

FACT SHEET

The Problem and the Risk

How confident are you that your curve advisory signs on your local, regional and state road networks are accurate, appropriate, and meet current guidelines as per the Australian Standard?

Can you recall when (or if) they were last checked, and the process documented and recorded to demonstrate compliance and mitigate risk under the WHS Act and regulations and the Austroads guidelines?

At Western Project Services we analyse hundreds of crash sites and crash clusters every year as part of the work we do for TfNSW and various Local Government Agencies. We bid for blackspot funding and secure tens of millions of dollars of funding for our local and state government clients, to improve the road network for the travelling public in regional NSW.

This window into the crashes on our regional road networks has afforded us the opportunity to assess where to target the relatively scarce road safety funding for maximum return.

One area which leaves local government agencies exposed to aggressive law firms, and potentially multi-million dollar suits, in the aftermath of a single vehicle serious injury crash or fatal crash on your road network, is incorrect or missing curve advisory signage.

The crash statistics are filled with “off road on left” or “off road on right” either into a tree, or worse yet into an oncoming vehicle, thereby doubling the chance of a serious injury or fatality.

There may be a range of contributing factors such as speed, poor weather, flushed seal, or poor geometry, but what is clearly measurable after the event is the presence or lack of curve advisory signage, the accuracy of that signage if installed, and the audit trail that demonstrates a quality system approach to managing this risk on an annual or bi-annual basis.

Simple and Effective Solution

Forget the archaic manual ball bank inclinometer, which you maybe experienced in your days as a graduate, being sent out with a technical officer to test one or two curves in the hope of generating something close to a sensible outcome. It is imprecise, has no verifiable audit data, is beset with operator error, and is inaccurate and provide irregular outputs at various vehicle run speeds.

It would take months to assess your network, and even then, you would still not have achieved what was intended at the outset.



Contact

Mr Dion Killiby – *Managing Director*
0459 300 222
dion@westernprojectservices.com.au

Offices

1/233 Stewart Street, BATHURST NSW 2795
6/344 Clarinda Street, PARKES NSW 2870
1/32 Moonee Street, COFFS HARBOUR NSW 2450

Instead, using a calibrated, vehicle mounted accelerometer (such as the Vericom 4000) we can measure, record and assess your entire network in little more than the time it takes to drive it at the posted speed in each direction. We can capture and assess in days and weeks, what would otherwise take months.

We have specifically designed this offering to be efficient and readily accessible with multi layers of benefits, presented in a format that won't paralyse you with data overload.

After just a small amount of time back in the office for quality verification and processing, our simple report is designed in a format that can be handed straight to a Foreman or Leading Hand. They can then order the necessary signage and program the installation for a wet weather activity when crews can't undertake other planned maintenance that is weather dependent. A sample report is attached.

Key elements of the report include:

- Number of curves assessed
- Number of signs assessed
- Breakdown in standard 10km increments
- The number and location of:
 - correct curve advisory signs
 - redundant or incorrect curve advisory signs, and
 - missing curve advisory signs.
- Recommendations on priority locations for repair and improvement
- And all the supporting data files to provide traceability and a complete audit path.



Additional benefits

Because we will be driving the road in both directions, we will also provide a video capture of the road conditions, date stamped for your records. This could then be used as a record of a moment in time should there be the need to compare pre and post conditions of a natural disaster for an asset damages claim.

We will also produce a 'shopping list' for the store person to use to order the required number of curves (left and right), numeral plates and posts.

Indicative pricing

As mentioned, we can capture and record the data in little more than the time taken to drive the road in each direction. Hence the pricing is largely based on the length of the network to be captured plus the time to quality check the data and produce the reports.

Indicative rates for various network lengths (including generation of summary and detailed report, video files, maps linked to Google Earth with .kmz files) all of which combined to provide an auditable record.

Please contact us to describe your scope and enable us to send you a job specific price.