

ROAD SAFETY INSPECTION

Crooks Road Merredin 0.00 – 1.50 SLK



Prepared for:

Shire of Merredin

By:

Road Safety Branch

Main Roads Western Australia

Inspection Ref: PTS/RSB/RSI/2023/PS/15

Report Issue Date: **14/12/2023**

Road Safety Inspection Document Control Sheet

Project Location:	Crooks Road Merredin 0.00 – 1.50 SLK
Prepared for:	Shire of Merredin
Prepared by 1:	Road Safety Branch
Prepared by 2:	Main Roads Western Australia
Inspection Team Leader:	Paul Starling
Inspection Team Leader Organisation:	Main Roads Western Australia
Inspection Reference:	PTS/RSB/RSI/2023/PS/15
Report Issue Date:	14/12/2023

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1. INTRODUCTION

1.1 Scope of the Inspection

A Road Safety Inspection is 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 *Austrroads Guide to Road Safety Part 6: Road Safety Audit*.

This report results from a request for a Road Safety Inspection to be conducted at Crooks Road Merredin between 0.00 – 1.50 SLK

The background and objective of the inspection is to identify safety concerns relating to the movement of all road users but particularly Restricted Access Vehicles (RAV's)

The Road Safety Inspection was undertaken by Paul Starling of Main Roads Western Australia with reference to the details provided by the client.

The Road Safety Inspection comprised an examination of the area identified by Shire of Merredin .

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.

1.2 The Inspection Team

Auditor No.	Name	Role	Organisation
702(S)	Paul Starling	Inspection Team Leader	Main Roads Western Australia
279(S)	Andrew McMahon	Inspection Team Member	Main Roads Western Australia

The inspection team visited the site on 16th November 2023 at 15:20. At the time of the site visit the weather was fine and the existing road surface was dry.

A night-time site visit was undertaken on 16th November 2023 at 19:15.

1.3 Specialist Advisors

No Specialist advisors were present for this inspection.

1.4 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 crashes.

The additional annotation “**IMPORTANT**” shall be used to provide emphasis to any Road Safety Inspection finding that has the potential to result in fatal or serious injury, 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 “**IMPORTANT**” and 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 additional annotation shall be displayed following the “**IMPORTANT**” annotation on applicable findings.

1.5 Previous Road Safety Inspections

No Previous Audits are known to exist at this location.

1.6 Background Data

1.6.1 Crash History

- No Crash Data is recorded at this location.

1.6.2 Traffic and Speed Data

A summary of recent traffic data is provided below:

Location	Vehicles per day (% heavy vehicles)	Date	Source
Crooks Road	516 (65%)	2022	Shire of Merredin

A summary of recent speed data is provided below:

Location	Average Speed (km/h)	85th Percentile Speed (km/h)	Date	Source
Crooks Road	No data Available	No data Available	-	-

1.6.3 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)

2. ITEMS RAISED IN THIS ROAD SAFETY INSPECTION

2.1 Finding – Missing and faded Give Way lines

There are no give way holding lines at the intersections of Insignia Way & Gabo Road at Crooks Road. The holding lines at the intersection of Crooks Road and Great Eastern Highway, and Crooks Road and Goldfields Road are worn to the extent that they are no longer visible to approaching drivers.

Justification of the finding:

There is a risk that drivers may overshoot the intersections which could result in right-angle crashes.

Australian Standard 1742.2-2022: Traffic Control Devices for General Use indicates clear and effective pavement marking is essential for the proper guidance and control of all road users. Give way lines may be used to indicate the safe position for a vehicle to be held at a T-intersection.

Recommendation

Give way hold lines should be provided in accordance with Australian Standards.

[IMPORTANT | LOW]

2.2 Finding – Depression in seal resulting in potential water ponding

There is a depression in the road surface on Crooks Road in close proximity to its intersection with Great Eastern Highway which could result in an area of ponding during wet conditions.

Justification of the finding:

There is a risk that southbound vehicles braking on Crooks Road approaching the intersection could lose traction during wet conditions overshooting the intersection resulting in right angle crashes.

Austrroads Guide to Road Design Part 5A: Drainage – Road Surface, Networks, Basins and Subsurface indicates that the safety of road users is most at risk from run-off that either falls directly upon the road surface or flows onto the road surface from the adjacent road reservation. The main risk to road users encountering road surface run-off is a loss of control.

Austrroads Guide to Road Design Part 5A: Drainage – Road Surface, Networks, Basins and Subsurface also indicates that aquaplaning may be a greater problem where braking, hard acceleration or change of vehicle direction occurs in particular braking situations, e.g. on the approaches to intersections, as these manoeuvres place additional demands on friction over that of normal driving.

Recommendation

The road surface level should be regraded to remove the surface depression to minimise the risk of ponding in accordance with Austroads Guidelines.

[IMPORTANT | LOW]

2.3 Finding – Insufficient pavement and shoulder width

Crooks Road has an insufficient sealed width of between 5.8 m and 6.0 m through this road section that carries a high proportion of heavy vehicles. There is evidence that vehicles are straying from the sealed surface with sections of the route showing significant pavement edge break and edge drop in excess of 70 mm.

Justification of the finding:

There is a risk that vehicles straying from the narrow-sealed road surface may lose control or collide with opposing vehicles.

Austroads Guide to Road Design Part 3: Geometric Design indicates that a width greater than 4.5 m but less than 6.0 m may lead to two vehicles trying to pass with each remaining on the seal. This potentially increases head-on accidents. On two lane sealed roads, the total width of seal should desirably be not less than 7.2 m to allow adequate width for passing.

Austroads Guide to Road Design Part 3: Geometric Design also indicates that a minimum 7.0 m seal should be provided on designated heavy vehicle routes (or where the AADT contains more than 15% heavy vehicles). The Shire of Merredin advised that the traffic volume on Crooks Road is 516 vehicles per day comprising 65 % heavy vehicles therefore meeting this requirement.

Recommendation

The sealed surface should be widened to accommodate the high proportion of heavy vehicles on Crooks Road in accordance with Austroads guidelines.

2.4 Finding – Insufficient swept path at intersections

The intersections of Crooks Road and Great Eastern Highway, Gabo Road and Insignia Way have insufficient turning path space for large vehicles to safely negotiate these intersections. Large vehicles were observed to encroach into opposing traffic lanes to make the turning manoeuvres and remain on the sealed surface at these intersections.

Justification of the finding:

There is a risk that large turning vehicles at these intersections could collide with other vehicles at the intersection which could result in head on or side swipe crashes.

Austrroads Guide to Road Design Part 4: Intersections and Crossings: General indicates that turning paths of design vehicles form the basis of the turning widths required at intersections. All intersection layouts must be checked to ensure that they can accommodate the turning path envelope (swept path) for the design vehicle plus necessary clearances.

Recommendation

Swept path analysis should be conducted on all intersections to ensure that adequate turning clearances are achieved and modifications made to existing seal widths and radius if required in accordance with Austrroads guidelines.

2.5 Finding – Damaged, missing and misleading warning signs

The Give Way Sign Ahead (W3-2) warning sign on Crooks Road on the approach to Great Eastern Highway for southbound drivers is sun faded and has lost its reflectivity.

The Cross Road (W2-1) warning signs for northbound vehicles on Crooks Road and for southbound vehicles on Hubeck Road approaching the intersection of Goldfields Road are likely to mislead drivers about the road layout ahead.

There are no Cross Road (W2-1) warning signs on Goldfields Road on the approaches to the intersection with Crooks Road and Hubeck Road.

There is no Gravel Road (W5-19) warning sign provided for westbound drivers travelling on Goldfields Road west of Crooks Road where it transitions from a sealed to a gravel surface.

Justification of the finding:

There is a risk that drivers may fail to recognise or be misled by these signs resulting in overshooting, rear end, loss of control or right-angle crashes.

Australian Standard 1742.2-2009: Traffic Control Devices for General Use indicates that as signs are an essential part of the road traffic system, their messages shall be consistent and their design and placement coordinated with the geometric design.

Austrroads Guide to Traffic Management Part 10 – Traffic Control and Communication Devices indicates that effective traffic signs are an important part of traffic management systems and are a fundamental requirement for the safe and efficient use of roads. All signs that are intended to convey their message during the night need to be reflectorised so that they display their colours and shape and are as legible by night as they would be by day.

Recommendation

Appropriate signs should be provided and signs in poor condition should be replaced in accordance with Australian standards and Austrroads guidelines.

[IMPORTANT | LOW]

2.6 Finding – Insufficient safe intersection sight distance

There are trees located to the north of the intersection of Crooks Road and Insignia Way on the eastern verge resulting in insufficient Safe Intersection Sight Distance (SISD) for vehicles exiting Insignia Way and entering Crooks Road.

Justification of the finding:

There is a risk that drivers exiting Insignia Way may fail to give way to southbound vehicles on Crooks Road resulting in right angle crashes.

The trees situated to the north reduces Safe Intersection Sight Distance to 90m. *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 5 m back from the intersection hold point.

Recommendation

Trees should be removed to provide adequate Safe Intersection Sight Distance in accordance with Austroads Guidelines.

[IMPORTANT | MODERATE]

2.7 Finding – Reduced road friction due to loose aggregate

Significant amounts loose aggregate was observed to be spread across the intersection of Insignia Way and Crooks Road.

Justification of the finding:

There is a risk of loss of control and rear end crashes resulting from vehicles skidding whilst braking approaching the intersection due to loose aggregate on the road surface.

Austroads Guide to Traffic Management Part 13: Road Environment Safety indicates that pavement friction can be significantly reduced by the presence of loose aggregate. If the friction supply drops to a low level in such situations, drivers can inadvertently demand more friction than the pavement can supply, leading to loss of control.

Recommendation

Loose aggregate should be removed from the road surface in accordance with Austroads guidelines.

2.8 Finding – Road Surface in poor condition

The road surface on Insignia Way on approach to Crooks Road is in poor condition due to potholes, previous patching works and significant edge break resulting in an uneven and inconsistent surface.

Justification of the finding:

There is a risk that approaching vehicles could enter the braking zone on this surface and lose traction which could result in rear end crashes.

Austrroads Guide to Traffic Management Part 13: Safe System Approach to Transport Management indicates that the friction of the road pavement enables vehicles to maintain control both when proceeding through a grade or curves, or when needing to reduce speed on approaches to traffic controls.

Recommendation

The road surface should be resealed to provide adequate surface friction for road users in accordance with Austrroads guidelines.

2.9 Finding – Narrow seal width at level crossing

The seal width on the approach to, and across the railway level crossing, located on Crooks Road south of Insignia Way is narrow resulting in large vehicles having to negotiate the crossing in the centre of the existing seal utilising both north and southbound lanes.

Justification of the finding:

The crossing is situated on a crest with restricted sightlines. Large vehicles are required to negotiate the level crossing in the middle of the roadway which could result in head on or rear end crashes.

The seal width at the crossing was measured to be 6.2 m.

Austrroads Guide to Road Design Part 3: Geometric Design indicates that on two lane sealed roads, the total width of seal should desirably be not less than 7.2 m to allow adequate width for passing.

Austrroads Guide to Road Design Part 3: Geometric Design also indicates that a minimum 7.0 m seal should be provided on designated heavy vehicle routes (or where the AADT contains more than 15% heavy vehicles). The Shire of Merredin advised that the traffic volume on Crooks Road is 516 vehicles per day comprising 65 % heavy vehicles therefore meeting this requirement.

Recommendation

Adequate seal width should be provided on the approach to and at the railway level crossing in accordance with Austroads Guidelines.

[IMPORTANT | MODERATE]

2.10 Finding – Roadside hazards within the clear zone

There are trees, located on the verge along Crooks Road that pose a risk to vehicle occupants in the event an errant vehicle leaves the road. The trees were measured to be as close as 1.0 m from the travelled way.

Justification of the finding:

There is a risk that an errant vehicle may leave the travelled way and collide with a tree situated within the clear zone resulting in an increased severity run off road crash.

Hazards within the clear zone should be removed or suitably protected or be frangible to the impact of a vehicle. Effective clear zones are determined using the method described in *Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers*. Using an estimated 85th percentile speed of 110 km/h, straight alignment, flat batter slopes and < 750 vehicles per day, the required clear zone is 6.0 m.

Austroads Guide to Road Design Part 6 (2018): Roadside Design, Safety and Barriers indicates trees feature prominently as impacted hazards in run-off road crashes accounting for a large proportion of fatalities.

Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers indicates removal of roadside hazards is rated very high as an effective treatment to prevent an off-path incident.

Recommendation

Trees located within the clear zone should be removed or suitably protected in accordance with Austroads Guidelines.

[IMPORTANT | LOW]

2.11 Finding – Insufficient guide posts

There are missing and damaged guideposts along the entire length of Crooks Road.

Justification of the finding:

There is a risk that drivers may not distinguish the edge of the road resulting in run off road crashes particularly during the hours of darkness.

Australian Standard 1742.2-2022: Traffic Control Devices for General Use indicates that the nominal spacing of guide posts on a straight section of road with a traffic

volume less than 1500 vehicles per day is every 300m with at least two pairs of guideposts being visible at all times.

Recommendation

Guide posts should be installed in accordance with Australian Standards.

[IMPORTANT | LOW]

3. 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 *Austrroads Guide to Road Safety Part 6: 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

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P. Starling

14/12/2023

Date

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.

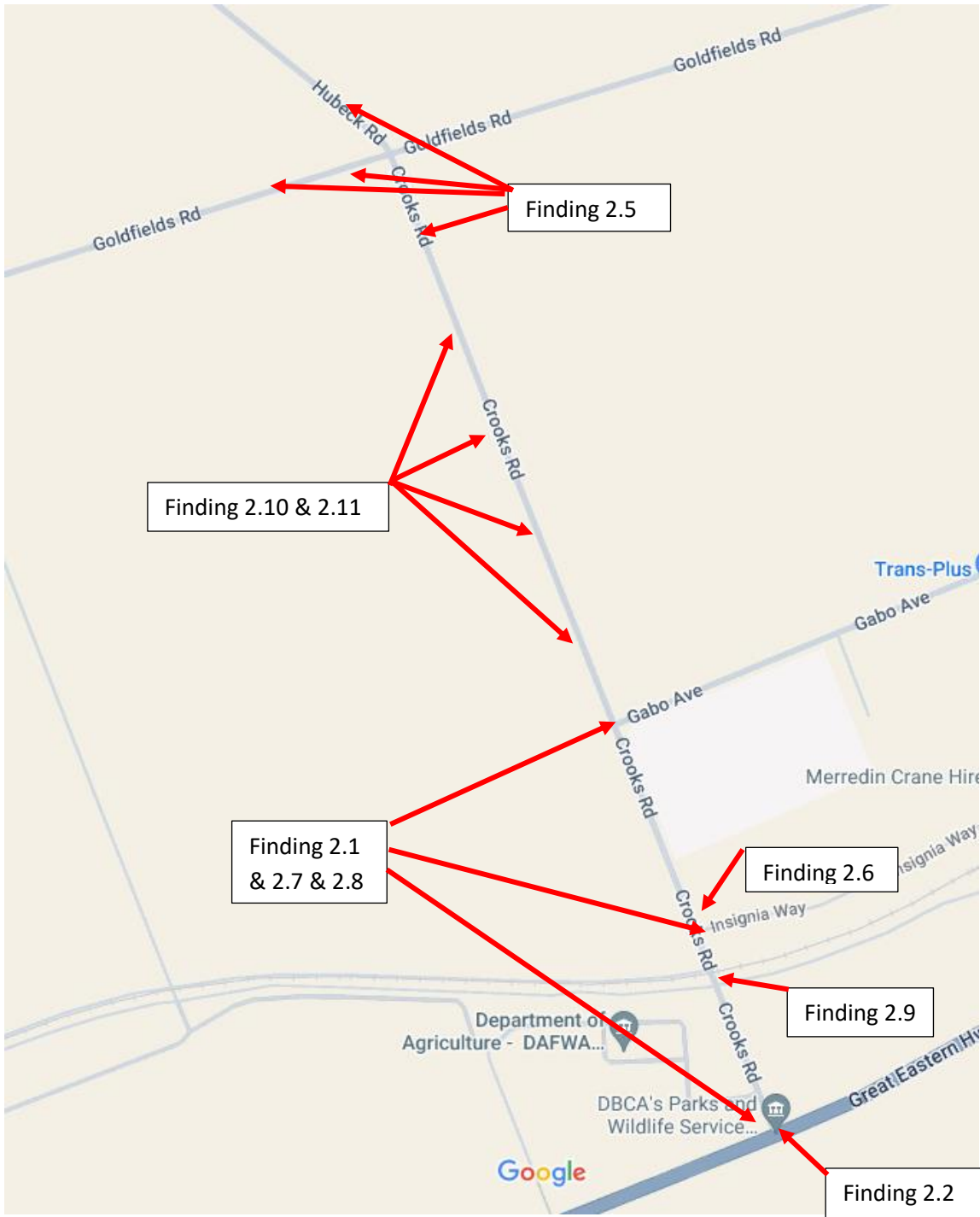
The Road Safety Inspection Team does not warrant, guarantee or represent that this report is free from errors or omissions or that the information is exhaustive. Information contained within may become inaccurate without notice and may be wholly or partly incomplete or incorrect. Before relying on the 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 referable 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



APPENDIX B

ROAD SAFETY INSPECTION PHOTOGRAPHS



Finding 2.1 – Faded Giveaway lines at intersection of Crooks Road and Great Eastern Highway



Finding 2.1 – Absence Give way lines at intersection of location



Finding 2.1 – Faded Give way lines Crooks Rd & Goldfields Rd



Finding 2.2 – Depression in road surface at intersection of Crooks Road and Great Eastern Highway



Finding 2.3 – Typical example of edge drop (numerous locations)



Finding 2.4 – Insufficient swept path at intersection of Crooks Road and Great Eastern Highway



Finding 2.4 – Insufficient swept path at intersection of Crooks Road and Gabo Avenue



Finding 2.4 – Insufficient swept path at intersection of Crooks Road and Gabo Avenue



Finding 2.5– Damaged sign Crooks Road approaching Great Eastern Highway



Finding 2.5– Misleading Cross Road warning sign on Crooks Road northbound approach to Goldfields Road



Finding 2.5– Misleading Cross Roads warning sign on Hubeck Road southbound approach to Goldfields Road.



Finding 2.5– Absence of Gravel Road Ahead warning sign westbound on Goldfields Road



Finding 2.6– Insufficient Safe intersection sight distance to north at Insignia Way



Finding 2.7 & 2.8– Loose aggregate and poor surface condition at intersection of Insignia Way and Crooks Road



Finding 2.9– Narrow seal at level crossing on Crooks Road



Finding 2.10– Roadside hazards within clear zone along Crooks Road

APPENDIX C
CRASH REPORTS

(No Crash Data Recorded at this Location)

APPENDIX D

CORRECTIVE ACTION REPORT

**Corrective Action Report – Crooks Road Merredin SLK 0.00 – 1.50
Road Safety Inspection**

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p>2.1 – Finding - Missing and faded Give Way lines</p> <p>There are no give way holding lines at the intersections of Insignia Way & Gabo Road at Crooks Road. The holding lines at the intersection of Crooks Road and Great Eastern Highway, and Crooks Road and Goldfields Road are worn to the extent that they are no longer visible to approaching drivers.</p>	Choose an item.		
<p>Recommendation</p> <p>Give way hold lines should be provided in accordance with Australian Standards.</p> <p>[IMPORTANT LOW]</p>	Choose an item.		

<p>2.2 – Finding - Depression in seal resulting in potential water ponding</p> <p>There is a depression in the road surface on Crooks Road in close proximity to its intersection with Great Eastern Highway which could result in an area of ponding during wet conditions.</p>	<p>Choose an item.</p>		
<p>Recommendation</p> <p>The road surface level should be regraded to remove the surface depression to minimise the risk of ponding in accordance with Austroads Guidelines.</p> <p>[IMPORTANT LOW]</p>	<p>Choose an item.</p>		

<p>2.3 – Finding - Insufficient pavement and shoulder width</p> <p>Crooks Road has an insufficient sealed width of between 5.8 m and 6.0 m through this road section that carries a high proportion of heavy vehicles. There is evidence that vehicles are straying from the sealed surface with sections of the route showing significant pavement edge break and edge drop in excess of 70 mm.</p>	<p>Choose an item.</p>		
<p>Recommendation</p> <p>The sealed surface should be widened to accommodate the high proportion of heavy vehicles on Crooks Road in accordance with Austroads guidelines.</p>	<p>Choose an item.</p>		

<p>2.4 – Finding - Insufficient swept path at intersections</p> <p>The intersections of Crooks Road and Great Eastern Highway, Gabo Road and Insignia Way have insufficient turning path space for large vehicles to safely negotiate these intersections. Large vehicles were observed to encroach into opposing traffic lanes to make the turning manoeuvres and remain on the sealed surface at these intersections.</p>	<p>Choose an item.</p>		
<p>Recommendation</p> <p>Swept path analysis should be conducted on all intersections to ensure that adequate turning clearances are achieved and modifications made to existing seal widths and radius if required in accordance with Austroads guidelines.</p>	<p>Choose an item.</p>		

<p>2.5 – Finding - Damaged, missing and misleading warning signs</p> <p>The Give Way Sign Ahead (W3-2) warning sign on Crooks Road on the approach to Great Eastern Highway for southbound drivers is sun faded and has lost its reflectivity.</p> <p>The Cross Road (W2-1) warning signs for northbound vehicles on Crooks Road and for southbound vehicles on Hubeck Road approaching the intersection of Goldfields Road are likely to mislead drivers about the road layout ahead.</p> <p>There are no Cross Road (W2-1) warning signs on Goldfields Road on the approaches to the intersection with Crooks Road and Hubeck Road.</p> <p>There is no Gravel Road (W5-19) warning sign provided for westbound drivers travelling on Goldfields Road west of Crooks Road where it transitions from a sealed to a gravel surface.</p>	<p>Choose an item.</p>		
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<p>Recommendation</p> <p>Appropriate signs should be provided and signs in poor condition should be replaced in accordance with Australian standards and Austroads guidelines.</p> <p>[IMPORTANT LOW]</p>	<p>Choose an item.</p>		
<p>2.6 – Finding Insufficient safe intersection sight distance</p> <p>There are trees located to the north of the intersection of Crooks Road and Insignia Way on the eastern verge resulting in insufficient Safe Intersection Sight Distance (SISD) for vehicles exiting Insignia Way and entering Crooks Road.</p>	<p>Choose an item.</p>		
<p>Recommendation</p> <p>Trees should be removed to provide adequate Safe Intersection Sight Distance in accordance with Austroads Guidelines.</p> <p>[IMPORTANT MODERATE]</p>	<p>Choose an item.</p>		

<p>2.7 – Finding- Reduced Road friction due to loose aggregate</p> <p>Significant amounts loose aggregate was observed to be spread across the intersection of Insignia Way and Crooks Road.</p>	<p>Choose an item.</p>		
<p>Recommendation</p> <p>Loose aggregate should be removed from the road surface in accordance with Austroads guidelines.</p>	<p>Choose an item.</p>		
<p>2.8 – Finding - Road Surface in poor condition</p> <p>The road surface on Insignia Way on approach to Crooks Road is in poor condition due to potholes, previous patching works and significant edge break resulting in an uneven and inconsistent surface.</p>	<p>Choose an item.</p>		
<p>Recommendation</p>	<p>Choose an item.</p>		

<p>The road surface should be resealed to provide adequate surface friction for road users in accordance with Austroads guidelines.</p>			
<p>2.9 – Finding - Narrow seal width at level crossing</p> <p>The seal width on the approach to, and across the railway level crossing, located on Crooks Road south of Insignia Way is narrow resulting in large vehicles having to negotiate the crossing in the centre of the existing seal utilising both north and southbound lanes.</p>	<p>Choose an item.</p>		
<p>Recommendation</p> <p>Adequate seal width should be provided on the approach to and at the railway level crossing in accordance with Austroads Guidelines.</p> <p>[IMPORTANT MODERATE]</p>	<p>Choose an item.</p>		

<p>2.10 – Finding - Roadside hazards within the clear zone</p> <p>There are trees, located on the verge along Crooks Road that pose a risk to vehicle occupants in the event an errant vehicle leaves the road. The trees were measured to be as close as 1.0 m from the travelled way.</p>	<p>Choose an item.</p>		
<p>Recommendation</p> <p>Trees located within the clear zone should be removed or suitably protected in accordance with Austroads Guidelines.</p> <p>[IMPORTANT LOW]</p>	<p>Choose an item.</p>		
<p>2.11 – Finding Insufficient guide posts</p> <p>There are missing and damaged guideposts along the entire length of Crooks Road.</p>	<p>Choose an item.</p>		
<p>Recommendation</p> <p>Guide posts should be installed in accordance with Australian Standards.</p> <p>[IMPORTANT LOW]</p>	<p>Choose an item.</p>		

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**Corrective Action Report – Crooks Road Merredin SLK 0.00 – 1.5
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