

## Policy 5.5 Works

## Road Safety

### Reference/s

Main Roads WA Standards  
Austroads Guide to Road Design  
Shire of Cranbrook Corporate Business Plan 2025-2035  
Shire of Cranbrook Strategic Community Plan 2021-2031  
Shire of Cranbrook Strategic Resource Plan 2017-2032

### ***This policy supports the delivery of the Shire of Cranbrook Vision***

*That the Shire of Cranbrook is a proactive, sustainable, safe, friendly and prosperous place to be*

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### **PURPOSE**

This policy establishes a strategic framework to plan, design, construct and maintain road infrastructure in accordance with Safe System principles. The Shire is committed to reducing the risk of death and serious injury through evidence-based infrastructure improvements that create a safe, resilient and inclusive transport network for all road users.

### **SCOPE**

The Shire of Cranbrook acknowledges that road safety is essential for the well-being of its community. To this end, the Shire will implement various Road Safety Management Strategies that adopts current and future best practice road safety principles as far as practicable.

This policy is intended to create a safer road environment through engineering, education, enforcement, and collaboration with stakeholders. The Shire will ensure that all road users, including pedestrians, cyclists, and motorists, benefit from a safer transport network.

### **OBJECTIVE**

The objective of this policy is to outline the Shire of Cranbrook's commitment to enhancing road safety across the Shire by adopting a comprehensive approach to help minimise road fatalities and serious injuries as far as practicable. The policy strives to align with State and Federal principles and additionally, aligns to WALGA RoadWise road safety principles as a registered RoadWise Council.

### **PRINCIPLES**

The Shire recognises that road crashes can result in serious injury or loss of life and adopts an approach to reduce these risks. In doing so, the Shire of Cranbrook will:

- Acknowledge that human error is inevitable and the road system should be designed to minimise the potential for fatal or serious consequences resulting from those mistakes.
- Use evidence, crash data and network risk information to inform infrastructure investment and decision-making.
- Prioritise infrastructure treatments that reduce crash risk and crash severity.
- Consider the safety needs of all road users, including pedestrians, cyclists, motorcyclists and motorists.
- Support continuous improvement through monitoring road safety outcomes and identifying opportunities for improvement.
- Work collaboratively with State Government agencies, regional partners and the community to improve road safety outcomes.

### **Implementation Approach**

The key intentions for the Shire to achieve optimal road safety on its road network is through:

1. Roads and Roadsides:
  - Enhance road safety through separation of traffic, including vehicles, bicycles, and pedestrians

where possible.

- Improve crash protection by addressing hazards on roadsides, such as widening shoulders, adding barriers, vegetation management and improving lighting.
- Conduct regular road safety and condition inspections on the Shire's road network using trained in-house staff.
- Offer road safety and or auditor training to relevant personnel.
- Utilise the Shire's solar digital variable messaging trailer mounted units, to promote road safety and advise road users of changing road conditions where relevant.
- Conduct regular, and at least annual road signage inspections and audits for relevance and condition.
- Utilise the Shire's traffic counters to identify traffic classes and movements, that will inform on volume and speed trends.

2. Intersections:

- Ensure safe speeds, relevant advisory and regulatory signage is present and traffic management at intersections to reduce collisions.
- Consider Installing roundabouts or other road safety initiatives where feasible to improve safety.

3. Reducing Travel Speeds:

- Consider the implementation of targeted speed reductions strategies, particularly in mixed-use areas where vulnerable road users and or pedestrians are present, utilising the Shire's solar speed signs, and in collaboration with regulatory bodies (MRWA).

4. Fleet Safety:

- Implement the Shire's Fleet and Plant Replacement program to ensure Shire vehicles and plant meet the highest safety standards, including the purchase of 5-star ANCAP-rated vehicles and enforcing driver compliance.
- Ensure all drivers are licenced and ticketed to drive the vehicle they are driving and enforce/support/monitor to ensure compliance.

5. Post-Crash Response:

- Provide first aid and emergency preparedness training for employees where practical and relevant.
- Through trained in-house staff, investigate black spot sites on Shire roads, identified by MRWA Crash map program and analyse the potential causes and consider remedial actions or road improvements to rectify.
- Consider submitting applications for State and Federal Road grant funding, inclusive of Black Spot funding for hazardous roads or sections of.

6. Area of Application:

This policy applies to all Shire-managed roads, roadsides, footpaths, and cycle paths. The policy also informs the development and maintenance of road infrastructure across the Shire.

7. Collaboration & Partnerships

The Shire of Cranbrook will collaborate with State and Federal governments, local communities, and road safety organisations to implement best practices in road safety. The Shire will actively participate in National and State road safety programs to secure funding and technical support.

## **ROLES AND RESPONSIBILITIES**

### **Elected Members**

- Provide strategic leadership by endorsing policies, strategies and plans that support improved road safety outcomes.
- Consider road safety implications when making decisions relating to infrastructure investment, transport planning and land use.

- Allocate appropriate resources through Council’s budgeting and long-term financial planning processes.

**Chief Executive Officer**

- Ensure the implementation of Council’s strategic direction for road safety.
- Ensure appropriate governance, resources and organisational systems are in place to support road safety outcomes.
- Promote a coordinated organisational approach to road safety across relevant service areas.

**Manager of Works**

- Integrate Safe System principles into the planning, design, construction and maintenance of the local road network.
- Ensure road safety risks are considered within asset management, infrastructure planning and capital works programs.
- Support the delivery of road safety improvement initiatives and infrastructure projects.

**STANDARDS ASSOCIATED WITH THIS POLICY**

Local Government Act 1995

Road Traffic Code 2000

Main Roads Act 1930

Work Health and Safety Act 2020

Road Safety Commission

Australian Standards, Guidelines, and Codes of Practice

- Austroads Guide to Road Design Parts 1 To 7
- Main Roads Supplement to Austroads Guide to Road Design Parts 1 To 6 Australian Standard 1742.2 Manual of Uniform Traffic Control Devices
- Main Roads Western Australia Code of Practice for Traffic Management Works on Road 2024
- Main Roads Western Australia Code of Practice for Traffic Management for Events 2024
- ARRB Unsealed Roads Best Practice Guide Volume 2

Austroads Guide to Road Design

Shire of Cranbrook Corporate Business Plan 2025-2035

Shire of Cranbrook Strategic Community Plan 2021-2031

Shire of Cranbrook Strategic Resource Plan 2017-2032

Shire of Cranbrook Asset Management Plan