|  |
| --- |
| **ROAD SAFETY INSPECTION** |

Enter the Road Safety Inspection Location

Inspection Ref: PTS/RSB/RSI/2025/001

Prepared for:

Enter Client Details

By:

**Enter Road Safety Inspection Team Organisation**

Report Issue Date: **20/10/2025**

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# INTRODUCTION

## Scope of the Inspection

A Road Safety Inspectionis a formal examination of an existing road or road related area in which an independent, qualified team report on the crash potential and likely safety performance of the location. (Formerly known as an ‘Existing Road Safety Audit’)

This Road Safety Inspection has been conducted following the general principles detailed in *Austroads Guide to Road Safety Part 6: Road Safety Audit* and in accordance with the requirements contained in the Main Roads Western Australia Policy and Guidelines for Road Safety Audit.

This report results from a request for a Road Safety Inspection to be conducted at [Inspection Location].

The background and objective of the inspection is [INCLUDE INFORMATION SUPPLIED BY THE CLIENT].

The Road Safety Inspection was undertaken by [Inspection Team Leader] of [Inspection Team Leader Organisation] with reference to the details provided by the client.

The Road Safety Inspection comprised an examination of the area identified by [Client Contact and Organisation].

All the findings described in Section 2 of this report are considered by the inspection team to require action in order to improve the safety of the existing road environment and to minimise the risk of crash occurrence and reduce potential crash severity.

The inspection team has examined and reported only on the road safety implications of the road infrastructure as presented.

## The Inspection Team

|  |  |  |  |
| --- | --- | --- | --- |
| **Auditor No.** | **Name** | **Role** | **Organisation** |
| 000000 | [ENTER NAME] | Inspection Team Leader | [ENTER ORGANISATION] |
| 000000 | [ENTER NAME] | Inspection Team Member | [ENTER ORGANISATION] |
| 000000 | [ENTER NAME] | Inspection Team Trainee | [ENTER ORGANISATION] |

The inspection team visited the site on [DATE] at [TIME]. At the time of the site visit the weather was [ENTER] and the existing road surface was [ENTER WET/DRY].

A night-time site visit was undertaken on [DATE] at [TIME].

## Specialist Advisors

Others present during the daytime / night-time visits were:

|  |  |  |
| --- | --- | --- |
| **Name** | **Role** | **Organisation** |
| [ENTER NAME] | [E.g. Police Advisor] | [ENTER ORGANISATION] |
| [ENTER NAME] | [E.g. Traffic Signal Advisor] | [ENTER ORGANISATION] |
| [ENTER NAME] | [E.g. Maintenance Advisor] | [ENTER ORGANISATION] |

## Risk Assessment

### Safe System Findings

The aim of Safe System Findings is to focus the Road Safety Inspection process on considering safe speeds and by providing forgiving roads and roadsides. This is to be delivered through the Road Safety Inspection process by accepting that people will always make mistakes and by considering the known limits to crash forces the human body can tolerate. This is to be achieved by focusing the Road Safety Inspection on particular crash types that are known to result in higher severity outcomes at relatively lower speed environments to reduce the risk of Fatal and Serious Injury (FSI) crashes.

The additional annotation “**FSI CRASH RISK**” displayed using red text shall be used to provide emphasis to any road safety inspection finding that has the potential to result in Fatal or Serious Injury (FSI) or findings that are likely to result in the following crash types above the related speed environment: head-on (>70 km/h), right angle (>50 km/h), run off road impact object (>40 km/h), and crashes involving vulnerable road users (>30 km/h), as these crash types are known to result in higher severity outcomes at relatively lower speed environments.

The exposure and likelihood of crash occurrence shall then be considered for all findings deemed to pose “**FSI CRASH RISK**” and be evaluated based on an auditors professional judgement. Auditors should consider factors such as, traffic volumes and movements, speed environment, crash history and the road environment, and apply road safety engineering and crash investigation experience to determine the likelihood of crash occurrence. The likelihood of crash occurrence shall be considered either “**VERY HIGH**”, “**HIGH**”, “**MODERATE**” or “**LOW**” and this annotation shall be displayed using red text following the “FSI CRASH RISK” annotation on applicable findings.

### All Other Findings

All other findings shall have the annotation “**CRASH RISK**” displayed using black text.

The exposure and likelihood of crash occurrence shall then be considered for all other findings and be evaluated based on an auditors professional judgement. Auditors should consider factors such as, traffic volumes and movements, speed environment, crash history and the road environment, and apply road safety engineering and crash investigation experience to determine the likelihood of crash occurrence. The likelihood of crash occurrence shall be considered either “**VERY HIGH**”, “**HIGH**”, “**MODERATE**” or “**LOW**” and this annotation shall be displayed using black text following the “**CRASH RISK**” annotation on applicable findings.

## Previous Road Safety Inspections

A Road Safety Inspection was undertaken by [NAME OF ORGANISATION] in [MONTH AND YEAR] [INSPECTION REF].

The items raised in the previous Road Safety Inspection have been addressed with the exception of the items listed below. These items are discussed again in this Road Safety Inspection.

|  |  |  |
| --- | --- | --- |
| **Earlier Inspection Finding Ref.** | **Description** | **Inspection Item Ref.** |
| [REF. E.g. 2.1] | [FINDING DESCRIPTION] | [REF. E.g. 2.1] |
| [REF. E.g. 2.1] | [FINDING DESCRIPTION] | [REF. E.g. 2.1] |

## Background Data

### Crash History

A study of the recent crash history has been conducted in the location considered in the inspection for the five-year period to the end of December [ENTER YEAR]. This showed that there were [999] reported crashes within the extracted data which is summarised below:

* [DETAILS OF CRASH TYPE GROUPINGS AND CRASH SEVERITY];
* [DETAILS OF CRASH TYPE GROUPINGS AND CRASH SEVERITY]; and
* [DETAILS OF CRASH TYPE GROUPINGS AND CRASH SEVERITY].

### Traffic and Speed Data

A summary of recent traffic data is provided below:

|  |  |  |  |
| --- | --- | --- | --- |
| **Location** | **Vehicles per day (% heavy vehicles)** | **Date** | **Source** |
| [ROAD NAME] (Site Number) | [NUMBER] ( %) | [DATE] | [Traffic Map] |

A summary of recent speed data is provided below:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Location** | **Average Speed (km/h)** | **85th Percentile Speed (km/h)** | **Date** | **Source** |
| [ROAD NAME] (Site Number) | [NUMBER] | [NUMBER] | [DATE] | [Traffic Map] |

### Appendices

Appendix A – Road Safety Inspection Findings Location Plan

Appendix B – Road Safety Inspection Photographs

Appendix C – Crash Reports

Appendix D – Corrective Action Report (CAR)

# ITEMS RAISED IN THIS ROAD SAFETY INSPECTION

## Finding – Provide a title for the identified finding including its location e.g. Safe Intersection Sight Distance at the intersection of Ocean Reef Road and Marmion Avenue

Provide a summary of the finding including further clarification of the location if necessary. E.g. There is a tree that partially obscures sight lines to the north for vehicles exiting Ocean Reef Road.

***Justification of the finding:***

In the first paragraph describe the potential crash outcome related to the finding. E.g. There is a risk that vehicles could fail to give way whilst exiting the intersection which could result in right angle crashes.

Provide further justification of the finding by further explaining the problem and if applicable make reference to appropriate control data to support your finding. E.g. The tree located to the north of the intersection reduces Safe Intersection Sight Distance to 120 m. *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersection* indicates that Safe Intersection Sight Distance is the minimum distance which should be provided on the major road at any intersection. Using an operating speed of 110 km/h and reaction time of 2.0 seconds the required Safe Intersection Sight Distance is 285 m measured 7 m back along the side road from the conflict point.

***Recommendation***

Provide your recommendation ensuring that you do not use the terms ‘consider’ or ‘monitor’. E.g. The tree should be removed to ensure that adequate Safe Intersection Sight Distance is provided in accordance with Austroads guidelines.

**[FSI CRASH RISK | HIGH]**

## Finding – Provide a title for the identified finding including its location e.g. Safe Intersection Sight Distance at the intersection of Ocean Reef Road and Marmion Avenue

Provide a summary of the finding including further clarification of the location if necessary. E.g. There is a tree that partially obscures sight lines to the north for vehicles exiting Ocean Reef Road.

***Justification of the finding:***

In the first paragraph describe the potential crash outcome related to the finding. E.g. There is a risk that vehicles could fail to give way whilst exiting the intersection which could result in right angle crashes.

Provide further justification of the finding by further explaining the problem and if applicable make reference to appropriate control data to support your finding. E.g. The tree located to the north of the intersection reduces Safe Intersection Sight Distance to 120 m. *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersection* indicates that Safe Intersection Sight Distance is the minimum distance which should be provided on the major road at any intersection. Using an operating speed of 110 km/h and reaction time of 2.0 seconds the required Safe Intersection Sight Distance is 285 m measured 7 m back along the side road from the conflict point.

***Recommendation***

Provide your recommendation ensuring that you do not use the terms ‘consider’ or ‘monitor’. E.g. The tree should be removed to ensure that adequate Safe Intersection Sight Distance is provided in accordance with Austroads guidelines.

**[FSI CRASH RISK | MODERATE]**

## Finding – Provide a title for the identified finding including its location e.g. Stopping Sight Distance at the intersection of Ocean Reef Road and Marmion Avenue

Provide a summary of the finding including further clarification of the location if necessary. E.g. There is a vegetation that partially obscures sight lines to the north for vehicles approaching Ocean Reef Road.

***Justification of the finding:***

In the first paragraph describe the potential crash outcome related to the finding. E.g. There is a risk that vehicles could fail to see queuing vehicles on the approach to the intersection which could result in rear end crashes. A review of the crash history shows that there has been 10 rear end crashes on the northbound approach.

Provide further justification of the finding by further explaining the problem and if applicable make reference to appropriate control data to support your finding. E.g. The vegetation located to the north of the intersection reduces Stopping Sight Distance to 30 m. *Austroads Guide to Road Design Part 3: Geometric Design* indicates that Stopping Sight Distance (SSD) is the distance to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead.

Using an operating speed of 60 km/h and reaction time of 2.0 seconds the required Stopping Sight Distance is 73 m.

***Recommendation***

Provide your recommendation ensuring that you do not use the terms ‘consider’ or ‘monitor’. E.g. The vegetation should be removed to ensure that adequate Stopping Sight Distance is provided in accordance with Austroads guidelines.

**[CRASH RISK | VERY HIGH]**

# ROAD SAFETY INSPECTION Team Statement

I hereby certify that the inspection team have examined the identified location in undertaking this Road Safety Inspection. I also confirm that this inspection has been conducted following the general principles detailed in *Austroads Guide to Road Safety Part 6: Road Safety Audit* and in accordance with Main Roads Policy and Guidelines for Road Safety Audit.

The inspection has been carried out for the sole purpose of identifying any features of the existing road environment which could be altered or removed to improve the safety of the road infrastructure. The identified issues have been noted in this report. The accompanying findings and recommendations are put forward for consideration by the asset owner for implementation.

**Inspection Team Leader**

|  |  |  |
| --- | --- | --- |
| [ENTER NAME] |  | Signature |
| [JOB TITLE] |  |
| [ORGANISATION] |  |  |
| [TEL. NO.] |  | Date |
| [EMAIL ADDRESS] |  |  |
|  |  |  |

**Disclaimer**

*This report contains findings and recommendations based on examination of the site and/or relevant documentation. The report is based on the conditions viewed on the day of inspection and is relevant at the time of production of the report. Information and data contained within this report is prepared with due care by the Road Safety Inspection Team. While the Road Safety Inspection Team seeks to ensure accuracy of the data, it cannot guarantee its accuracy.*

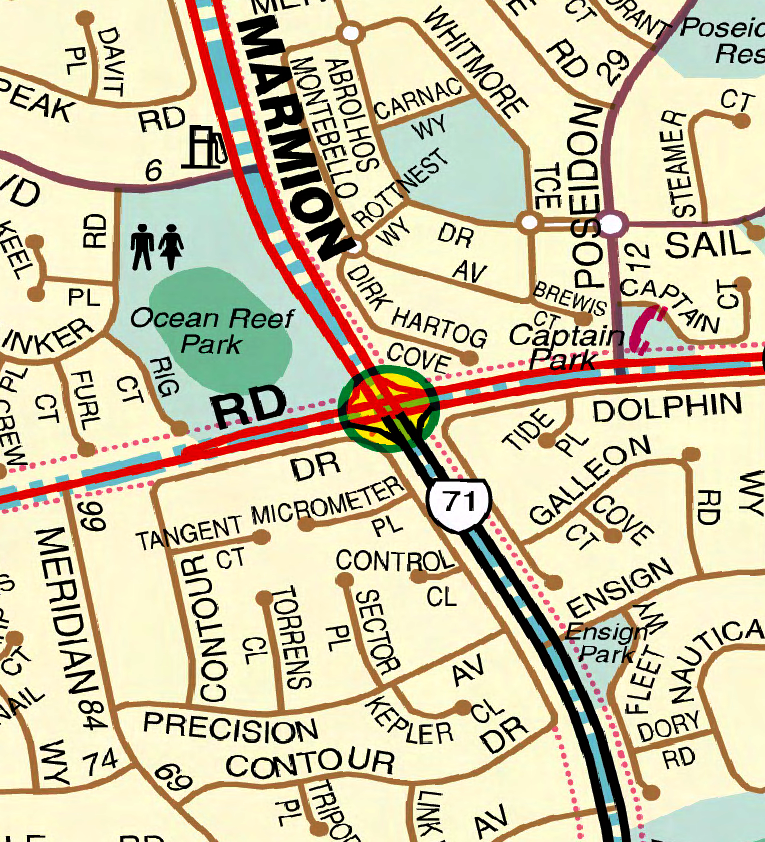
*Readers should not solely rely on the contents of this report or draw inferences to other sites. Users must seek appropriate expert advice in relation to their own particular circumstances.*

*The Road Safety Inspection Team does not warrant, guarantee or represent that this report is free from errors or omissions or that the information is exhaustive. Information contained within may become inaccurate without notice and may be wholly or partly incomplete or incorrect. Before relying on the information in this report, users should carefully evaluate the accuracy, completeness and relevance of the data for their purposes.*

*Subject to any responsibilities implied in law which cannot be excluded, the Road Safety Inspection Team is not liable to any party for any losses, expenses, damages, liabilities or claims whatsoever, whether direct, indirect or consequential, arising out of  or referrable to the use of this report, howsoever caused whether in contract, tort, statute or otherwise.*

**APPENDIX A**

**ROAD SAFETY INSPECTION FINDINGS LOCATION PLAN**



**Inspection Findings Location Plan**

**Finding 2.2**

**Finding 2.1**

**Finding 2.1**

**Finding 2.2**

**APPENDIX B**

**ROAD SAFETY INSPECTION PHOTOGRAPHS**

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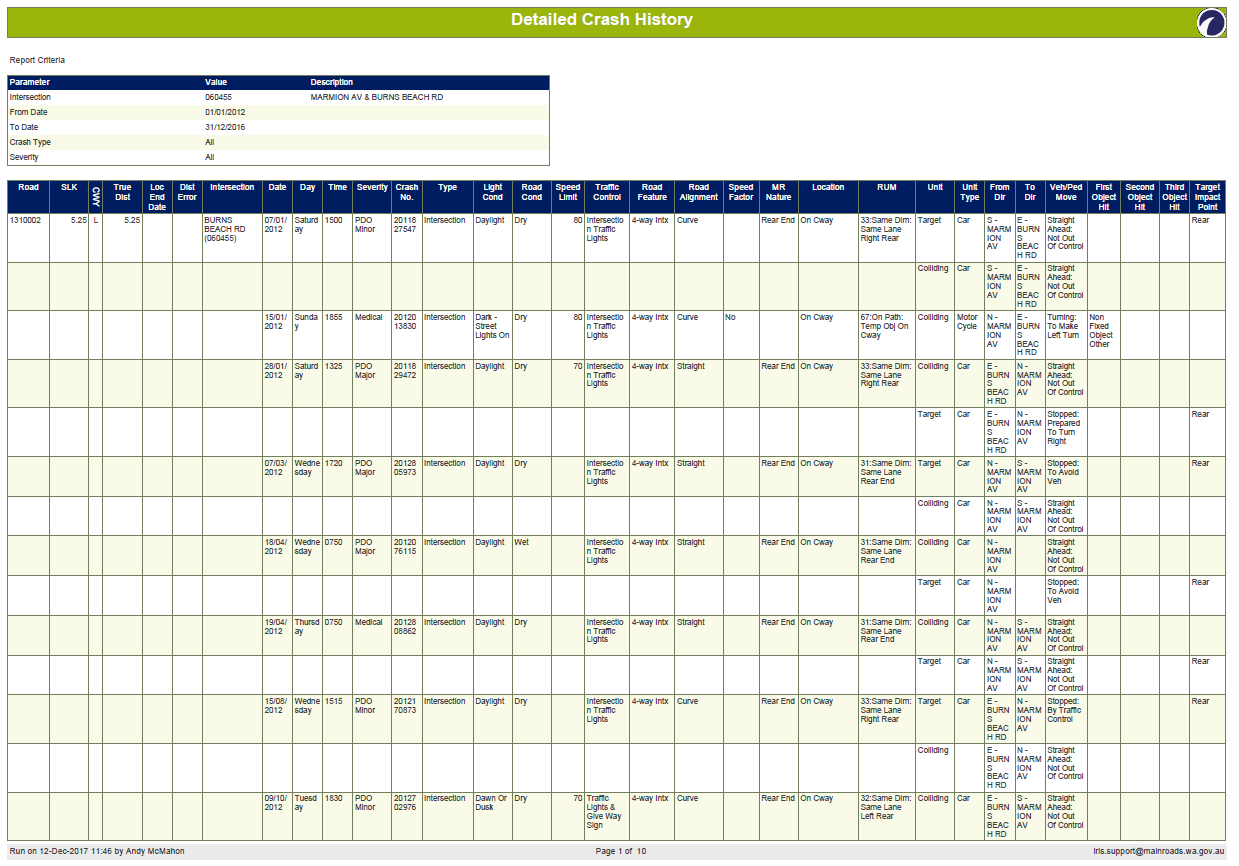
**Finding 2.1 – Tree obscuring sight lines to the south at the intersection**

****

**Finding 2.2 – Available Safe Intersection Sight Distance to the north**

**APPENDIX C**

**CRASH REPORTS**



**APPENDIX D**

**CORRECTIVE ACTION REPORT**

**Corrective Action Report – [Inspection Location]**

**Road Safety Inspection**

|  |  |  |  |
| --- | --- | --- | --- |
| **Findings and Recommendations** | **Project Manager** | | |
| **Agree / Disagree** | **Reason for Disagreeing** | **Proposed Action and Comments** |
|  |  |  |  |
| **2.1 – Finding - Provide a title for the identified finding including its location e.g. Safe Intersection Sight Distance at the intersection of Ocean Reef Road and Marmion Avenue**  Provide a summary of the finding including further clarification of the location if necessary. E.g. There is a tree that partially obscures sight lines to the north for vehicles exiting Ocean Reef Road. | Choose an item. |  |  |
| **Recommendation**  Provide your recommendation ensuring that you do not use the terms ‘consider’ or ‘monitor’. E.g. The tree should be removed to ensure adequate Safe Intersection Sight Distance is provided in accordance with Austroads guidelines.  **[FSI CRASH RISK | HIGH]** | Choose an item. |  |  |
| **2.2 – Finding - Provide a title for the identified finding including its location e.g. Safe Intersection Sight Distance at the intersection of Ocean Reef Road and Marmion Avenue**  Provide a summary of the finding including further clarification of the location if necessary. E.g. There is a tree that partially obscures sight lines to the north for vehicles exiting Ocean Reef Road. | Choose an item. |  |  |
| **Recommendation**  Provide your recommendation ensuring that you do not use the terms ‘consider’ or ‘monitor’. E.g. The tree should be removed to ensure adequate Safe Intersection Sight Distance is provided in accordance with Austroads guidelines.  **[FSI CRASH RISK | MODERATE]** | Choose an item. |  |  |
| **2.3 – Finding - Provide a title for the identified finding including its location e.g. Stopping Sight Distance at the intersection of Ocean Reef Road and Marmion Avenue**  Provide a summary of the finding including further clarification of the location if necessary. E.g. There is a vegetation that partially obscures sight lines to the north for vehicles approaching Ocean Reef Road. | Choose an item. |  |  |
| **Recommendation**  Provide your recommendation ensuring that you do not use the terms ‘consider’ or ‘monitor’. E.g. The vegetation should be removed to ensure that adequate Stopping Sight Distance is provided in accordance with Austroads guidelines.  **[CRASH RISK | VERY HIGH]** | Choose an item. |  |  |

**Corrective Action Report – [Inspection Location]**

**Road Safety Inspection**

NOTE:

* This Corrective Action Report is to be read in conjunction with the full Road Safety Inspection Report and its findings and recommendations.
* The asset owners (MRWA and/or LGA) **must** be informed of these findings, recommendations and proposed actions.
* Items not under the responsibility of this project representative must be forwarded to the persons / agencies who are responsible.

**These findings and recommendations have been considered, and the actions listed will be taken accordingly.**

|  |  |  |  |
| --- | --- | --- | --- |
|  |  |  |  |
| **Responsible Project Representative** | **Company / Agency / Division** | **Position** | **Date** |
|  |  |  |  |
|  |  |  |  |
| **Asset Owner Representative** | **Company / Agency / Division** | **Position** | **Date** |