



SHIRE of WYNDHAM | EAST KIMBERLEY

BLACKSPOT AND SAFETY AUDIT 5 YEAR
PLANNING

2019 | 2020

C O N T E N T S

1 0Introduction4

1.1 Purpose4

1.2 Overview4

1.3 Assessment of Assets4

1.4 Discussion of solutions6

1.5 Exceptions7

1.6 Recommendation8

1 INTRODUCTION

1.1 Purpose

This document has been created for the Executive Management Team to provide input into the development of a long term financial plan for Blackspot Funding and Safety Audits.

1.2 Overview

The Shire has recently undertaken 15 road safety audits, those being;

- Kununurra Country Club entry point
- Leichhardt Street
- St Joesephs Wyndham
- St Joesephs Kununurra
- Kabbarli and St Pauls Wyndham
- Kabbarli and St Peters Wyndham
- Kabbarlie and Civic Way Wyndham
- Kabbarli and La Cross Wyndham
- Weaber and Mulligans
- Wyndham District High School
- Lake View Drive, Kununurra
- Erythrina Street and River Fig Avenue, Kununurra
- Weaber Plains and Ironwood, Kununurra
- Weaber Plains and Leichhardt Street, Kununurra
- Weaber Plains and Erythrina Street, Kununurra

During the last Black Spot Audit valid safety concerns were raised, relating to the Bastion assess road. A further Safety Audit will be required for this location.

1.3 Assessment of Assets

A safety audit may generally cost between \$2,500 to \$3,000 per study, and have a life span of 3 years. Technically, subject to the “Policy and Guidelines for Road Safety Audit” Main Roads Western Australia, no safety audit over three years of age can be submitted for consideration of blackspot funding.

Currently , the SWEK estimated value for solutions from the output of the safety audits is approximately \$987,658.75.

The two big ticket items for the Shire at the moment are Lakeview Drive and the Bastion, these could conservatively add an additional \$2,000,000 to required geared funding. In the case of Lakeview Drive engagement is required with the Water Corporation as the road is built on a flood protection levee.

In the 2019/2020 financial period (valid as of the date of this report) SWEK has been successful in obtaining funding for;

- Weaber Plain Road/Ironwood & Leichhardt
Existing footpath, pram ramp, signage and street lighting need to be upgraded
Shire \$41,318
MRD \$82,677
Total \$123,955

- Weaber Plain Road/Erythrina
Stage 1 – Install footpath, holding lines at intersection and improve road surface
Shire \$28,750
MRD \$57,500
Total \$86,250

This is a total financial contribution by the Shire of \$70,068, not including costs of safety audits, survey and design work, which could feasibly push the actual contribution to \$100,000 for the 2019/2020 financial period.

Discussion with the Shires Director Corporate Services, Mr Vernon Lawrence, has indicated that a viable ongoing annual application of \$100,000 could be made by the Shire.

It is the reporting officers proposal to allow \$20,000 of this funding per annum for safety audit and design of future projects, with the additional \$80,000 to be SWEK's contribution to 1/3 funding of successful projects.

Overall, with 1/3 2/3 funding, this would proposition that the Shire receive \$200,000 per annum on successful projects, for a total value of \$300,000 per annum.

Please be aware, that there is no guarantee of successful funding in any given year, as each project is evaluated by MRDWA.

1.4 Discussion of solutions

It is improbable that the Shire can financially contribute for more than two substantial blackspot projects in any one financial year.

Consideration needs to be given to a priority list of projects, subjects based on the recommendations of a safety audit, survey and design for project proposals, which are then put to Main Roads Department for consideration of Blackspot Safety Audit funding. Blackspot Safety Audit projects are in the majority only applicable for 1/3 2/3 funding, unless there is significant ongoing trauma associated with the location, in which case full Federal funding *may* be available.

A solution would be to retain a list of road related legitimate customer concerns that may be subject of a safety audit, and to put a 'priority' list of projects for submission to either the EMT or Council, to a maximum amount of say, two investigations per annum, projects which are then subject to survey and design based on the outcomes of the safety audit. The project would then be ready for submission to Blackspot, and subject to funding approval, endorsement by Council.

Due to grant funding being subject of third party approval, it is not possible to create a definitive 5 year forward plan, however, based on theoretical forward funding, it is possible to define how much the SWEK *may* fund moving forward for joint funding of successful projects.

Please see attached *5 year plan of audits.xlsx* for the proposed forward plan.

The Main Roads Policy and Guidelines document outlines Road Safety Audit stages and requirements in table A, being;

Audit Stage	Description	When to initiate RSA process	Information required
Stage 1 – Feasibility Design	An audit of the feasibility project design	Prior to land acquisition	Road safety audit brief. Drawings including horizontal and vertical alignment and basic form of intersections proposed in hard copy and electronic format. Copy of the Road Safety Management (ROSMA) Road Trauma Reduction Report and/or minutes of the Strategic Planning Advisory Group meeting as appropriate.
Stage 2 – Preliminary Design	An audit of the preliminary project design	On completion of preliminary design prior to commencement of detailed design	Road safety audit brief. Drawings including horizontal and vertical alignment, typical cross section and form of intersections proposed in hard copy and electronic format. Copy of previous stage audits undertaken and completed Corrective Action Report. Copy of the Road Safety Management (ROSMA) Road Trauma Reduction Report.
Stage 3 – Detailed Design	An audit of the detailed project design	Prior to tendering the contract for the project	Road safety audit brief. Drawings including horizontal and vertical alignment, cross sections, road markings, signage, kerbing, safety barriers, drainage, lighting, traffic signal details and landscaping in hard copy and electronic format. Copy of previous stage audits undertaken and completed Corrective Action Report. Copy of the Road Safety Management (ROSMA) Road Trauma Reduction Report.
Stage 4 – Pre-Opening	An audit of the constructed project	Once substantially complete prior to opening to road users	Road safety audit brief. As-built drawings in hard copy and electronic format. Copy of previous stage audits undertaken and completed Corrective Action Report. Copy of the Road Safety Management (ROSMA) Road Trauma Reduction Report.

Table A – Road Safety Audit stages and requirements

Stage 3 and 4 of this process and generally not progressed, can at a minimum be undertaken on smaller projects by in house staff as a 'project final inspection' prior to opening of the site.

Any proposal is of course subject to community need and demand. It may be that a high priority project is considered for funding by Council, and any planning would need to be modified to accommodate any reasonable request within Blackspot guidelines.

1.5 Exceptions

This does not take into consideration standard Blackspot projects, which can be evaluated through standard crash data held by MRDWA and developed Corrective Actions Reports (CAR)

This item does not relate to Federally funded blackspot applications.

1.6 Recommendation

Paul Webb

Manager of Assets and Capital Works