

- Mentors come from a range of backgrounds and have varied motivations.
- All stakeholders felt there were very positive outcomes across road safety, self esteem, life skills and goal direction.
- The partnership model, one-to-one mentoring, coordinator support, vehicle accessibility and community goodwill all contribute to the program's success.

Conclusion

The L2P – learner driver mentor program has gained very high community acceptance, with take-up spanning 60 local government areas across Victoria. A number of additional local government areas have indicated they would access L2P if funds were available.

The partnership approach between government, community and local businesses is a key strength of the L2P program. It has fostered community acceptance and commitment to L2P, ensured broad reach and provided valuable support for the establishment and ongoing operation of local L2P programs.

L2P is providing opportunities for learner practice and licensing, but has other benefits for disadvantaged community members including improved road safety, social and employment outcomes.

The L2P model is adaptable across a range of community groups, and works well if key success factors are present.

Acknowledgements

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The 'Yalgoo Experience': applying the safe system approach in a remote setting.

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Introduction

Local governments are important players in road safety as road transport system designers, operators and managers. Local governments are well positioned to positively influence road safety outcomes as leaders and influencers in their local communities. *Towards Zero*, the WA road safety strategy 2008-2020, recognises the part local governments play in the shared responsibility approach to road safety [1].

The Shire of Yalgoo is one of 141 local governments in Western Australia, located in the Mid-west region approximately 524 km north-east of Perth. The Shire of Yalgoo is a small remote local government covering an area of 33,528 km with a population of 242. The shire is responsible for design, operation and management of 115km of sealed roads and 1,126 km of unsealed roads [2].

In the period from 1995-2004 non-metropolitan Western Australia recorded 7,876 serious injury crashes including 22 serious injury crashes in the Shire of Yalgoo. The Midwest Region in which the shire of Yalgoo is located is over represented in the KSI rate with 180.8 people killed and seriously injured per 100,000 population compared to the state average of 134.4 people killed and seriously injured per 100,000 population [3].

The Western Australian road network ranks as one of the worst in the country in terms of deaths per 100,000 population with 8.7 deaths per 100,000 compared to the Australian average of 6 deaths per 100,000 population. Non-metropolitan Western Australia is significantly worse than the rest of Australia with over 20 deaths per 100,000 population (Figure 1). *Towards Zero*, the WA road safety strategy 2008-2020, recognises that we should not accept any death or serious injuries on our roads and aspires to a

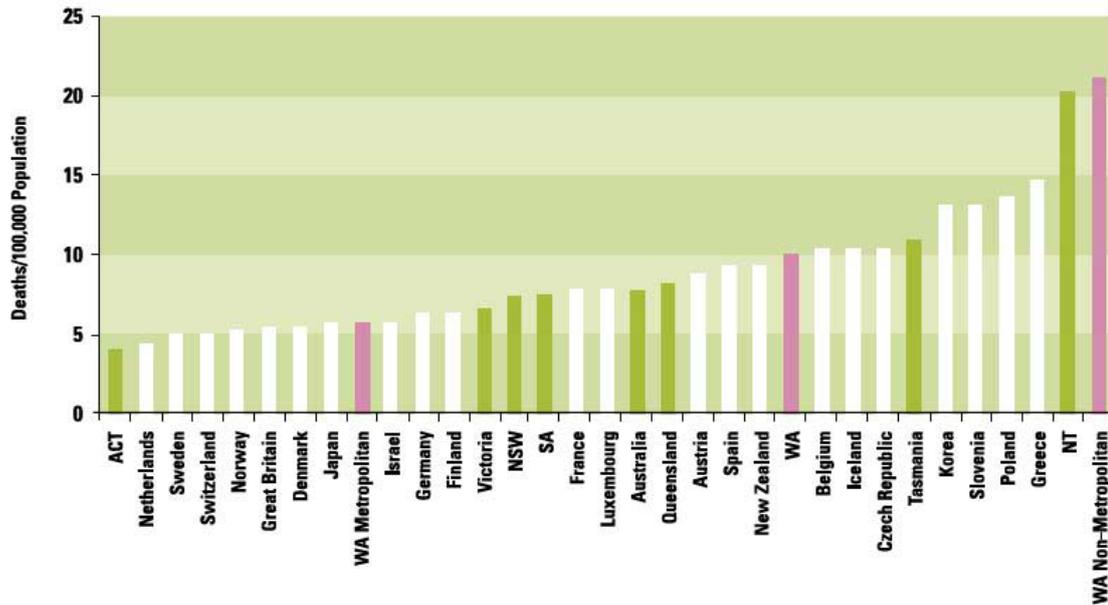


Figure 1: WA deaths per 100,000 population in comparison to other jurisdictions [1]

long term vision of a road transport system where crashes resulting in death or serious injury are virtually eliminated [1].

Towards Zero is underpinned by the safe system approach to road safety. In creating a Safe System we recognise it is perhaps not possible to eliminate all crashes, but instead we should aim to prevent crashes that result in death and serious injury. The Safe System recognises that we make errors and we need to build a road transport system that allows for human fallibility and people simply making mistakes. Taking a holistic view of the road transport system the safe system approach looks at the interactions between travel speeds, roads and roadsides, vehicles and road users. The Safe System uses a shared responsibility approach in that everyone is responsible for road safety [1].

Method

The Shire of Yalgoo identified an issue regarding pedestrian safety on the Geraldton Mount Magnet Road, which passes through Yalgoo. The road is controlled by Main Roads Western Australia and is used by a number of heavy haulage operators servicing mine sites east of Yalgoo.

A meeting of relevant stakeholders and community members was called by the Shire of Yalgoo on 6 October 2010 to discuss the issue and identify collective actions to be commenced by the appropriate stakeholder. Prior to the meeting the Shire of Yalgoo had a strong relationship with heavy haulage companies, state government agencies and mining companies with operations east of Yalgoo. These strong relationships and a positive community attitude

towards road safety issues in the shire of Yalgoo was a key to the positive and proactive approach taken in addressing the road safety issues identified.

The meeting followed the OLA approach, which was developed in Sweden. The OLA approach encourages all parties to provide objective data from their area of expertise, jointly work as a team to *list the opportunities* to overcome the concern, and then develop an *action, responsibilities and timeline plan* and implement to deliver the required road safety outcomes. A key to the success of the OLA approach is strong community and stakeholder participation, which was the case in Yalgoo.

During this process the stakeholders were presented with objective data from Main Roads, WALGA RoadWise Program, Shire of Yalgoo and heavy haulage companies. The objective data presented outlined the *Towards Zero* strategy and the safe system approach to road safety specifically focusing on human fallibility (i.e. there are physical limits to the amount of force our bodies can take before we are injured), creating a road transport system that protects road users from violent forces and safe speeds for conflicts between road users. Table 1 outlines safe speeds for conflicts between road users.

Main Roads WA presented the meeting with information on speed limit setting, road design and possible safe roads and roadside solutions that can be used in remote areas. Main Roads WA controls all speed limits setting in Western Australia and has a specific policy in regard to setting speed limits in WA.

Table 1. Safe speed thresholds for different types [1]

Road type	Safe speed (km/hour)
Possible conflict between cars and unprotected users	30
Possible side-on conflict between cars	50
Possible frontal conflict between cars	70
No possible frontal or side-on conflict between road users	≥100

The Shire of Yalgoo outlined the actions that had been taken so far, a background to the issue for the relevant stakeholders and previous consultation with relevant stakeholders to bring all parties up to speed with the current status of the issue. The heavy haulage companies also outlined actions that have already been taken to address community concerns regarding the issue of pedestrian safety in the township of Yalgoo. These actions included the heavy haulage companies implementing a speed limit of 60km/h for all of their vehicles through the township of Yalgoo, conducting road safety education with the children at Yalgoo Primary School and controlling the release of heavy vehicles from port and mine sites to have 30 minute gaps between vehicles.

Following the presentation of objective data to the stakeholders and community a list of opportunities to address the issue was created by the meeting. The list was discussed and reviewed as to what is realistically possible and what needed to be delivered to ensure the required road safety outcomes were achieved. These actions were then noted and distributed to all stakeholders and the Yalgoo community to progress. The action, responsibilities and timeline plan provided a framework to address the pedestrian safety issue on the Geraldton Mount Magnet Road.

Results

Pedestrian safety in the shire of Yalgoo has been progressed by stakeholder and community participation in addressing the issue and agreeing to implement or investigate a number of actions. Since the meeting a number of developments have occurred and many of the actions outlined have been completed.

The majority of actions identified in the actions, responsibilities and timeline plan (summarised in Table 2) have been completed or have been progressed by the relevant stakeholder. The distribution of a contact list for heavy haulage companies to report any dangerous driving and/or offensive language and behaviour has been completed by the Shire of Yalgoo. The WALGA RoadWise program has provided information to the Shire of Yalgoo regarding the acquisition of a speed display trailer from the community road safety grants program as well as assistance

in completing the grant application. The grant application is still in the process of being completed and Crosslands resources have hired a speed display trailer for the Shire of Yalgoo to use.

A pedestrian maze and signage at the intersection of Geraldton Mount Magnet road and Gibbons Street has been added to the forward capital works plan by the Shire of Yalgoo. The pedestrian maze has been budgeted for the 2011-2012 capital works program subject to main roads approval. An upgrade to Gibbons Street has also been included in the Shire of Yalgoo's forward capital works plan, which includes the provision of footpaths on all side streets leading to Gibbons Street. Main Roads WA have installed rumble strips on the entry and exit to the township of Yalgoo on the Geraldton Mount Magnet road as an audible warning to alert drivers of the township. Main Road WA has also improved the delineation of the road by line marking the edge of the road and line marking double white lines down the centre of the Geraldton Mount Magnet Road within the town boundaries.

Road safety articles are included each month in the Yalgoo "Bulldust" newsletter to remind the community of the importance of road safety. School Drug Education and Road Aware (SDERA) have been working closely with the Yalgoo primary school in relation to road safety and have run the Challenges and Choices program, living with heavy vehicles program and Smart Steps program with the school.

The Yalgoo community and relevant stakeholders have committed to improving road safety in the Shire of Yalgoo and will continue to work together in addressing pedestrian safety on the Geraldton Mount Magnet Road through the Shire of Yalgoo.

Discussion

Towards Zero provides a framework for improving road safety within Western Australia and outlines a number of specific initiatives to be implemented in regional and remote Western Australia under each of the four cornerstones. Specific initiatives outlined under the safe roads and roadsides cornerstone include lighting and path definition around indigenous communities and separation of pedestrians from traffic in remote areas. Under the safe

Table 2: Summary of Actions

What	Why/Comment	Cornerstone	Who (agency)	Time frame	Status
Prepare & distribute a list of 24 hour contacts for haulage companies	For complaints about dangerous driving and/or offensive language/behaviour	Safe Road Use Safe Vehicles	<ul style="list-style-type: none"> Haulage Companies to email contact details to pa@yalgoo.wa.gov.au Shire to Prepare & distribute list 	Short Term	Completed
Put road safety articles in Bulldust(Shire of Yalgoo newsletter)	Email articles to Shire pa@yalgoo.wa.gov.au	All cornerstones	All agencies	ongoing	Ongoing
Model safe behaviours such as using the footpath	Children learning through repetition and observation	Safe road use	Community	ongoing	Ongoing
Educate children about road safety	E.g.: walking school bus, use of traffic course opposite school, road-train visits	Safe road Use	School Haulage Companies	Ongoing	Ongoing
Obtain a Speed Display trailer	Ruth Burmeister indicated that she is preparing a funding submission to the WALGA RoadWise program for child car restraints and could include the speed display trailer	Safe Speeds	Centacare to add speed display trailer to submission WALGA RoadWise Program to assist with grant submission	Short Term	Grant application currently in development with the assistance from the WALGA RoadWise Program
Audit Signage on town approaches and replace signage as required	Ensure signs are modern and clearly visible to drivers (some are old and due for replacement)	Safe roads and roadsides	Main Roads	Medium Term	
Double white lines on Geraldton Mt Magnet Rd through Yalgoo	Address the issue of overtaking through town when vehicles are slowing down	Safe Roads and roadsides	Main roads	Medium Term	
Edge Lining on Geraldton Mt magnet road through Yalgoo	Give better visual delineation of road edge to drivers and pedestrians	Safe Roads and roadsides	Main Roads	Medium Term	
Install rumble strips on town approaches	Calm traffic speeds and alert motorists of the town area	Safe Roads and Roadsides	Main roads	Medium term	Completed
Monitor Speeding Traffic	Drivers have been seen speeding through Yalgoo particularly in the morning and around 4-630pm, community to report to police	Safe Speeds Safe road Use	Police Community	Ongoing	Ongoing – police perform regular enforcement in & around the Yalgoo
Apply for funding to introduce footpaths consistently in Yalgoo particularly main roads (Gibbons Street, Henty Street)	Improve pedestrian safety by keeping pedestrians off the road	Safe Road Use	Shire	Medium term	
Events traffic Management – applications to Main roads for reduce speed during events	Reduce speed of through traffic when there are specific events such as gymkhana and races	Safe Speeds	Shire	As Required	
Install pedestrian maze at intersection of gibbons St and Geraldton Mount Magnet Road, consider additional treatments such as lighting, fencing and pedestrian island	Better separation of pedestrians from vehicle traffic when crossing, visual warning to drivers of pedestrian presence	Safe roads and roadsides	Shire	Long Term	Budgeted in Shire of Yalgoo's forward works plan for 2011/2012 financial year
Major long term project to install lighting and median strip as part of gibbons Street Beautification project	Work towards achieving reduction of speed through Yalgoo and increased pedestrian safety	Safe Roads and Roadsides	Shire	Long Term	Added to Shire of Yalgoo's Works Plan – currently un budgeted
Youth Centre	Creating a safe place for children to play		Shire	Long Term	Liaison with appropriate stakeholders to develop

speeds cornerstone, fine tuning of speed limits in and around remote centres is outlined as a specific initiative for regional and remote areas. The incorporation of these specific initiatives as well as the initiatives outlined for all of Western Australia in *Towards Zero* into the actions, responsibilities and timeline plan from the meeting in Yalgoo demonstrate that the safe system approach can be applied to a remote setting [1].

Overall the approach to pedestrian safety in the township of Yalgoo was a positive step in the right direction however the process and approach used can always be improved. The information provide to the meeting by relevant stakeholders was relevant but not comprehensive. A holistic approach to removing death and serious injury on the Shire of Yalgoo road network would take into consideration all crash types. Pedestrian safety within the Shire of Yalgoo is a minor issue and an in depth analysis shows single vehicle run-off-road crashes to be the main cause of serious injury and death.

A longer lead time would allow for the preparation of a comprehensive objective data set to provide a detailed background of the issue. For example, a road safety audit could have been conducted on the road section which would have assisted in identifying a number of technical issues. A stronger explanation of the safe system approach would also have added value and improved the outcomes from the meeting. One other consideration is the inclusion of a number of other agencies and community members to strengthen the community and agency support for action on the issue.

The actions in the meeting highlight short, medium, long term and ongoing actions which provide a framework to improve pedestrian safety in the shire of Yalgoo. The framework is aligned to *Towards Zero*, and will be actioned over a number of years. Due to the long term actions outlined the success of the framework will not be known for some time but many of the short term actions on the framework have already been actioned. Community involvement and support has been a key factor in the process to date and the high level of community and agency participation shows a shared responsibility for road safety in the Shire of Yalgoo.

Conclusion

The use of the OLA Process has highlighted that the safe system approach to road safety can be applied in a remote setting. Key to the success of any road safety initiatives in remote areas is community and agency participation as well as strong leadership from one agency (in this case the Shire of Yalgoo).

References

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The Advantages of the National Road Safety Council as an Independent National Body promoting road safety in Australia

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Abstract

In Australia, the accountability for, and management of, road safety rests almost entirely with the states and territories. In order to promote road safety more effectively and nationally, the jurisdictions work together in several ways, including the National Road Safety Executive Group, and the creation of National Road Safety Strategies each covering periods of a decade. Critical national advocacy

groups already exist, including the Australasian College of Road Safety, ANCAP, and the Australian Automobile Association (AAA). In addition, the states, territories, and Commonwealth Governments agreed to create the National Road Safety Council (NRSC), an independent body working at the national level for road safety, but with funding from all the jurisdictions. This paper identifies advantages of this body in advancing road safety, and considers the best ways for the NRSC to move forward.