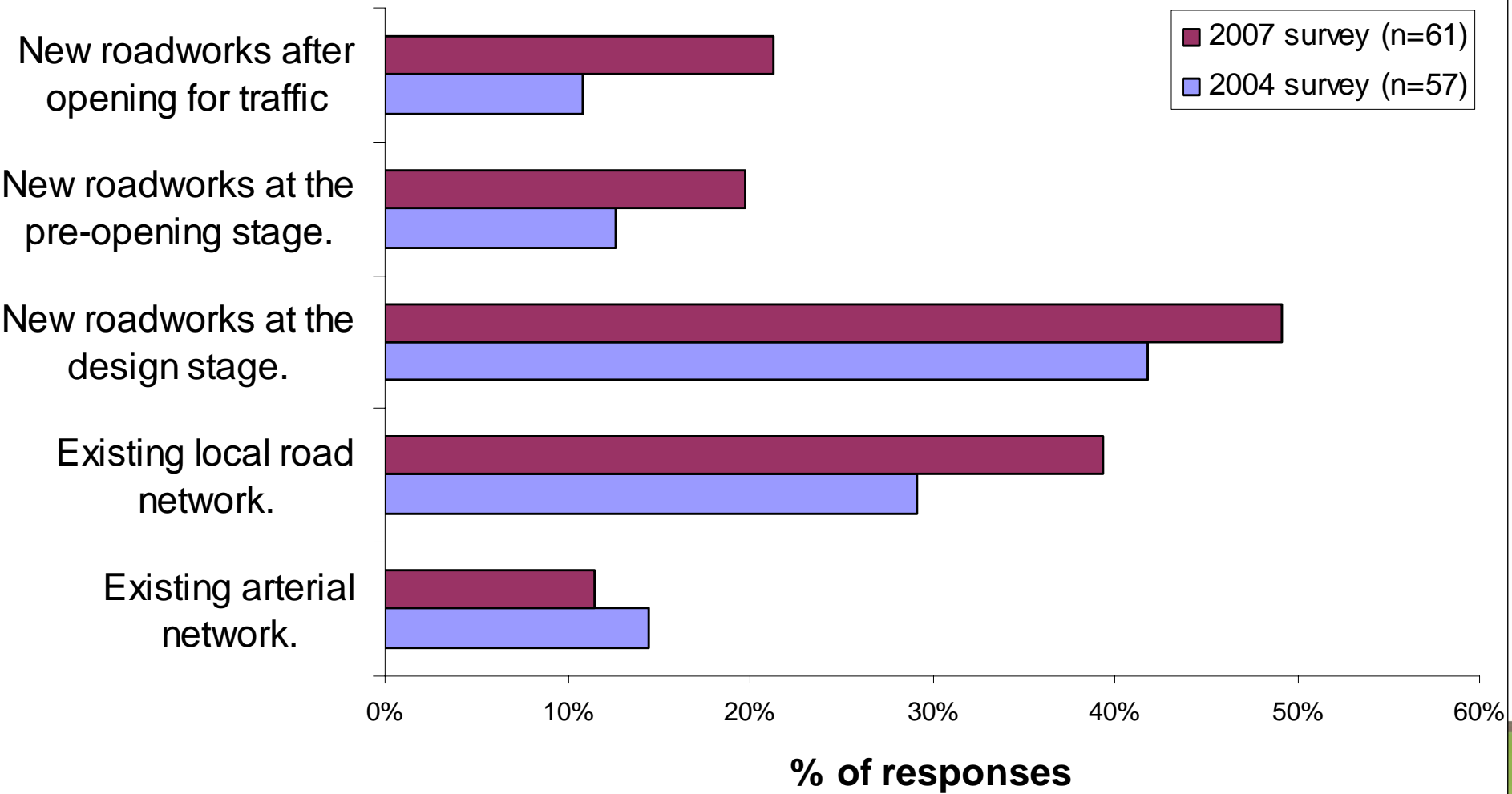
Usefulness of the data that internet CrashStats can provide for your municipality



Suggested improvements to CrashStats - comparison with previous survey

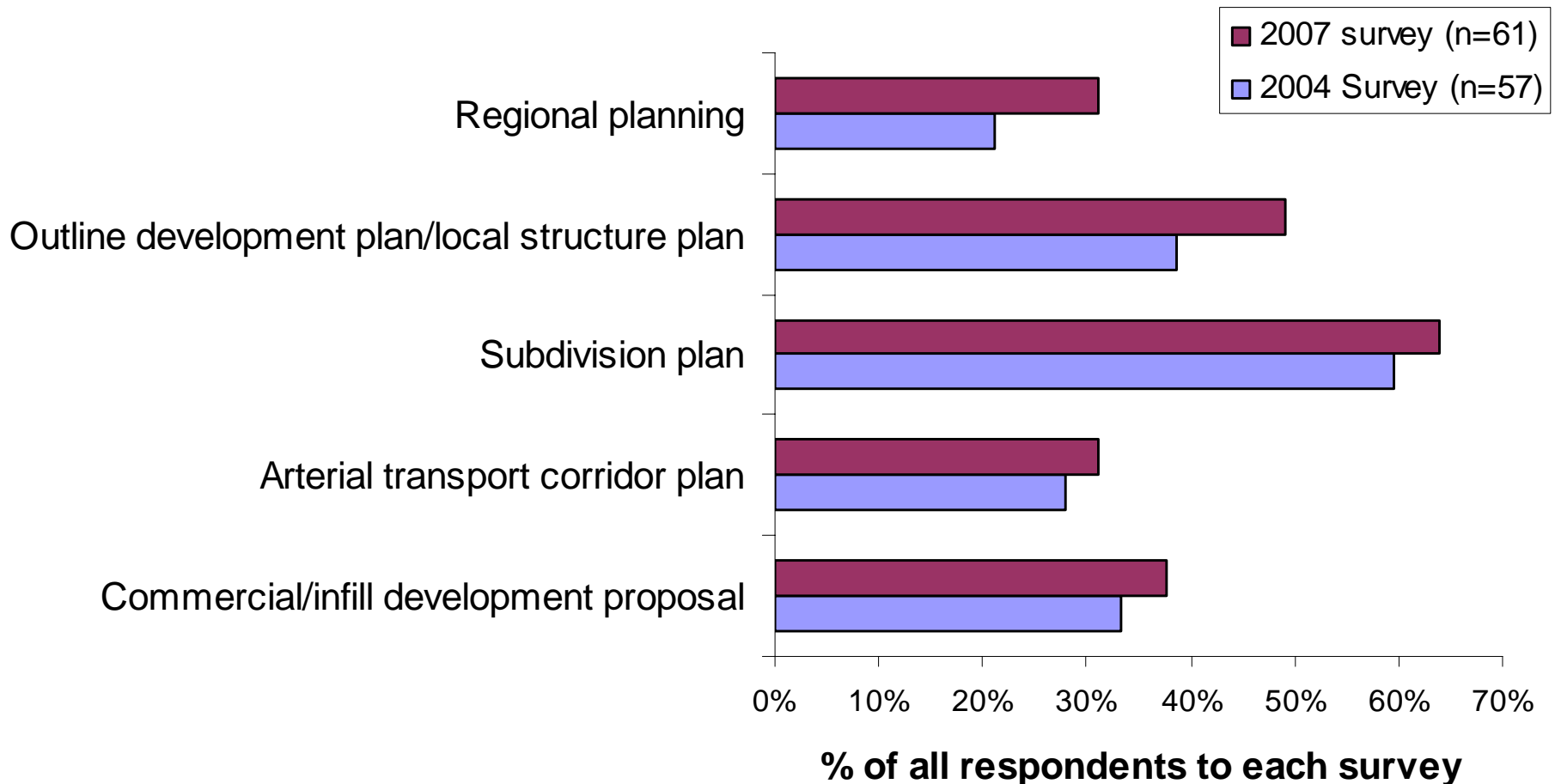


Parts of the road network that Councils are auditing - comparison with previous survey

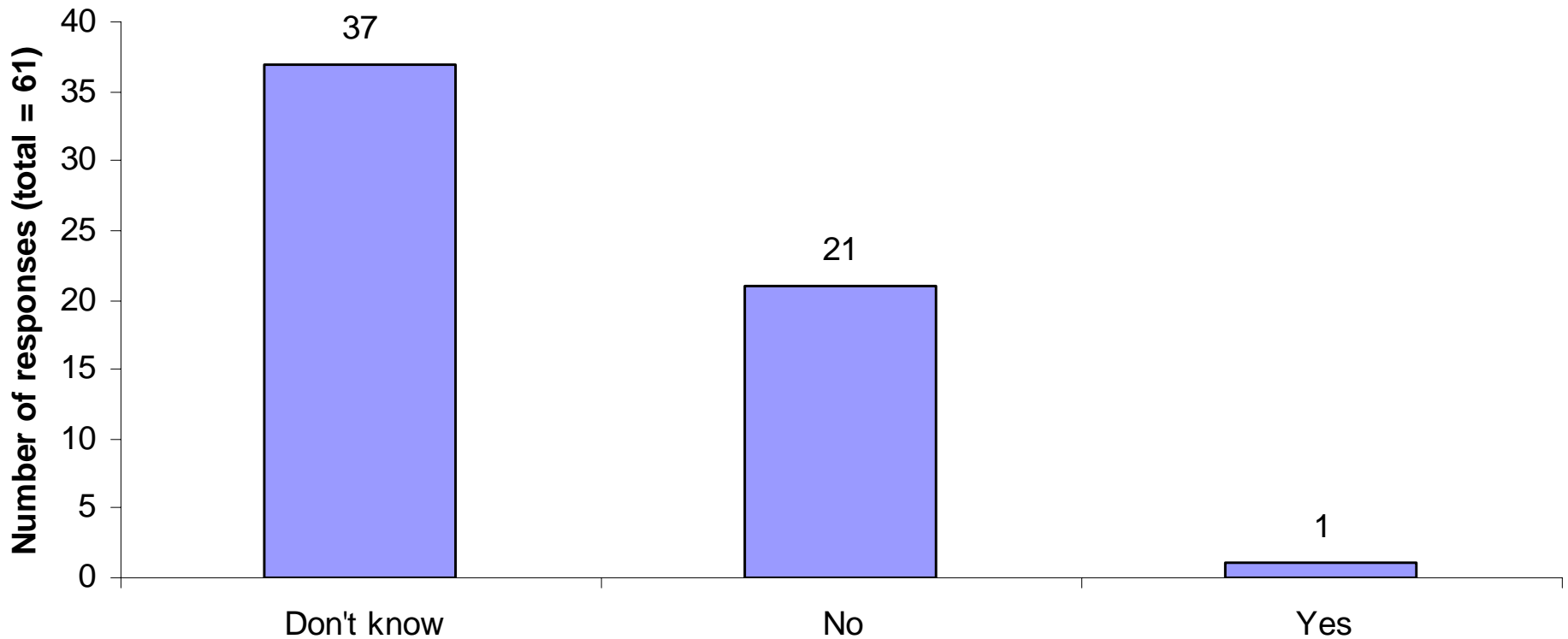


Road safety in land use planning

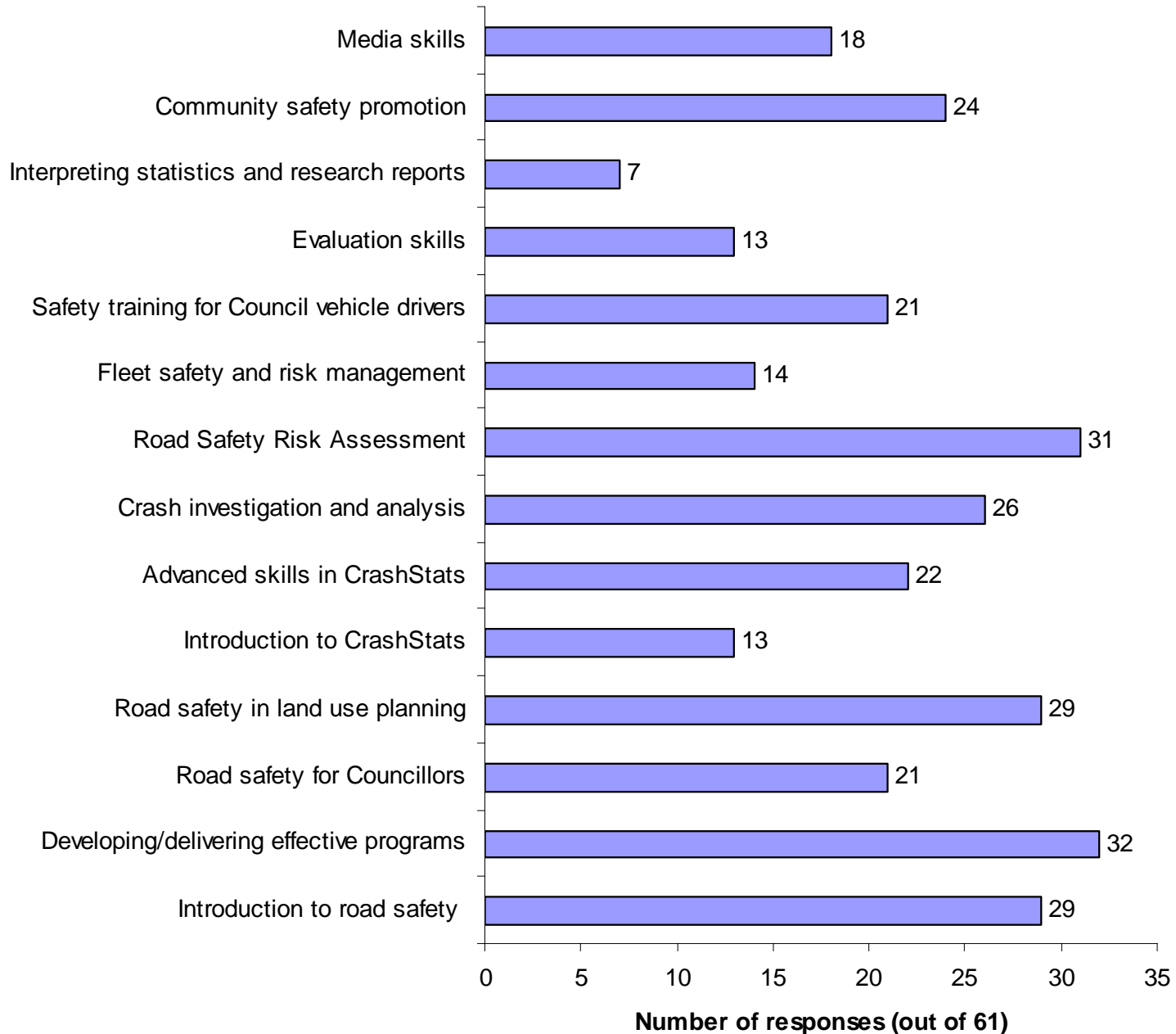
Respondents agreeing that road safety is adequately incorporated - comparison with previous survey



Have elements of the package "Safer Urban Environments" been formally incorporated into Council's land use planning instruments and processes?

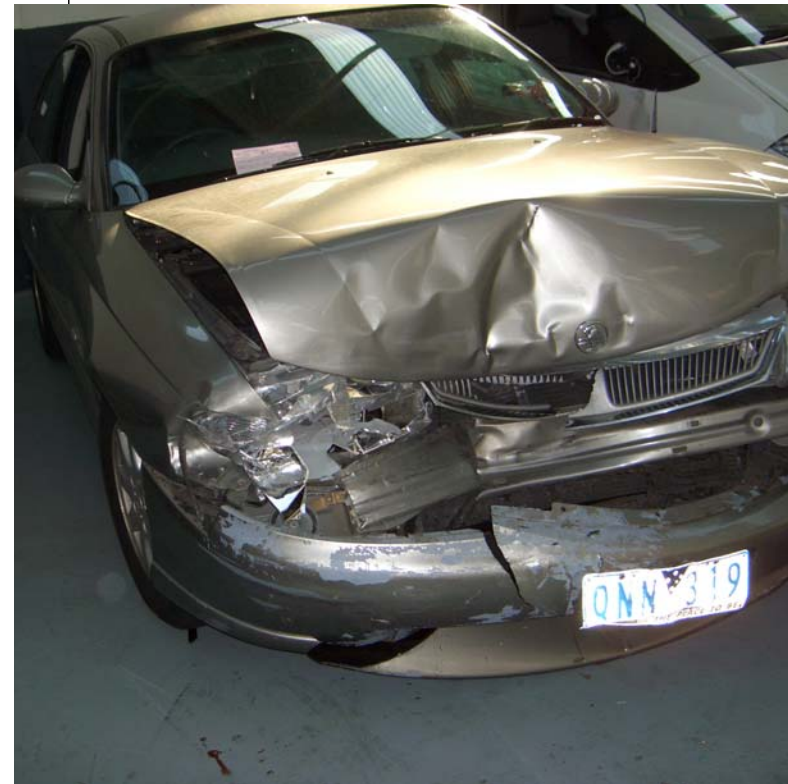
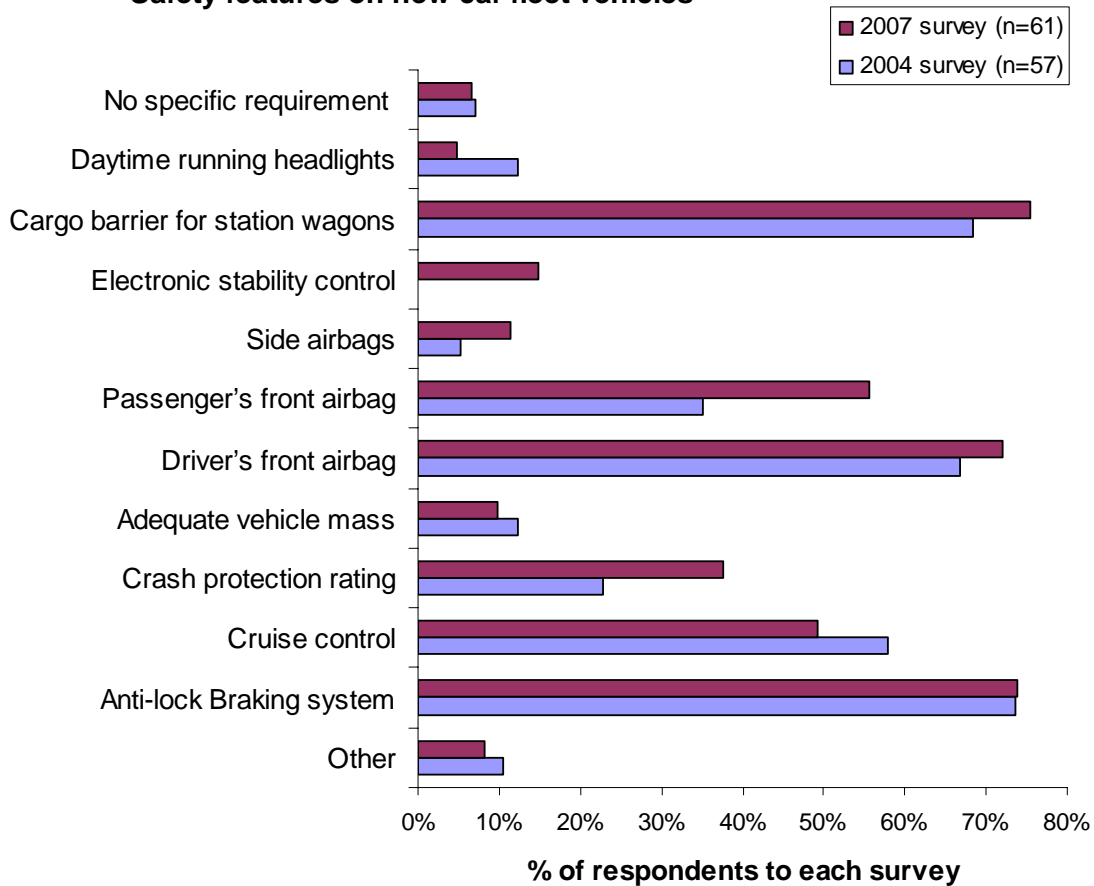


We would like access to training on these topics

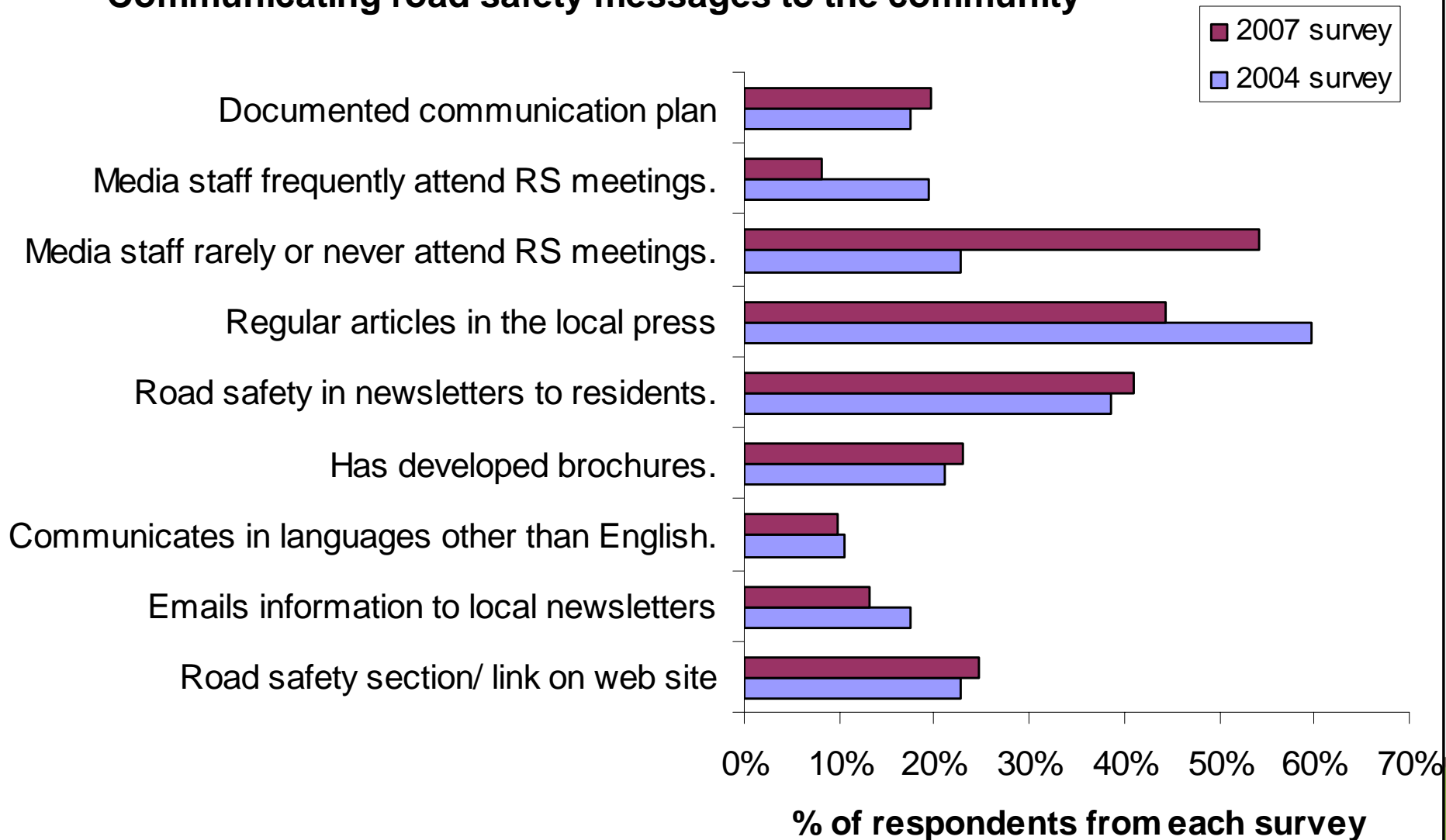


Safety features on Council cars

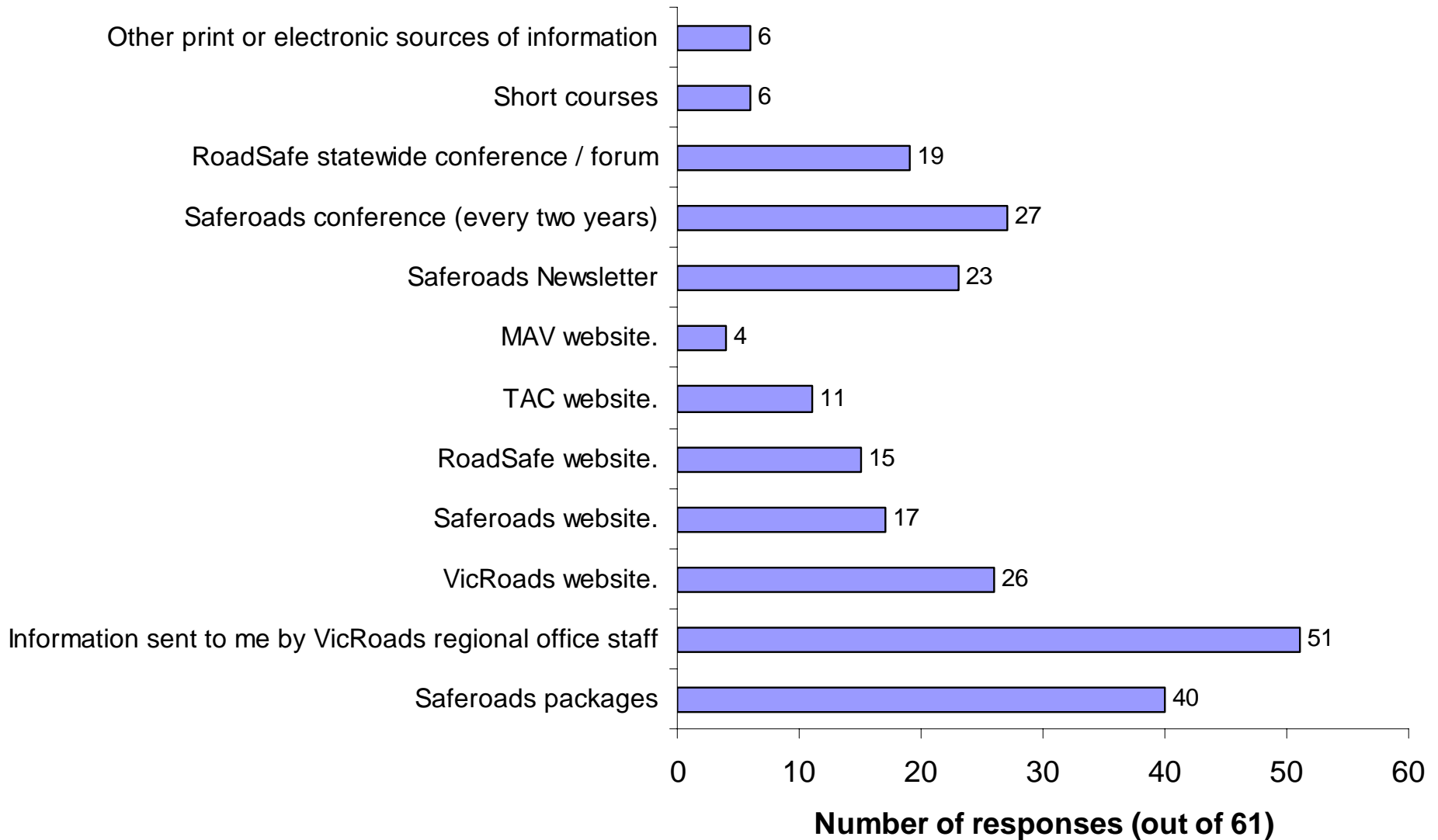
Safety features on new car fleet vehicles



Communicating road safety messages to the community



How do you obtain information about road safety programs and their rationale?



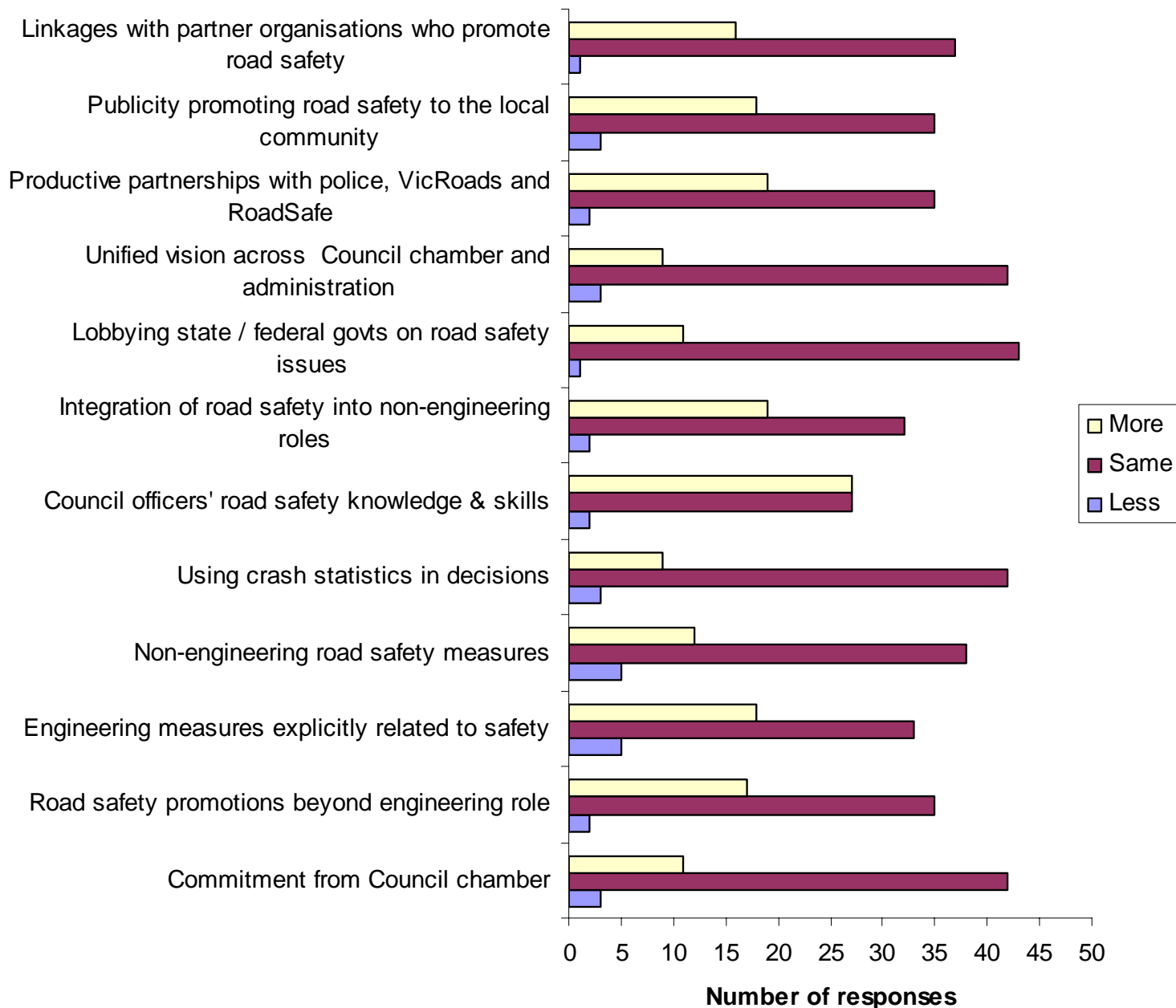
Current priorities

- Speed / supporting 50 kph
- Traffic safety around schools
- Young drivers / Fit To Drive / 120 hours supervised practice
- Run off road / single vehicle / roadsides / road widening / shoulder sealing / guard rail / tree removal
- Pedestrian safety general
- Blackspots, grey spots
- Review / develop / implement Road Safety Strategy
- Local area traffic management (LATM)
- “Hoon” driver programs
- Motorcycle safety
- Walking/riding school bus, walk to school

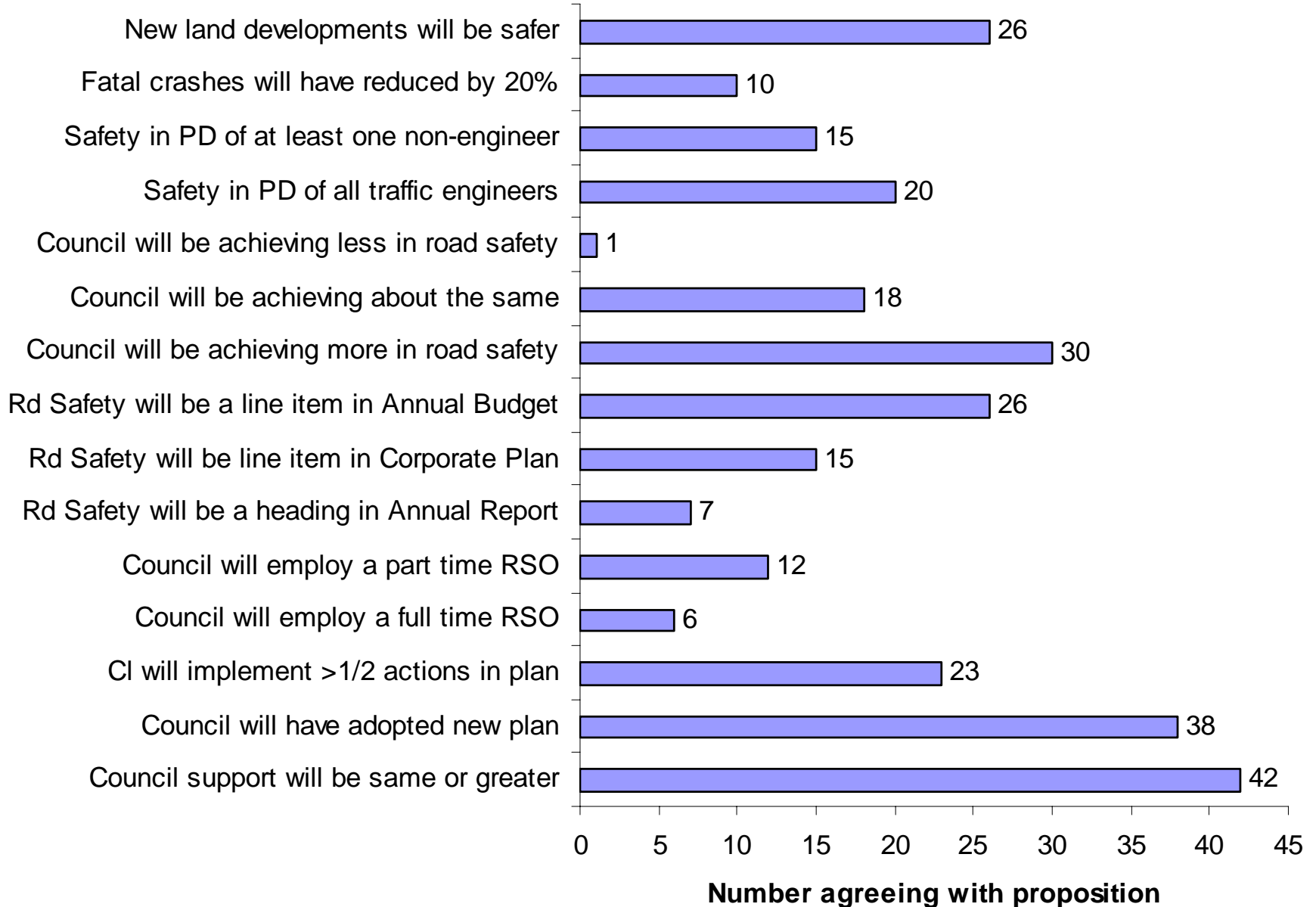
Barriers to road safety improvement

- By far the most common response was **limited resources** – human and/or financial:
 - For implementing road safety strategies and programs.
 - For road improvements.
 - Most of the responsibility for additional resources was seen as a state government responsibility.

Level of Council activity in early 2007 compared to early 2004



Looking forward three years



Conclusion

- The level of activity in road safety in local government has been sustained, and has improved in some ways on previous surveys.
- However, the efforts of some councils appear to be approaching the maximum capacity achievable with their current level of resources.

Conclusion

- There is road safety activity occurring, to some extent, in almost all of the councils who responded to the survey.
- Some of the smaller and more remote councils are struggling to find resources to allocate to road safety.
- The metropolitan and larger rural councils are generally quite active in road safety promotion, including both infrastructure improvements and community based road safety promotion programs.

Conclusion

- A major challenge for the Saferoads partners is to develop more effective ways of working with remote rural councils to improve road safety programs, taking into account the limited size of these organisations, and the time it takes for staff to travel to Conferences, training sessions and RoadSafe meetings.

