



Council Policy Manual

CP20.13 ROAD SAFETY AUDITS

POLICY OBJECTIVE

To promote the development and implementation of a safe road environment through the adoption of road safety auditing principles and practices in the planning and development of public and privately owned infrastructure within the City of Perth.

POLICY STATEMENT

Road safety auditing is an important risk management tool for road authorities such as Local Government Authorities (LGAs) to use to review the operation of existing roads and intersections and the design of proposed road projects. They are a proactive initiative that contributes to implementing a now globally adopted Safe Systems approach (*safe road use; safe roads and roadsides; safe speeds; and safe vehicles*) to the City's role as a road authority.

The City is committed to implementing a safe movement network that caters for the varying needs of the city's road users, as far as practically possible. The following guidelines are adopted as part of a strategic framework for the implementation of Road Safety Audit principles and practices in the planning and development of public and privately owned infrastructure for motorised and non-motorised transport, within the City of Perth.

Guidelines for the provision of road safety audits in the City of Perth:

1. All adopted road safety audit procedures shall be in accordance with Austroads Guide to Road Safety, Part 6: Road Safety Audit, and Main Roads Western Australia and IPWEA (WA Division) complementary checklists and procedures, as amended.
2. The City will subject all Metropolitan Regional Road Group (MRRG) funded Road Improvement Projects to a road safety audit.
3. The City will subject the design of countermeasure treatments for approved State Black Spot Program projects with a budget greater than \$150,000 to a road safety audit.
4. All road projects with a construction cost in excess of \$100,000 shall be subject to a formal road safety audit, at least at the Detailed Design stage. Road projects with a construction cost below \$100,000 that are considered to have road safety implications will also be audited.



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5. All pedestrian and/or bicycle path projects with a construction cost in excess of \$30,000 will be subject to a formal road safety audit.
6. Any sections of the City's existing road network where officers are concerned about the level of conflict between vehicle traffic and vulnerable road users or any other traffic management/safety concerns will be subject to a road safety audit.
7. Only appropriately trained, experienced, independent and accredited Senior Road Safety Auditors will be used to lead road safety audits.
8. Relevant City officers will be given the opportunity to fulfill the training and experience requirements to obtain and maintain Road Safety Auditor and/or Senior Road Safety Auditor accreditation.
9. As part of the development approval process a copy of a completed road safety audit, including the finalised Corrective Action Report, shall be submitted to the City for any new development, including subdivision, that the City considers warrants investigation due to that development's traffic generation and/or access impacts.
10. Any remedial measures that the City highlights as safety issues, as a result of the above road safety audit, shall be implemented as part of the development at the developer's expense.
11. The City will negotiate with other local governments to undertake a reciprocal partnership agreement, whereby some of the City's road safety audits can be undertaken by accredited independent auditors from partnering local governments.
12. Road Safety Audit records will be stored on the City's Record Keeping System (TRIM) in the allocated project folder and/or the Road Safety Audit folder (P1025686)

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