Safe System Assessment (Rapid)

Name of Project

Version: Click here an enter a version number   
Date: Click here to enter a date

Executive Summary

Provide a brief high level summary of the assessment, including the SSA Matrix scores and suggested treatments / design changes.

E.g. A Rapid Safe System Assessment has been conducted on xxxxxxxx project. Existing conditions and two design options were assessed. The SSA Matrix scores are shown in the table below.

|  |  |
| --- | --- |
| Option | Score |
| 1. Existing conditions | xx / 448 |
| 1. Design Option 1 | xx / 448 |
| 1. Design Option 2 | xx / 448 |

Summarise the conclusions of the assessment, highlighting the crash types that are the main contributors to the score. List the suggested treatments / design changes that should be considered to improve alignment with the Safe System approach.

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1. Assessment Details
   1. Type of Assessment

State that this is a Rapid SSA and the reasons for conducting a Rapid SSA rather than a Full SSA. Refer to VicRoads *Safe System Assessment Guidelines* (Section 1.6) for guidance on when to conduct a Rapid SSA.

* 1. Assessment Team

List the members of the SSA Team, their titles, department and organisation. Identify any members that are associated with the project and are therefore not independent.

* 1. Meetings and Site Inspections

List all meetings, site inspections and workshops held, with dates. Include the times of site inspections. Note: site inspections and workshops are optional for a Rapid SSA.

1. Project Context and Description
   1. Existing Conditions & Project Background

Provide a brief description of the existing conditions. Include crash history for the past 5 years if relevant. Insert locality plan here or as an appendix if necessary. Use the table below to provide information about the project in the “Comments” column.

Table 1: Project Context

|  |  |
| --- | --- |
| Prompts | Comments |
| What is the reason for the **project**? Is there specific crash type risk? Is it addressing specific issues such as poor speed limit compliance, road access, congestion, future traffic growth, freight movement, amenity concerns from the community, maintenance/asset renewal, etc. |  |
| What is the **function** of the road? Consider location, roadside land use, area type, speed limit, intersection type, presence of parking, public transport services and vehicle flows. What traffic features exist nearby (e.g. upstream and downstream)? What alternative routes exist? |  |
| What is the **speed** environment? What is the current speed limit? Has it changed recently? Is it similar to other roads of this type? How does it compare to Safe System speeds? What is the acceptability of lowering the speed limit at this location? |  |
| What **road users** are present? Consider the presence of elderly pedestrians, school children and cyclists. Also note what facilities are available to vulnerable road users (e.g. signalised crossings, bicycle lanes, school speed limits, etc.) |  |
| What is the **vehicle** composition? Consider the presence of heavy vehicles (and what type), motorcyclists and other vehicles using the roadway. |  |

* 1. Proposed Works

Provide a summary of the proposed works. List the design options that are being assessed, identifying the differences. Provide a list of the design drawings that were assessed – include drawing & issue numbers.

1. Assessment of Project Design Options
   1. Assessment Summary

The Safe System Assessment Matrix scores for the existing conditions and the proposed design options are shown in Table 2.The scores for each crash type are shown in Figure 1.The detailed assessments are presented in Section 3.2.

Insert scores into Table 2 and edit Figure 1. If the project has been divided into two or more segments for the purposes of the assessment, provide details and the SSA scores for each segment. Provide a discussion of the results and conclusions. Compare the project options with exiting conditions. In particular, highlight the crash types that present the highest risk and why. Identify the areas where there are opportunities to improve alignment with the Safe System.

Table 2: SSA Matrix Scores for the Project

|  |  |
| --- | --- |
| Option | Score |
| 1. Existing conditions | xx / 448 |
| 1. Design Option 1 | xx / 448 |
| 1. Design Option 2 | xx / 448 |

Figure 1: SSA Scores for Crash Types

* 1. Safe System Assessment Matrices

Table 3: SSA Matrix – Insert option e.g. “Existing Conditions”, “Design Option 1” etc. Add and complete a table for each option. Refer to VicRoads *Safe System Assessment Guidelines* for guidance on scoring.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | **Run-off road** | **Head-on** | **Intersection** | **Other** | **Pedestrian** | **Cyclist** | **Motorcyclists** |
| **Exposure Comments:** |  |  |  |  |  |  |  |
| **Exposure Score:** | /4 | /4 | /4 | /4 | /4 | /4 | /4 |
| **Likelihood Comments:** | Factors that increase the likelihood include:  Factors that decrease the likelihood include: | Factors that increase the likelihood include:  Factors that decrease the likelihood include: | Factors that increase the likelihood include:  Factors that decrease the likelihood include: | Factors that increase the likelihood include:  Factors that decrease the likelihood include: | Factors that increase the likelihood include:  Factors that decrease the likelihood include: | Factors that increase the likelihood include:  Factors that decrease the likelihood include: | Factors that increase the likelihood include:  Factors that decrease the likelihood include: |
| **Likelihood Score:** | /4 | /4 | /4 | /4 | /4 | /4 | /4 |
| **Severity Comments:** | Factors that increase the likelihood include:  Factors that decrease the likelihood include: | Factors that increase the likelihood include:  Factors that decrease the likelihood include: | Factors that increase the likelihood include:  Factors that decrease the likelihood include: | Factors that increase the likelihood include:  Factors that decrease the likelihood include: | Factors that increase the likelihood include:  Factors that decrease the likelihood include: | Factors that increase the likelihood include:  Factors that decrease the likelihood include: | Factors that increase the likelihood include:  Factors that decrease the likelihood include: |
| **Severity Score:** | /4 | /4 | /4 | /4 | /4 | /4 | /4 |
| **Product**  **(multiply scores above for crash type)** | **/64** | **/64** | **/64** | **/64** | **/64** | **/64** | **/64** |
| **TOTAL** | | | | | | | **/448** |

1. Treatments to Improve Safe System Alignment

Table 4 and Table 5 list treatments that will improve the Safe System alignment of the project.

**Primary treatments** are those measures that have the potential to eliminate or come close to eliminating the risk of fatal and serious injury (FSI) crashes.

**Supporting treatments** are effective in reducing the risk of FSI crashes but not to the extent of a primary treatment (i.e. there is a residual moderate or significant FSI crash risk). Implementation of a primary treatment should be given priority over a supporting treatment that may be targeting a similar crash risk.

Provide additional information as required to support the suggested treatments. For example, how the treatments address the main risks identified in the SSA Matrices.

Table 4: Primary Treatments

| **Treatments for consideration** | **Project response** |
| --- | --- |
|  |  |
|  |  |

Table 5: Supporting Treatments

| **Treatments for consideration** | **Project response** |
| --- | --- |
|  |  |
|  |  |

1. Conclusions

Outline the conclusions of the assessment. For example, are the proposals an improvement on existing conditions, what are the main FSI crash risks, how well do each of the design options align with Safe System principles, which option is preferred and what changes could be made to the design / scope to further improve Safe System alignment.

Appendix A

Add appendices as required e.g. locality plan, site photos, crash data etc.