Regional Road Group and Black Spot Survey Report

September 2018

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1.0 Introduction

This report presents the results of the Regional Road Group (RRG) and Black Spot Survey conducted by The Western Australian Local Government Association's (WALGA) RoadWise Program in September 2017.

The survey was developed to obtain feedback on RoadWise's role in the Black Spot program and the impact of recent changes to road safety auditor accreditation.

The *State Black Spot Program Development and Management Guidelines* describe the requirements for the development and management of projects for inclusion in the State Black Spot Program. These guidelines also outline how WALGA's RoadWise Program can provide assistance to RRG's and Local Governments when submitting Black Spot nominations (MRWA, 2016).

An internal RoadWise process identified the need to review the current level of knowledge and application of the *State Black Spot Program Development and Management Guidelines* and the skills required of RoadWise officers to assist Local Governments in the Black Spot nomination process.

Following recent changes to the accreditation of road safety auditors, the survey also provided the opportunity to explore the level of awareness and impact of the new requirements for Local Governments in conducting future road safety audits on Local Government roads to support Black Spot nominations.

2.0 Background

There are 10 RRG's in WA, established under the State Road Funds to Local Government Agreement which is overseen by the State Advisory Committee (SAC). RRGs are comprised of Elected Members and staff from each Local Government within the road group area and are important in providing Local Government with a voice in how the State Government's contribution to local roads is spent. Each RRG is administered by staff from MRWA.

The State Black Spot Program, which started in 2000, is an annual State Government funded program that aims to improve road safety across WA to reduce road crashes by targeting locations and lengths of roads that have a higher than average crash rate. The program also provides funds to eliminate potential hazardous locations. Black spots and black lengths are selected on the basis of recorded crash history, while potentially hazardous locations are selected on the basis of formal road safety audits. While this report focuses on the role of RoadWise as described in the *State Black Spot Program Development and Management Guidelines* it is acknowledged that there is some overlap in processes associated with the National Black Spot Program.

3.0 Aim

The survey aim was to:

1. Obtain feedback from Local Governments on WALGA's RoadWise current and future role in RRGs.
2. Assess the impact of recent road safety auditing accreditation requirements for Local Governments in Western Australia (WA).

The information collected from this survey will be used to guide some of the functions of WALGA's RoadWise team with regards to RRGs and the Black Spot Program going forward.

4.0 Methodology

All RoadWise Road Safety Advisors were asked to provide email addresses of members of Regional Road Groups and Local Government employees in their region.

Survey Monkey was used to prepare a survey and a link was sent out to all email addresses provided by the RoadWise Road Safety Advisors in September 2017, inviting them to complete the survey. A copy of the survey can be found at Appendix A.

A total of 313 Elected Members and officers were directly emailed the survey monkey link. The survey remained open for four weeks and two reminders were sent. A total of 115 responses (36%) were received.

5.0 Results

5.1 Regional Road Group

Respondents were asked to indicate which Regional Road Group they belong to. Table 1 below shows responses were received from every Regional Road Group in WA.

Region	%	Number
Gascoyne	2.61%	3
Goldfields-Esperance	6.09%	7
Great Southern	15.65%	18
Kimberley	3.48%	4
Metropolitan	11.30%	13
Mid West	8.7%	10
Pilbara	5.22%	6
South West	16.52%	19
Wheatbelt North	21.74%	25
Wheatbelt South	8.7%	10
Total	**100%**	**115**

Table 1: Where Regional Road Group respondents were from

The largest number of surveys were from the Wheatbelt North region with 25 (21%) followed by South West with 19 (16.5%) and the Great Southern with 18 (15.5%).

5.2 Position within Local Government

To gain an understanding of who completed the survey, respondents were asked to indicate their position within their Local Government. Responses were received from 71 (61.74%) Local Government officers, 24 (20.87%) CEOs of Local Government and 20 (17.39%) Elected Members (see table 2).

Position	%	Number
CEO of a Local Government	20.87%	24
Elected Member (Councillor)	17.39%	20
Local Government officer	61.74%	71
Total	100%	115

Table 2: Position within Local Government

5.3 Extent of involvement in Regional Road Group and Black Spot nominations

Survey participants were asked to specify how they were involved in the preparation of Black Spot funding nominations. Table 3 below shows that 83 respondents said they contributed (all or part) to the preparation of Black Spot funding nominations, 44 indicated they commission or conduct road safety audits for their Local Government (LG) and 41 said they participated in the evaluation and prioritisation of regional Black Spot nominations. Respondents were able to tick more than one answer choice. Twenty four participants indicated they did not undertake any of the choices listed. Those respondents were automatically redirected to the final four questions of the survey.

Answer choice	Number
Contribute (all or part) to the preparation of Black Spot funding nominations for your LG	83
Commission or conduct road safety audits for your LG	44
Participate in the evaluation and prioritization of regional Black Spot nominations for your RRG	41
None of the above	24

Table 3: Extent of involvement in Regional Road Group and Black Spot nominations

5.4 Number of Black Spot nominations worked on

Participants were asked to specify, if they were involved in preparing Black Spot nominations, the number they had worked on. Of the 82 participants who answered this question (see table 4), 33 had worked on two - five nominations, 20 had worked on more than 11 and 16 had worked on six - ten nominations. This result indicates there is considerable experience within Local Government when it comes to completing Black Spot nominations.

Answer choice	%	Number
one	15.85%	13
2 - 5	40.24%	33
6 - 10	19.51%	16
More than 11	24.39%	20
Total	**100%**	**82**

Table 4: Number of Black Spot nominations worked on

5.5 Number of staff involved in completing Black Spot funding nominations

Respondents were asked to indicate how many staff within their Local Government were normally involved in completing Black Spot funding nominations.

Answer choice	%	Number
One	27.78%	25
2 - 3	66.67%	60
4 - 5	3.33%	3
More than 5	2.22%	2
Total	**100%**	**90**

Table 5: Number of staff involved in completing Black Spot nominations

Table 5 above shows that of the 90 respondents who answered this question, 60 (66.67%) said they have two - three staff involved in completing Black Spot nominations, 25 (27.78%) indicated they have only one staff member and five indicated more than four.

5.6 Ease/difficulty with completing a Black Spot nomination based on benefit cost ratio (BCR)/crash history

Survey participants were asked to rate their ease or difficulty with completing a Black Spot nomination based on crash history or BCR with regards to each of the following:

- Identification of eligible locations
- Using the tools (CARS, LINSEG)
- Completing the nomination form
- Identifying suitable treatments
- Calculating the BCR

A total of 79 participants completed this question (see table 6). Fifty eight percent of respondents found it either very easy or somewhat easy to identify eligible Black Spot locations with 20% finding it either somewhat difficult or very difficult.

Forty three percent of respondents found using the tools either very easy or somewhat easy, while 19% found them neither easy nor difficult to use. Approximately 20% of respondents found the tools somewhat difficult or very difficult to use.

	Very easy	Somewhat easy	Neither	Somewhat difficult	Very difficult	N/A	TOTAL
Identification of eligible locations	18.99% (15)	39.24% (31)	10.13% (8)	16.46% (13)	3.80% (3)	11.39% (9)	79
Using the tools (CARS, LINSIG)	11.39% (9)	31.65% (25)	18.99% (15)	15.19% (12)	5.06% (4)	17.72% (14)	79
Completing the nomination form	17.72% (14)	41.77% (33)	15.77% (12)	12.66% (10)	0.00% (0)	12.66% (10)	79
Identifying suitable treatments	8.86% (7)	46.84% (37)	13.92% (11)	15.19% (12)	2.53% (2)	12.66% (10)	79
Calculating the BCR	10.13% (8)	37.97% (30)	17.72% (14)	11.39% (9)	10.13% (8)	12.66% (10)	79

Table 6: Ease/difficulty with completing a Black Spot nomination based on BCR/crash history

Almost 60% of respondents found completing the nomination form either very easy or somewhat easy, 12% found the form somewhat difficult to complete. No participants found the form very difficult to complete.

With regards to identifying suitable treatments, 55% found this either very easy or somewhat easy while 17.5% found this either somewhat difficult or very difficult.

Calculating the BCR was either easy or somewhat easy for 48% of respondents while it was either somewhat difficult or very difficult for 22% of respondents.

5.7 Ease/difficulty with completing a Black Spot nomination based on road safety audit.

Survey participants were also asked to rate their ease or difficulty with completing a Black Spot nomination based on a road safety audit with regards to each of the following:

- Identification of eligible locations
- Using the tools (CARS, LINSEG)
- Completing the nomination form
- Forming an audit team
- Sourcing consultants for the audit team
- Cost of the road safety audit

	Very easy	Somewhat easy	Neither	Somewhat difficult	Very difficult	N/A	TOTAL
Identification of locations	18.99% (15)	44.30% (35)	12.66% (10)	6.33% (5)	0.00% (0)	17.72% (14)	79
Using the tools (CARS, LINSIG)	7.59% (6)	27.85% (22)	18.99% (15)	15.19% (12)	3.08% (3)	26.58% (21)	79
Completing the nomination form	13.92% (11)	45.57% (36)	13.92% (11)	6.33% (5)	2.53% (2)	17.72% (14)	79
Forming an audit team	12.66% (10)	30.38% (24)	17.72% (14)	12.66% (10)	6.33% (5)	20.25% (16)	79
Sourcing consultants for the audit team	17.72% (14)	41.77% (33)	12.66% (10)	8.86% (7)	3.08% (3)	15.19% (12)	79
Cost of the road safety audit	10.13% (8)	30.38% (24)	20.25% (16)	15.19% (12)	8.86% (7)	15.19% (12)	79

Table 7: Ease/difficulty with completing a Black Spot nomination based on a road safety audit.

A total of 79 participants completed this question (see table 7). Sixty three percent of respondents found it either very easy or somewhat easy to identify eligible Black Spot locations with only 6% finding it somewhat difficult or very difficult.

Thirty five percent of respondents found using the tools either very easy or somewhat easy, while 19% found them neither easy nor difficult to use. Approximately 18% of respondents found the tools somewhat difficult or very difficult to use.

Almost 60% of respondents found completing the nomination form either very easy or somewhat easy, 8% found the form somewhat difficult or very difficult to complete.

Forming an audit team was either very easy or somewhat easy for 43% of respondents, while 17% found it neither easy nor difficult and 19% found it either somewhat difficult or very difficult.

Sourcing consultants for the audit team was either very easy or somewhat easy for around 60% of respondents while 12% found it either somewhat difficult or very difficult.

The cost of the audit was found to be easy or somewhat easy by 40% of participants, 20% found it neither easy nor difficult while 24% said it was either somewhat difficult or very difficult.

Approximately 15% – 25% of respondents answered N/A in each area. These may relate to those participants who have not been involved in a Black Spot nomination based on a road safety audit.

5.8 Knowledge of the new road safety auditor accreditation requirements

Respondents were asked if they knew about the recent new requirements for Road Safety Auditors currently practicing in WA to become accredited. The survey included a link to the Institute of Public Works Engineers Australasia (IPWEA (WA)) portal so participants could view the new requirements.

Almost 57% of respondents reported that they did not know about the new requirements for Road Safety Auditors. Thirty five percent of those asked to get more information while approximately 40% said that they knew about the recent changes (see table 8).

Answer choice	%	Number
Yes	39.24%	31
No	21.52%	17
No, but I would like to know more or have more information about the changes	35.44%	28
Not sure	3.80%	3
Total	**100%**	**79**

Table 8: Knowledge of the new Road Safety Auditor requirements

5.9 Accredited Road Safety Auditors

Survey participants were asked how many accredited Road Safety Auditors their Local Government had under the new requirements. Table 9 below shows a total of 31 participants answered this question. Of those, 64% said they did not have any accredited Road Safety Auditors under the new requirements. Thirty two percent said they had one-two accredited with no Local Governments indicating they had more than four.

Answer choice	%	Number
None	64.52%	20
1-2	32.26%	10
3-4	3.23%	1
5 or more	0.00%	0
Don't know	0.00%	0
Total	**100%**	**31**

Table 9: Number of accredited Road Safety Auditors

5.10   Non-accredited Road Safety Auditors

Participants were also asked how many non-accredited Road Safety Auditors they had under the new requirements. A total of 31 respondents completed this question. Forty two percent (13) said their Local Government had no accredited Road Safety Auditors while another 42% (13) said their Local Government had one-two accredited auditors. Two respondents said they had three-four and two had five or more (see table 10).

Answer choice	%	Number
None	41.94%	13
1-2	41.94%	13
3-4	6.45%	2
5 or more	6.45%	2
Don't know	3.23%	1
Total	**100%**	**31**

Table 10: Number of non-accredited Road Safety Auditors

5.11 Capacity of Local Governments to provide Road Safety Auditor training

To gain an understanding of how much capacity Local Governments have to provide assistance to employees to become accredited Road Safety Auditors, participants were asked to indicate how much capacity they thought their Local Government had to do this.

Table 11 (below) shows a total of 31 participants completed this question. Of those, 38% said their Local Government has "not much capacity" while 38% said their Local Government has "some capacity". Three respondents said their Local Government had "significant capacity" and two said they had "no capacity".

Answer choice	%	Number
No capacity	6.45%	2
Not much capacity	38.71%	12
Some capacity	38.71%	12
Significant capacity	9.68%	3
Don't know/unsure	6.45%	2
Total	100%	31

Table 11: Capacity of Local Governments to provide Road Safety Auditor training assistance to employees

5.12 Model policy and guidelines for road safety audits on Local Government roads

Participants were asked if they thought their Local Government would use or benefit from a model policy and guidelines for road safety audits on Local Government managed roads if such a document was developed by WALGA.

A total of 79 survey participants answered this question. Eighty one percent said their Local Government would use or benefit from such a policy if it was developed, five percent said they wouldn't use it and three percent already had a road safety audit (RSA) policy (see table 12).

Answer choice	%	Number
Yes	81.01%	64
No	5.06%	4
Already have a policy and/or guidelines for RSA on our roads	3.08%	3
Don't know/unsure	10.13%	8
Total	100%	79

Table 12: Model policy and guidelines for road safety audits on Local Government roads

5.13 Assistance from WALGA RoadWise Road Safety Advisors

Survey participants were asked how much assistance their Local Government required from WALG's RoadWise Road Safety Advisors when submitting future Black Spot nominations.

Answer choice	%	Number
No assistance	45.45%	45
Some assistance	47.47%	47
A lot of assistance	7.07%	7
Total	**100%**	**99**

Table 13: Amount of assistance Local Governments require from WALGA RoadWise Road Safety Advisors

A total of 99 participants answered this question. Of those, 47% said they required "some assistance", 45% said they required "no assistance" while seven percent required "a lot of assistance" (see table 13).

5.14 Usefulness of assistance from a Road Safety Advisor

Participants were asked to rate how useful assistance from a Road Safety Advisor would be for their Local Government in the following areas:

- Identification of Black Spot locations
- Evaluation of Black Spot submissions
- Road Safety Audit team member
- Promotion of the Black Spot Program

A total of 53 participants answered this question (see table 14).

Assistance with the identification of Black Spot locations was thought to be either "somewhat useful" or "very useful" by almost 70% of respondents who answered this question. Approximately 18% said it was either "very un-useful" or "somewhat un-useful".

Seventy five percent of respondents said assistance with the evaluation of a Black Spot submission would be either "very useful" or "somewhat useful". Thirteen percent of respondents indicated that assistance with the evaluation of Black Spot submissions was either "very un-useful" or 'somewhat un-useful".

Assistance as a road safety audit team member was thought to be either 'very useful' or "somewhat useful" by 73% of respondents. Approximately 13% of respondents said that assistance was either "very un-useful" or 'somewhat un-useful".

Assistance with the promotion of the Black Spot Program was said to be either "very useful" or "somewhat useful" by 73% of respondents. Fifteen percent thought assistance was either "very un-useful" or 'somewhat un-useful".

	Very un-useful	Somewhat un-useful	Neither	Somewhat useful	Very useful	Don't know	TOTAL
Identification of Black Spot locations	3.77% (2)	15.09% (8)	9.43% (5)	45.28% (24)	24.53% (13)	1.89% (1)	53
Evaluation of Black Spot submissions	3.77% (2)	9.43% (5)	9.43% (5)	32.08% (17)	43.40% (23)	1.89% (1)	53
Road safety audit team member	3.77% (2)	9.43% (5)	7.55% (4)	32.08% (17)	41.51% (22)	5.66% (3)	53
Promotion of the Black Spot Program	3.77% (2)	11.32% (6)	9.43% (5)	26.42% (14)	47.17% (25)	1.89% (1)	53

Table 14: Usefulness of Road Safety Advisor assistance

5.15 Other ways the Road Safety Advisor can provide assistance

Participants were asked if there were other ways Road Safety Advisors could provide assistance with the Black Spot Program.

Response	%	Number
No, all good , none identified	47.8%	11
Become accredited road safety auditors, be part of an audit team, help LG get more auditors	17.3%	4
By calling in or visiting Local Goverment	8.6%	2
Assistance with or advocate for more funding	8.6%	2
Assist with the information flow	4.3%	1
Lobby and represent sector with MRWA	4.3%	1
Review and provide written support of proposals	4.3%	1
Didn't know the service was available	4.3%	1
TOTAL	**100%**	**23**

Table 15: Other ways participants would like Road Safety Advisors to provide assistance with the Black Spot Program.

Table 15 below shows that a total of 23 participants answered this question. Of those who provided an answer, 11 did not identify anything, however four said that becoming an accredited road safety auditor would be useful. Other ways to be useful were to call in or visit the Local Government or to provide assistance with or advocate for more funding, lobby and represent the sector with Main Roads WA and assistance with information flow.

5.16 Contacts

A total of 26 participants provided contact details.

6.0 Other Feedback (non survey)

This survey was conducted at around the same time as the new requirements for road safety auditing were announced. Since then, WALGA's RoadWise has also received other anecdotal feedback, mostly unsolicited from a variety of sources (including consultants), about the new requirements for road safety auditing. That feedback is summarised (verbatim) here:

- *The new requirements are quite onerous on the smaller and regional Local Governments who can't afford to train their own staff and can't afford to get consultants in.*
- *Can't get enough 'voluntary' team members (MRWA, LGA etc) so need to engage consultants, which ups the costs significantly.*
- *The new reporting format takes a lot more time which also adds to the cost.*
- *The cost for a shire to have a team of two road safety auditors completing the required audits to support an application for Black Spot funding will significantly increase and in some cases triple the cost of Road Safety Audits in regional areas.*
- *Rural Local Authorities will not be willing to incur the increased cost to have road safety audits completed due to there being no guarantee that Black Spot funding applications will be successful and therefore Councils are unable to recoup the cost of the road safety audits back from the Black Spot Program.*
- *There is no value for money in increasing the level of auditors as it will not improve the current Road Safety Audits currently received using one auditor.*
- *Rural Local Authorities won't apply for Black Spot funding as we will be unable to afford road safety audits under the new system.*
- *Issues with the practicality and cost associated with the requirement for two accredited and independent people for the audit. In addition, the loss of opportunities to build the capacity of Local Government staff as they can no longer have a formal role, within the audit team, for audits conducted on roads in that Local Government area.*

7.0 Discussion

This report presents the results from the Regional Road Group and Black Spot survey conducted by WALGA's RoadWise in September 2017. The survey was conducted to obtain feedback from Local Governments on WALGA's RoadWise current and future role in RRGs and the impact of recent road safety auditing accreditation requirements for Local Governments in Western Australia.

Results indicate that there is considerable experience within Local Government when it comes to completing Black Spot nominations with two thirds of respondents having staff who have completed between two and five nominations previously. When it comes to staffing, most (two thirds) of Local Governments have at least 2 staff completing Black Spot nominations however one quarter said that they have only one staff member working on nominations.

Results also show that there is a good level of satisfaction amongst RRG members and Local Government employees with the Black Spot nomination process. Over half of all respondents found it either very easy or somewhat easy to identify eligible Black Spot locations based on both types of nominations. However, around 20% of respondents found it either somewhat difficult or very difficult to identify locations using crash history.

With regards to using the tools, results showed a more mixed level of satisfaction with approximately one third of respondents indicating that using the tools was either very easy or somewhat easy to use in both nomination types. Approximately one fifth found the tools somewhat difficult or very difficult to use in both nomination types and around one fifth found the tools neither difficult nor easy to use.

There was a high level of ease with completing the nomination form, with two thirds of respondents finding it either very easy or somewhat easy when using crash history and a road safety audit as a basis for the nomination. However, approximately 10% found the form very difficult or somewhat difficult to complete in both nomination types.

Almost half of respondents found calculating the BCR either easy or somewhat easy while it was found to be either somewhat difficult or very difficult by approximately one fifth of respondents completing a nomination form based on crash history.

With regards to submitting a nomination form based on a road safety audit, forming an audit team was either very easy or somewhat easy for just under half of respondents. About one fifth found it neither easy nor difficult while another one fifth found it somewhat difficult or very difficult.

Two thirds of respondents specified that sourcing consultants for the audit team either very easy or somewhat easy while 12% found it somewhat difficult or very difficult. The cost of the audit was not an issue for 40% of participants, however approximately one quarter said the cost was difficult for their Local Government.

Knowledge of the new road safety auditor accreditation requirements was low amongst respondents. Fifty seven percent reported that they did not know about the new requirements for Road Safety Auditors with thirty five percent of those asking to get more information about the changes. Approximately 40% said they knew about the recent changes.

An overwhelming 81% of respondents thought that they would use or benefit from a model policy and guidelines for road safety audits on Local Government managed roads if such a document was developed by WALGA. This result expresses there is a need for this model Local Government policy amongst Local Government in WA.

When asked about the impact of the new road safety auditor accreditation requirements on their Local Government a low number of respondents (31) answered this question. However, two thirds (20) of those who responded said that they now did not have any accredited Road Safety Auditors (under the new requirements). This shows that the changes to road safety audit accreditation have left some Local Governments with a gap in service which may be difficult to fill with 38% saying their Local Government did

not have much capacity to provide training for their staff to become accredited. Another 38% of respondents said their Local Government had some capacity to provide training. Anecdotal feedback (non survey) highlights some of the difficulties smaller and regional Local Governments are having with the increased financial burden of road safety audits under the new requirements and the decreased availability of accredited auditors.

Assistance from WALGA's RoadWise Road Safety Advisors was thought to be beneficial with approximately three quarters of respondents expressing that the assistance in the following areas: the identification of Black Spot locations, the evaluation of Black Spot submissions, being a road safety audit team member and helping with the promotion of the Black Spot Program would be "somewhat useful" or "very useful" for their Local Government. Although the response rate to this question was low (53 responses), this result shows that Local Governments would like continued assistance from Road Safety Advisors with regards to the Black Spot Program.

8.0 Recommendations

The feedback detailed in this report provides a basis for the following recommendations for WALGA's RoadWise current and future role in RRGs and the impact of recent road safety auditing accreditation requirements for Local Governments in WA.

1. It is recommended that WALGA develop a model policy and guidelines for road safety audits on Local Government roads.

2. It is recommended that WALGA report the findings of the survey and discuss the future role of the RoadWise team in relation to the *State Black Spot Development and Management Guidelines* with Main Roads Western Australia.

3. It is recommended that WALGA explore ways to increase Local Government knowledge of the new requirements for road safety auditor accreditation by:

   - Reporting and advocating the results of the survey to the Road Safety Panel (responsible body).
   - Offer to assist the Road Safety Panel to promote and increase awareness of the new requirements through existing WALGA communication channels as part of our role in supporting member Local Governments.

4. It is recommended that WALGA investigate how it can support Local Governments to conduct road safety audits by:

   - Providing information about accredited auditors.
   - Making Road Safety Advisors available as specialist advisors on road safety inspections and road safety audits.
   - Facilitating the sharing of resources between Local Governments.

5. It is recommended that WALGA's RoadWise Program continue to offer assistance to RRG's and Local Governments in the following areas:

    a) **Identification of Black Spot locations -** provide information on Road Safety Council state priorities, regional crash trends and RoadWise Committee and other identified local road safety issues.

    b) *Evaluation of Black Spot submissions -* conduct a review to clarify the current process and intent of Black Spot evaluation in consideration of the role of the RoadWise Road Safety Advisors in the *State Black Spot Program Development and Management Guidelines.*

    c) **Road safety audit team member** - RoadWise Road Safety Advisors will undertake the on-line road safety audit training and be available to Local Governments as a Specialist Advisor in road safety inspections and audits.

    d) **Promotion of the Black Spot Program** by:
        *   Promoting the Black Spot Criteria and Procedures to Local Governments
        *   Promoting where to access information, tools and other resources (e.g. CARS)
        *   Promoting Local Government Black Spot Projects to the community
        *   Facilitating the sharing of information between Local Governments

6. It is recommended that WALGA's Roadwise Program undertake a review to further clarify the type of assistance, advice and support Road Safety Advisors are able to provide to RRG's and Local Governments into the future.

9.0 References

MRWA (2016). State Black Spot Program Development and Management Guidelines.
https://www.mainroads.wa.gov.au/Documents/State%20Black%20Spot%20Program%20Development%20and%20Management%20Guidelines%20updated%20April%202016.RCN-D16%5E23263730.PDF

10.0 Appendices

APPENDIX A - Regional Road Group and Black Spot Survey.

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Regional Road Group Black Spot and Road Safety Audit Survey
Introduction

Thank you for participating. The survey will take five to 10 minutes to complete.

The aim of this survey is to obtain feedback on:

1. WALGA's RoadWise Program's role in supporting and assisting Regional Road Groups (RRG) and Local Governments with the Black Spot Program, and

2. The impact of recent changes to the requirements for Road Safety Audits.

Local Government Councillors who are members of a RRG and Local Government employees who either attend RRG meetings or are involved in submitting Black Spot nominations are invited to complete this survey. You are encouraged to answer questions based on your knowledge and experience. Your feedback is important.

The information you provide will be used to guide some of the functions of the WALGA's RoadWise team going forward. The results will be made available to RRGs, Local Governments staff and MRWA personnel involved in RRGs. All responses are confidential and will be presented in aggregate form only. Individual responses will not be identifiable in published results.

To obtain more information or to discuss any of the questions please contact:

Louise Russell-Weisz
Road Safety Project Officer, WALGA Roadwise
Phone: 9213 2070 (Tuesday and Thursday 8:45am to 2:45pm)
Email: lrussell-weisz@walga.asn.au Or

Terri-Anne Pettet
Manager RoadWise Program
Phone: 9213 2011
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We would appreciate your participation in completing the survey by COB Tuesday 10th October 2017.

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supported by Local Government
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Regional Road Group Black Spot and Road Safety Audit Survey

* 1. Which RRG do you attend?

◯ Gascoyne

◯ Goldfields-Esperance

◯ Great Southern

◯ Kimberley

◯ Metropolitan

◯ Mid West

◯ Pilbara

◯ South West

◯ Wheatbelt North

◯ Wheatbelt South *

2. Are you a:

◯ CEO of a Local Government

◯ Elected Member (Councillor)

◯ Local Government employee

If you are a Local Government employee, what is your position?

[   ]

3. Do you do any of the following?
(Check all that apply)

☐ Contribute (all or part) to the preparation of Black Spot funding nominations for your Local Government.

☐ Commission or conduct Road Safety Audits for your Local Government

☐ Participate in the evaluation and prioritisation of regional Black Spot nominations for your RRG

☐ None of the above

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4. If you prepare Black Spot funding nominations, please estimate the total number of Black Spot nominations you have worked on?

◯ One

◯ 2 - 5

◯ 6 - 10

◯ More than 11

* 5. How many staff in your Local Government, including yourself (if relevant) are normally involved in completing Black Spot funding nominations?

◯ One

◯ 2 - 3

◯ 4 - 5

◯ More than 5

Regional Road Group Black Spot and Road Safety Audit Survey
State Black Spot Program

The following questions relate to the State Black Spot Program nomination process. Questions relate to both types of applications: those based on BCR/crash history and those based on a road safety audit.

* 6. Please rate, in your experience, the ease/difficulty of completing a Black Spot nomination based on **BCR/crash history**.

	Very easy	Somewhat easy	Neither	Somewhat difficult	Very difficult	N/A
Identification of eligible locations	○	○	○	○	○	○
Using the tools (eg. CARS, LINSIG)	○	○	○	○	○	○
Completing the nomination form	○	○	○	○	○	○
Identifying suitable treatments	○	○	○	○	○	○
Calculating the BCR	○	○	○	○	○	○

Please provide further details:

[text box]

7.   Please rate, in your experience, the ease/difficulty of completing a Black Spot funding nomination based on a **Road Safety Audit.**

	Very easy	Somewhat easy	Neither	Somewhat difficult	Very difficult	N/A
Identification of locations	○	○	○	○	○	○
Using the tools (eg. CARS, LINSIG)	○	○	○	○	○	○
Completing the nomination form	○	○	○	○	○	○
Forming an audit team	○	○	○	○	○	○
Sourcing consultants for the audit team	○	○	○	○	○	○
Cost of the road safety audit	○	○	○	○	○	○

Please provide further details

Regional Road Group Black Spot and Road Safety Audit Survey

Road Safety Audits

WALGA is interested to find out how the recent changes to road safety auditing will impact on Local Governments and if Local Governments support the development of a Model Policy and Guidelines for Road Safety Audits on roads managed by Local Government. For more information about the requirements for Road Safety Auditors please visit the IPWEA website.

Please answer the following questions in relation to this.

8.   Recently new requirements have been introduced for Road Safety Auditors currently practising in Western Australia to become accredited Road Safety Auditors. Do you know about these new requirements?

◯ Yes

◯ No

◯ No, but I would like to know more or have more information about the changes.

◯ Not Sure

* 9. Under the new requirements, how many **accredited** Road Safety Auditors does your Local Government have? ◯ none

◯ 1-2

◯ 3-4

◯ 5 or more

◯ Don't know

◯ Unsure, I need more information about the new accreditation requirements

* 10. Under the new requirements, how many **non-accredited** Road Safety Auditors does you Local Government have?

◯ None

◯ 1-2

◯ 3-4

◯ 5 or more

◯ Don't know

◯ Unsure, I need more information about the new accreditation requirements

11. To what extent does your Local Government have the capacity to provide assistance to employees to become accredited road safety auditors?

◯ No capacity

◯ Not much capacity

◯ Some capacity

◯ Significant capacity

◯ Don't know/unsure

* 12. Main Roads WA have developed their own Policy and Guidelines for Road Safety Audits on **state roads**. A copy can be found here.

Do you think your Local Government would use/benefit from a Model Policy and Guidelines for Road Safety Audits on **Local Government managed roads** if such a document was developed by WALGA?

◯ Yes

◯ No

◯ Already have a policy and/or guidelines for Road Safety Audits on our roads.

◯ Don't know/unsure

WALGA's RoadWise Program

The State Black Spot Program Development and Management Guidelines sets out how WALGA's RoadWise Road Safety Advisors are available to provide assistance to RRG's and Local Governments when submitting Black Spot funding nominations. A copy of The State Black Spot Program Development and Management Guidelines can be found <u>here</u>.

To help define WALGA's RoadWise Regional Road Safety Advisors role in supporting RRG's and member Local Governments in submitting future Black Spot funding nominations please answer the following questions.

13. How much assistance does your Local Government require from a WALGA RoadWise Road Safety Advisor when submitting future Black Spot nominations?

◯ No assistance

◯ Some assistance

◯ A lot of assistance

* 14. In your opinion, rate how useful the assistance from a WALGA RoadWise Road Safety Advisor would be for your Local Government. (check one on each row)

	Very unuseful	Somewhat unuseful	Neither	Somewhat useful	Very useful	Don't know
Identification of Black spot locations	◯	◯	◯	◯	◯	◯
Evaluation of Black Spot submissions	◯	◯	◯	◯	◯	◯
Road Safety Audit team member	◯	◯	◯	◯	◯	◯
Promotion of the Black Spot Program	◯	◯	◯	◯	◯	◯

Comments

15. Are there other ways WALGA's RoadWise Road Safety Advisors can support your Local Government in the Black Spot Program? If yes, please provide comments below.

16. If you are happy to be contacted about your answers please provide your contact details below.

Regional Road Group Black Spot and Road Safety Audit Survey
Thank you for completing this survey.