

10 steps to create a Safe System



one

Governance and engagement

- A. Establish a road safety board chaired by a senior official with delivery responsibility and with senior decision makers from all government departments/agencies with a role to play in casualty reduction.
- B. Establish practitioner level working groups for coordinated delivery across elements of the Safe System ensuring mechanisms for systemic action and cross discipline working are in place.
- C. Develop a safe system road safety strategy, action plans, targets and lead performance indicators for monitoring and evaluation.



two

Enhance knowledge and skills

Develop a Safe System capacity building plan to enhance knowledge and equip personnel at all levels from senior decision maker through to delivery, not just within typical road safety professions but reaching out through to broader groups such as development planning teams, active travel teams, public health etc.

introduction

The purpose of this guide is to inform local transport authority when they are putting the safe system principles into practice.

The list is all not in chronological order although starting the delivery of the earlier elements will ease the process for others further along the list. Collaboration with others, to share knowledge and experience, is beneficial.

three

Policy review

Undertake a review of local policies, plans, standards, budgeting and approaches to ensure alignment with the Safe System. This may include guidance on setting speed limits, enforcement activity and criteria, post crash investigation, design standards, local travel plans/LCWHIPs, investment approach etc.

four

Intervention review

Work with the other practitioner level working groups to review existing interventions by analysing the circumstances of collisions involving different types of road users, using casualty data and other supplementary evidence. 'Behavioural diagnoses' should be performed, to understand why risk is heightened - if mistakes are occurring because of incorrect knowledge or skills, then training interventions should be delivered. If road users are choosing to engage in non-compliant behaviour, then enforcement (alongside communications) is necessary. If road users are making mistakes, even when they are trained and compliant, other interventions related to road and vehicle design, and speed limit setting, will be required.

five

Speed management policy

Define a safe system aligned speed management policy that takes account of human survivability, starting with a definition of a functional classification of roads.

six

New roads

Ensure safety performance requirements for new roads are clearly stated in policy and procurement approach, with new roads and developments (threshold to be determined) subjected to Road Safety Audit and a Safe System aligned quantifiable assessment such as iRAP or similar.

seven

Existing roads

A. For strategic and major local roads undertake a proactive assessment (iRAP or similar) every 5 years and develop a 5-year investment programme to systematically and proactively reduce risk.
B. For other local roads use annual crash risk mapping (route based) to identify high return priority routes for investment and undertake a proactive assessment (iRAP or similar) to inform route-based treatments to systematically and proactively reduce risk.



eight

Driving for business

Review partnership organisations road safety and driving for business policies, ensuring that all partnership organisation employees and their supply chain set a good example.



nine

Vehicle standards

Review vehicle standards that can be influenced locally e.g. clear vision standards, ISA on buses etc. and partnership organisations vehicle procurement policies and hire car policies and this should be passed to the supply chain through procurement requirements.

ten

Post collision investigation

Strengthen the post collision investigation process, ensuring that all fatal crashes are subjected to forensic crash investigation and safe system fatal reviews are undertaken that can inform systemic national and local actions. Collaborate with others (e.g. through the safe system forum) undertaking safe system fatal reviews such that themes and learnings can be shared.