ROAD SAFETY ASSESSMENT
EXISTING CONDITIONS

Arthurs Seat Road, between Nash Lane and Mechanics Road, Red Hill

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Road Safety | Auditing | Development | Movement and Place | Training

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EXECUTIVE SUMMARY

This road safety assessment seeks to assess Arthurs Seat Road, between Nash Lane and Mechanics Road, to identify physical features of the existing conditions that may affect road user safety.

Arthurs Seat Road has a posted speed limit of 60km/h at the project location, facilitating local movement through the Red Hill locality. A small commercial precinct is situated at the project area, which features a service station, garden supply store, general store, and a popular barbeque restaurant (Red Gum BBQ).

A head-on collision between vehicles travelling in opposite directions occurred at the site in December of 2023. The crash resulted in one fatality and two serious injuries.

The road geometry at the site features consecutive bends of varying radii, and the assessment identifies items relating to curve safety that affect road user safety, including curve visibility and advanced warning.

Pedestrian risk is also identified as a result of uncontrolled midblock crossings between road shoulder parking and the opposite commercial precinct.

As such, this report also includes a discussion-based assessment of the existing parking restrictions in view of road user safety and impact on patron amenities.

The recommendations for this project comprise:

- Vegetation maintenance
- Implement curve advisory signage
- Extend guardrail which is proposed as part of separate Blackspot project at this location
- Install pedestrian refuge crossing
- Install perceptual pavement treatment in advance of the pedestrian crossing area

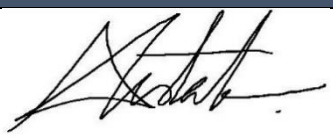
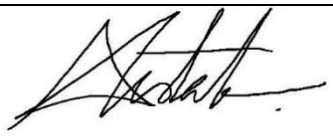
QUALITY INFORMATION PAGE

Client: Mornington Peninsula Shire Council

Client Representative: Shahniaz Arafath | Traffic and Road Safety Engineer

Assessment Team: Daniel Mustata – Senior Road Safety Auditor, Road Solutions Pty Ltd

Duc Phan – Senior Road Safety Auditor, Road Solutions Pty Ltd

Revision	Date	Details	Name	Authorised
A	19/02/2024	Draft report	Daniel Mustata	
B	19/02/2024	Draft report	Daniel Mustata	
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1. INTRODUCTION TO THE SAFE SYSTEM

This road safety assessment has been conducted in accordance and compliance with the Safe System approach and principles. The Safe System approach seeks that no road user is exposed to the risk of serious injury or death and establishes a shared responsibility for safe travel outcomes between system designers and road users.

The Safe System is comprised of four pillars (Figure 1) which establish its core principles: safer vehicles, safer speeds, safer roads, and safer road users. Post-crash response is another element that is often recognised as the fifth pillar. The Safe System also identifies impact speeds above which, in the event of a crash, are intolerable to the human body and highly likely to result in serious injury or death.

This road safety assessment takes into consideration and complies with both the Safe System pillars and Safe System impact speeds in issue identification and recommendation making.

Figure 1: Safe System Pillars

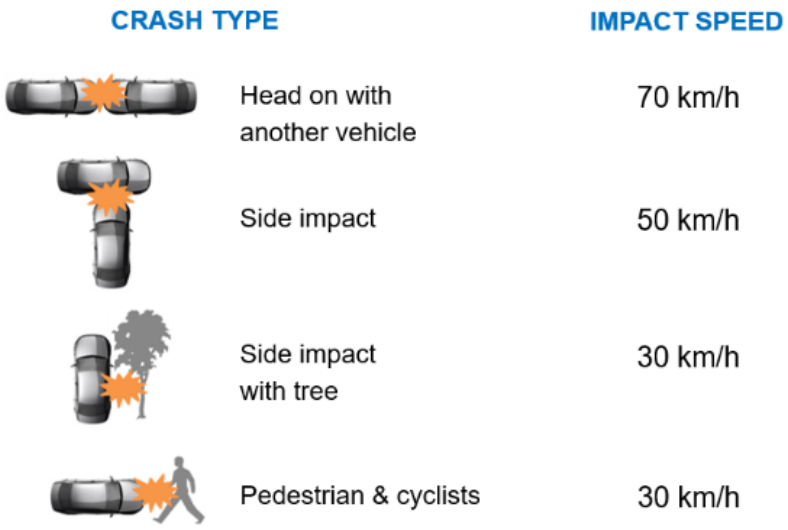


Figure 2: Safe System Impact Speeds

Figure 3: Rear-end and fixed object collision maximum impact speeds

MEETINGS AND SITE INSPECTIONS

A site inspection was undertaken on January 13th, 2024. The weather conditions were cloudy with showers. Traffic and VRU volumes were observed to be medium-high.

In addition, a high-resolution desktop aerial investigation was undertaken.

Table 1: Site Inspection Details

Conditions	Day Inspection
Day	Saturday
Date	13/01/2024
Time	12:00 to 13:30
Senior Road Safety Auditor **Senior Road Safety Auditor**	D. Mustata Duc Phan
Weather Conditions (Clear, Raining, Snowing, Fog, Dust, Smoke, Unknown or Not Applicable)	Mostly clear, light showers
Light Conditions (Light, Dark Dusk Dawn, Light and Dark, Unknown or Not Applicable)	Light
Road Surface Conditions (Dry, Wet, Muddy, Snowy, Icy, Unknown or Not Applicable)	Wet

2. PROJECT DESCRIPTION

2.1. PROJECT BACKGROUND AND OBJECTIVE

Arthurs Seat Road extends for approximately 11.9km between the towns of Dromana and Red Hill, passing through Arthurs Seat. It is located within the Mornington Peninsula Shire

This project seeks to assess to identify any potential safety deficiencies in the existing road conditions of Arthurs Seat Road, between Nashs Lane and Mechanics Road. This investigation also seeks to assess the impact of current shoulder parking on road safety, customer amenity, and community impact.

Curve safety is considered as a focus area for this project given a recent head-on collision at the site which resulted in a fatality.

The site also forms part of an upcoming Federal Blackspot Program project which was approved last year. The approved project nominates Arthurs Seat Road for funding as part of the Federal Black Spot Program for 2023/2024. Specifically, the length of Arthurs Seat Road between White Hill Road and Red Hill Road, Red Hill. This length of road is proposed to be upgraded because of the high severity and frequency of loss of control/head-on type crashes, within this section in total between July 2016 – June 2021. Three of the crashes involved serious injuries.

Figure 4: Project location

2.2. EXISTING CONDITIONS AND CONTEXT

ROAD NETWORK: GENERAL OVERVIEW

Arthurs Seat Road is classified as follows:

- State Route C789 between Mornington Peninsula Freeway, Dromana and Mornington-Flinders Road, Red Hill (approximately 8km);
- State Route C787 between Mornington-Flinders Road and White Hill Road, Red Hill (approximately 1km); and
- Council-owned route between White Hill Road and Shoreham Road/Red Hill Road, Red Hill.

The road also connects to Mornington Peninsula Freeway just north of Arthurs Seat. Within the project scope, Arthurs Seat Road is a local road which provides access through the Red Hill township. The road has a two-way AADT of 3,900 vehicles, with trucks representing approximately 7% of this figure (460 vehicles).

Figure 5: Road network

The road is configured as a one lane, two-way road with unpaved shoulders on both sides of the road. The north shoulder is considerably wider (approx. 5 meters width) than the south shoulder (approx. 2.5m width and parking is formally permitted on the north shoulder within the vicinity of a small commercial precinct. The road geometry at the site features consecutive bends of varying radii, and the road has a slight downhill slope to the south.

The commercial precinct situates several points of interest including a popular barbeque restaurant, a general store, a scout group centre, and a service station. In addition to the parking provision made on the north road shoulder, eleven formal parking spaces are provided in front of the precinct and a small private parking lot is present at the rear of the barbeque restaurant. A disability support service is also present in the project area which is accessible via a service road located directly opposite the commercial precinct.

The posted speed limit on Arthurs Seat Road is 60km/h within the project scope.

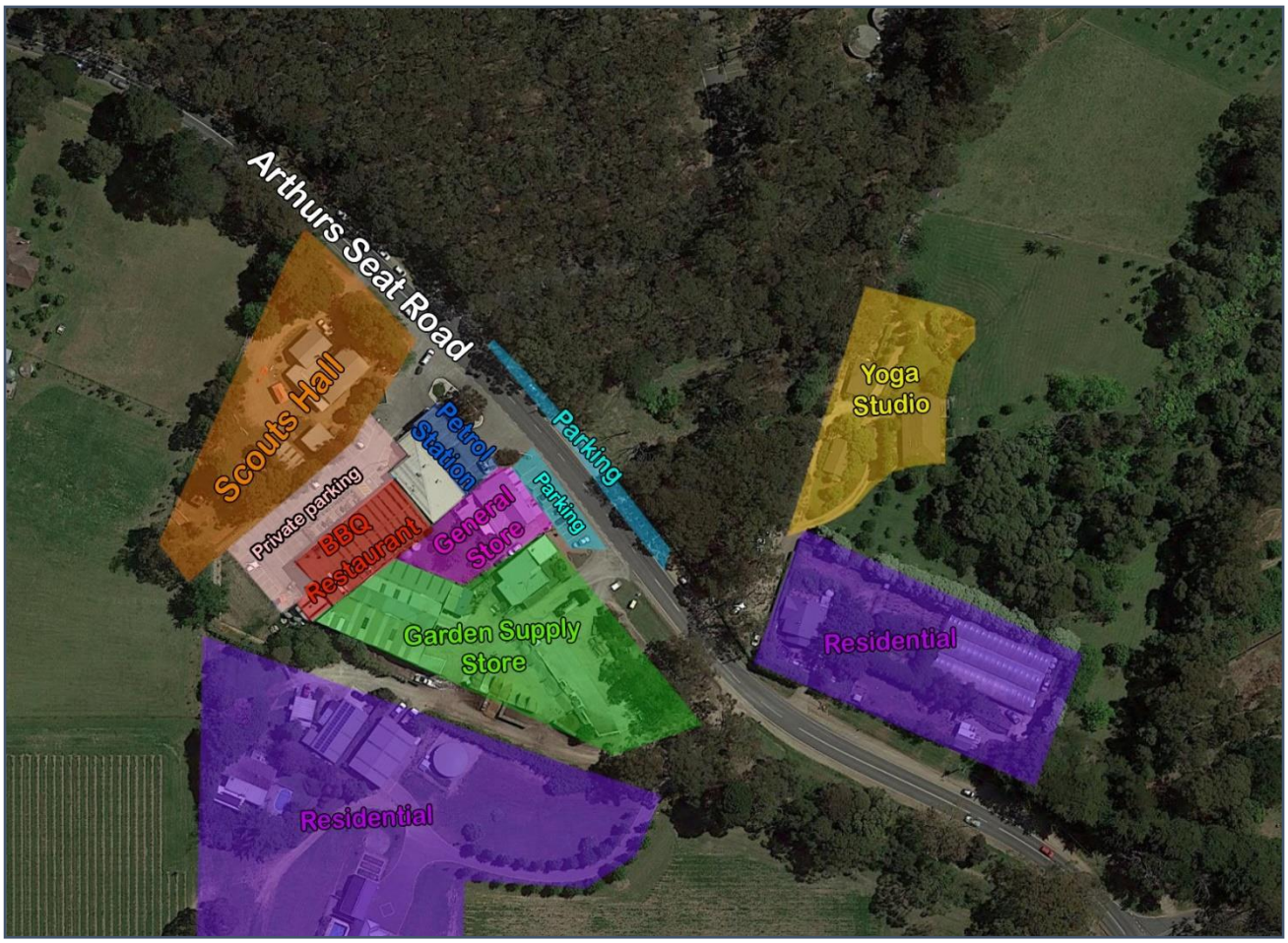


Figure 6: Land usage

SITE OBSERVATION

During the site visit, which was conducted on a Saturday during peak time, the assessment location was observed to be busy. It was noted that the particular section of road being assessed was not typical of a rural area. The assessment team observed continuous manoeuvres in and out of the newsagency and convenience store located there. Additionally, the roadside parking was completely occupied, with several cars parked in the 'no stopping' zone. The private parking area at the rear of barbeque restaurant was also observed to be full at the time of the inspection.

The following table outlines risks associated with road shoulder parking which were observed during the inspection by the assessment team.

Table 2: Identified parking risks

Identified risk	Issues
Pedestrian risks	Pedestrians are crossing Arthurs Seat Road at every point where a vehicle can be stopped along the roadside. The risk is exacerbated when crossing occurs just north-west of Mechanics Rd. It was observed that vehicles generally approach the bend at high speeds where there is low visibility. 
Rear end crash	When a parking spot is made available, immediately another car will take its place. In most cases, the only way to park is to reverse. That creates a 'rear-end' collision risk that may lead to serious injuries. 
Motorcycle risk	The road is frequented by motorcycle riders, and that was also observed during the site visit despite wet conditions. The shoulder parking is bringing gravel onto the road creating a run-off-the-road risk for motorcyclists.

2.3. MOVEMENT AND PLACE

The Movement and Place (M&P) framework translates transport and land use plans and frameworks/network functions into 'one integrated network view' to guide projects and operational initiatives in a coordinated way.

Segment			Place	Movement	General Traffic	Tram	Bus	Freight	Cycling	Walking	Interchange	Tourist Route	Biodiversity
Road	Start	End											
Arthurs Seat Road	Nashs Lane	Mechanics Road	P4	M4	GT4	N/A	N/A	N/A	C4	W3	N/A	N/A	BD1

Figure 7: Movement and Place classifications

Key classifications for the subject road section include:

M4: Movement of people and/or goods within a municipality.

P4: Place of neighbourhood importance.

C4: Last-mile cycling connection to other land uses.

W3: Primary pedestrian route which provides access to P4 places.

STRATEGIC FOCUS SCORE

The Strategic Focus Score (SFS) is a relative measure of how the network is currently performing against the desired / aspirational state informed by the network classifications. Network performance indicators for each of the M&P themes have been developed and inform the SFS, which is represented by a pie chart. The size of the pie chart reflects the size of the performance gap (the bigger the pie, the bigger the problem) and the M&P themes and modes can be compared to understand the relativity of the issues.

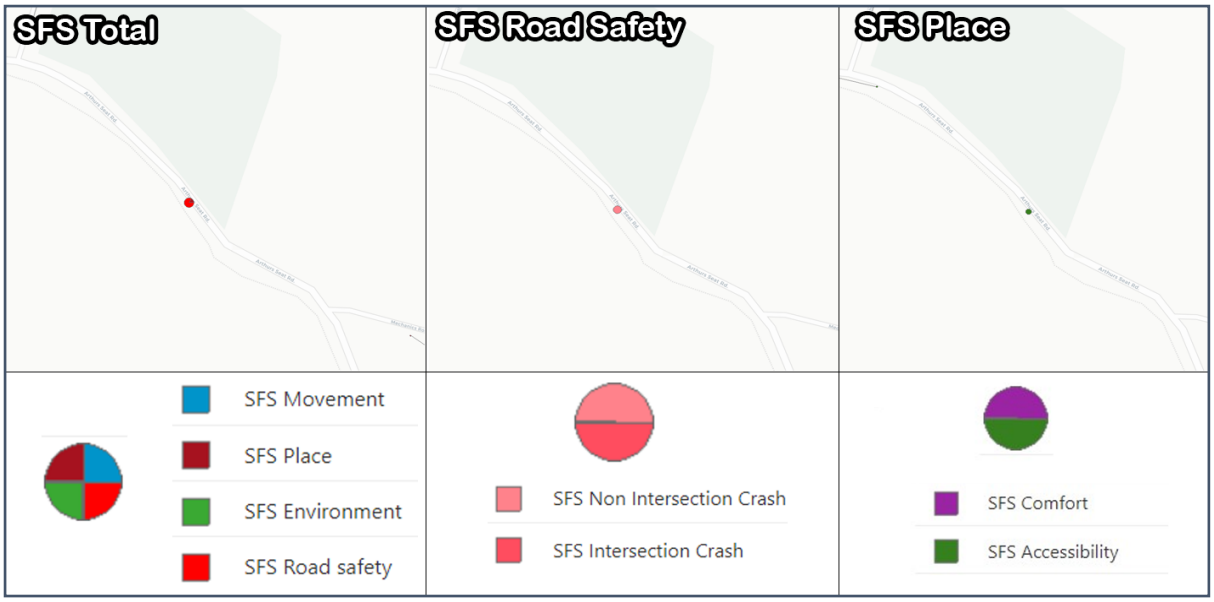


Figure 8: Strategic Focus Score

MOVEMENT AND PLACE OBJECTIVES

Following the evaluation of the strategic focus scores, the objectives for potential improvements are defined and shown in the table below.

Table 3: Movement and Place Objectives

Objective Strength	Objective Description
Very Strongly	**Objective 1:** Support changes that improve road safety • Reduce the likelihood of non-intersection crashes
Strongly	**Objective 2:** Support changes that improve accessibility • Improve pedestrian crossing infrastructure

3. PARKING ASSESSMENT

3.1. EXISTING CONDITION

The current provisions for parking at the project location are shown in the diagram below. It should be noted that the diagram only refers to public parking provision and does not include private parking facilities.

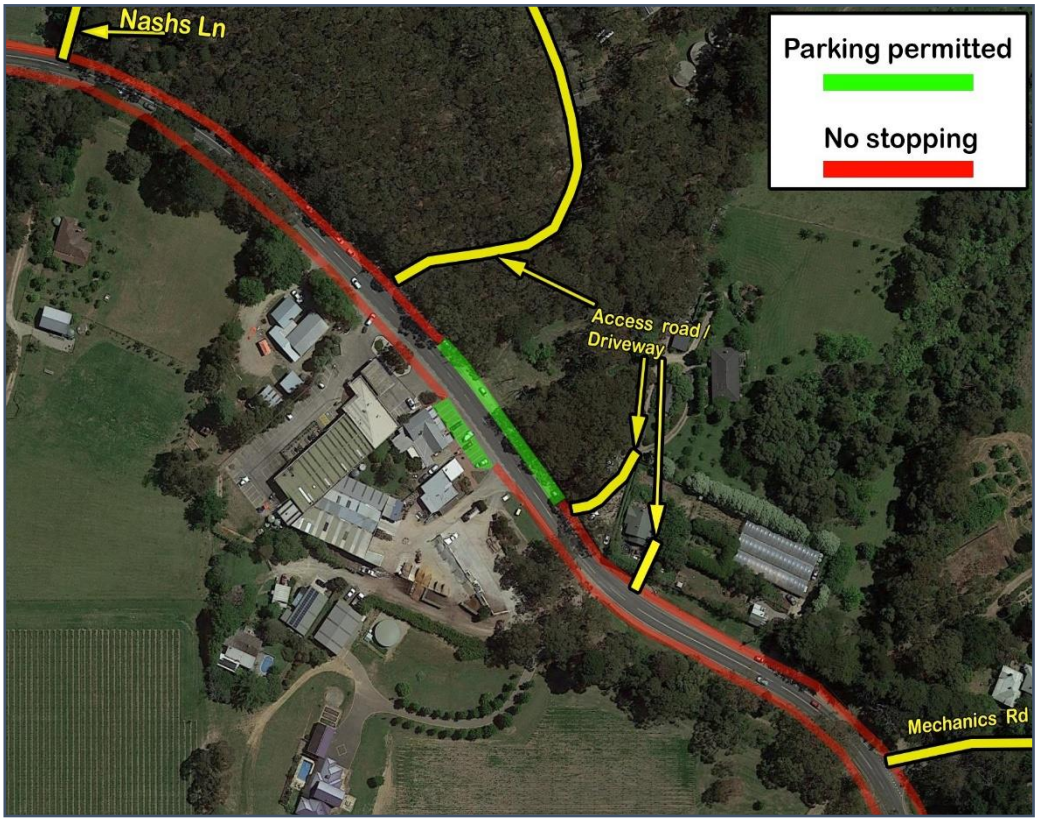


Figure 9: Current parking provision

Currently, shoulder parking at the site is permitted directly in front of the commercial precinct for a distance of approximately 80 meters, with 'No stopping' signage restricting parking at all other shoulder locations within the project scope. There are also formalised parking spaces for customers in front of the general store and service station, and the barbeque restaurant features a dedicated parking lot with thirty-four (34) parking spaces.

A footpath is present along the south side of the carriageway within the project area, on the same side of the road as the commercial precinct. There is currently no formal facility to support pedestrian movements along the north side of the carriageway where the road shoulder is located. There is also no infrastructure to support pedestrian midblock crossings between the road shoulder and the opposite side of the road. Pedestrian crossing warning signage is located in advance of the commercial precinct on both approaches.

3.2. DISCUSSION

This chapter will assess the eligibility of allowing shoulder parking in currently restricted locations, in reference to the current Australian standard for on-street parking, '*AS 2890.5:2020',* hereby referred to as 'the standard'. This assessment also refers to supplementary guidance provided guidelines concerned with the provision of safe and efficient parking, '*Austroads Guide to Traffic Management Part 11: Parking Management Techniques'* (hereby referred to as 'the guidelines').

The guidelines are largely focused on the urban metropolitan context, and guidance for rural shoulder parking is limited to the provision of rest areas. Although the project area is a rural location, the presence of multiple points of interests at the commercial precinct generates road user volumes and movements which are uncharacteristic of a typical rural location. As such, *Chapter 9: On-Street Parking*, is referenced for this assessment. This assessment is also undertaken in view of the Safe System approach to road safety, which is concerned with ensuring that people are not exposed to impact forces which the human body cannot tolerate.

PARKING AT CURRENTLY RESTRICTED SHOULDER LOCATIONS

The assessment team identifies two main risk categories associated with parking at currently restricted locations, **motorist risk**, and **pedestrian risk**. Both of these risk categories are largely driven by road geometry, speed limit, traffic volume, and existing infrastructure. These risks can be referred to in Table 2

Section 2.5 of the standard outlines locations which are generally considered unsafe for parking and should not be used. Referring to item *(a)* of Section 2.5:

- *On the inside of sharp curves. It will often be difficult to protect such a parking zone from oncoming traffic, and the hazard will usually be greater if the zone is only partly occupied.*

The standard also states that: "the *sources of possible hazard include obstruction of intersection sight distance for moving traffic, movements into and out of parking spaces in unexpected location, reductions in the effective width of moving traffic lanes, and hazardous pedestrian movements".*

Section 9.7.5 of the guidelines also outlines unsafe parking locations as: "*Locations considered to be unsafe for parking include the inside of sharp curves, within a T-junction opposite a high volume, high speed, or a steep terminating road, on islands and reservations including the central island of a roundabout and any locations that cannot be properly protected".*

From a road safety perspective, parking on the inside of a curve is not acceptable under the existing circumstances, disqualifying many of the existing 'no stopping' areas from being safely used for parking.

Although outer curve locations provide better sight distances for parking purposes, many of the same hazards are identified such as movements into and out parking spaces in an unexpected location, and hazardous pedestrian movements. Introducing pedestrian crossing movements beyond the immediate vicinity of the commercial precinct carries significant risk and is highly likely to result in a severe outcome in the event of a pedestrian crash. Installing pedestrian infrastructure beyond

the immediate vicinity of the commercial precinct is also not considered appropriate given the broader context in which the general area is used by motorised traffic.

There are also two short straight sections of road shoulder where parking is currently restricted. As a result of the preceding curves , these locations have increased motorist and pedestrian safety risk due to limited sightlines. This limitation results in reduced reaction time and stopping distance opportunity for approaching motorists. If parking is available within these sections, the combination of limited sightlines, unexpected parking and pedestrian movements, and lack of pedestrian crossing facilities may result in a rear end or a pedestrian related crash. Section 9.1 of the guidelines also provides guidance on the usage of on-street space as parking, stating: "*Traffic routes/arterial roads should favour the needs of moving traffic and parking. Hence the prohibition of kerbside parking is generally necessary on high-volume or high-speed roads (≥ 60 km/h) to protect motorist safety and amenity unless adequate clearance is provided between the parking and trafficable lane in accordance with AS 2890.5:1993. Numerous studies of parking on arterial roads show that removing parking from arterial roads reduces crashes and hence reduces crash costs[1]".*

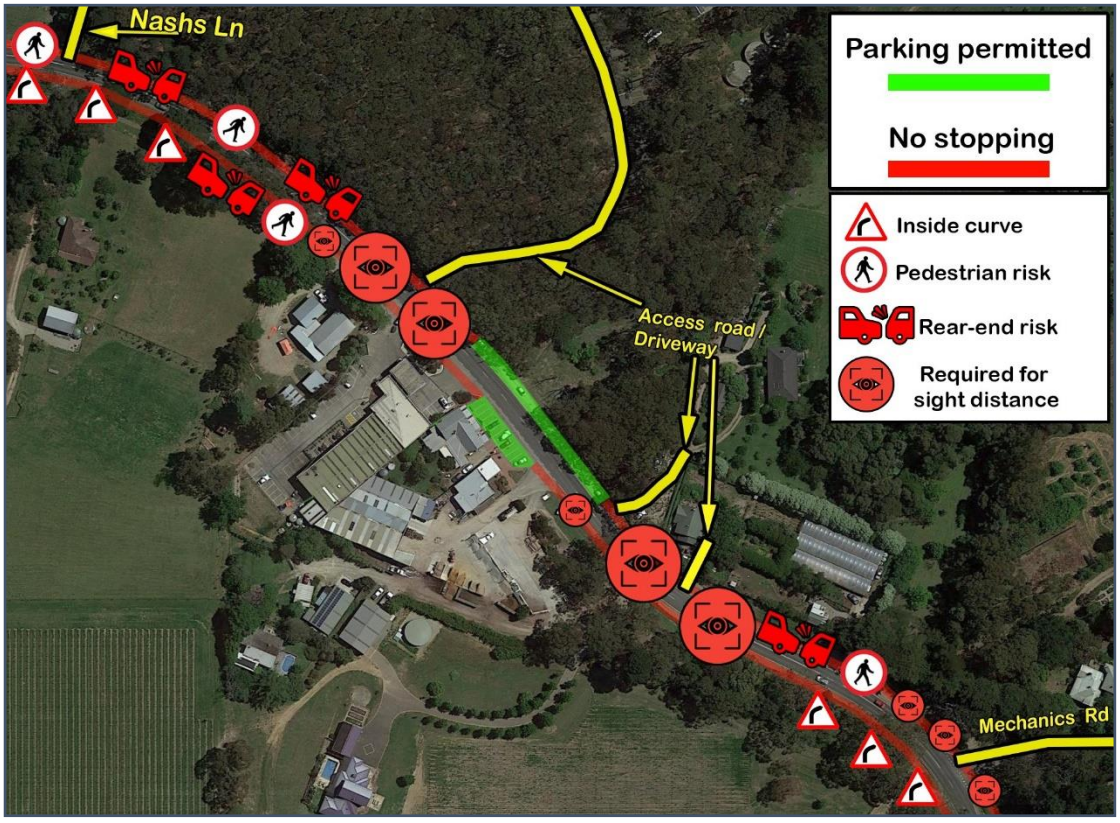


Figure 10: Factors affecting parking availability

Intersection/driveway visibility and sightlines are also items of concern associated with road shoulder parking. Vehicles parking too close to an intersection or driveway reduces the sightlines between exiting vehicles on the minor road and approaching vehicles. This increases the risk of intersection related crashes, particularly side on collisions.

[1] Morgan 2002

This concern is supported by Section 9.2 of the guidelines, which provides guidance for general priorities for the allocation of parking space: *"Parking can affect traffic safety and the amenity of road users and adjacent properties. Safety of all road users should be given priority at all times when considering parking and stopping of vehicles. This requirement includes issues such as intersection visibility, the visibility of pedestrians and the obstruction of traffic lanes."*

4. TREATMENT ANALYSIS

Based on the crash history and site observations, relevant treatments have been selected that are in line with the Safe System philosophy and are expected to have a positive impact on safety conditions at the site based on the identified safety concerns.

The table below analyses identified treatments from a Safe System perspective to identify the cost, risks, and opportunities associated with the implementation of the treatment at the site.

Treatment No	Proposed Treatment	Safety Element Exposure (E) Likelihood (L) Severity (S)	Cost ($, $$, $$$)	Benefits	Drawbacks
1	Seal gravel area / unsealed shoulder	L, S	$	Expected to address historical crashes by reducing the likelihood of motorcyclist crashes at the intersection.	
2	Extend the “No-Stop” area signs	S, E, L	$	The risk of pedestrian crashes is reduced, and the shoulder can form a recovery area should a vehicle run off the road	There is a potential for significant community objection removing all parking. Following a discussion with the local community, it was noted that the shoulder area is used during the week by tradies (with trailers) to stop and buy food or coffee. The locals also tend to stop to quickly buy daily necessities.
3	Curve speed advisory	L	$	A curve speed advisory which provides an accurate indication of the curve geometry will reduce run-off road likelihood as well as increase the	N/A

				credibility of other curve speed advisories on the route	
4	Installation of wide median / refuge island	L, S	$$	Installation of a wide median will provide a refuge space for pedestrians staggering the crossing	Installation will require widening the roadway. Access to existing parking spaces will also be restricted.
5	Installation of a wide median in conjunction with raised platforms and pedestrian footpath connectivity	E, L, S	$$$	This is a Safe System treatment as it provides both: a lower speed that is self-enforceable due to the raised platform and a median where pedestrians can cross only one lane at a time. The footpath connectivity will provide additional benefits for pedestrians.	Installation will require widening the roadway. Access to existing parking spaces will also be restricted. The raised platform may introduce drainage issues. Tapering of the raised platform to match into existing pavement increases the risk of motorists losing control.

5. ROAD SAFETY ASSESSMENT

The road safety assessment undertook daytime inspections on January 13th, between 12:00PM and 1:30PM.

This assessment addresses physical features of the existing road condition that may affect road user safety covering exceptions only. Those items in the design that are not considered to present a safety concern, or which are fully agreed with by the assessment team, are not listed in this report.

This road safety inspection has been undertaken in accordance with the Safe System principles and the latest Austroads Part 6 Managing Road Safety Audit Edition January 2022.

RISK RATING ASSESSMENT

The two risk parameters and their categories considered are likelihood and severity as follows[2]:

- Likelihood
  - Almost certain – occurrence once per quarter
  - Likely – occurrence once per quarter to once per year
  - Possible – occurrence once per year to once every three years
  - Unlikely – occurrence once every three years to once every seven years
  - Rare – occurrence less than once every seven years.
- Severity[3]
  - Insignificant – property damage
  - Minor – minor first aid
  - Moderate – major first aid and/or presents to hospital (not admitted)
  - Serious – admitted to hospital
  - Fatal – at scene or within 30 days of the crash.

The risk matrix below, was developed by the PWG to show how likelihood and severity are considered within a standard risk matrix to give a 'priority' for risk mitigation.

The corresponding priorities for mitigation are categorised as:

- Negligible – no action required
- Low – should be corrected or the risk reduced if the treatment cost is low
- Medium – should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high
- High – should be corrected or the risk significantly reduced, even if the treatment cost is high
- Extreme – must be corrected regardless of cost

[2] Exposure is factored into likelihood

[3] Severity is the likelihood of the outcome occurring

Likelihood (includes exposure)			Severity*				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
	Almost Certain	One per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1-year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 Years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 Years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years+	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

*see Severity Guidance Sheet

Safe System crash outcome threshold

Figure 11: Austroads RSA Risk Matrix

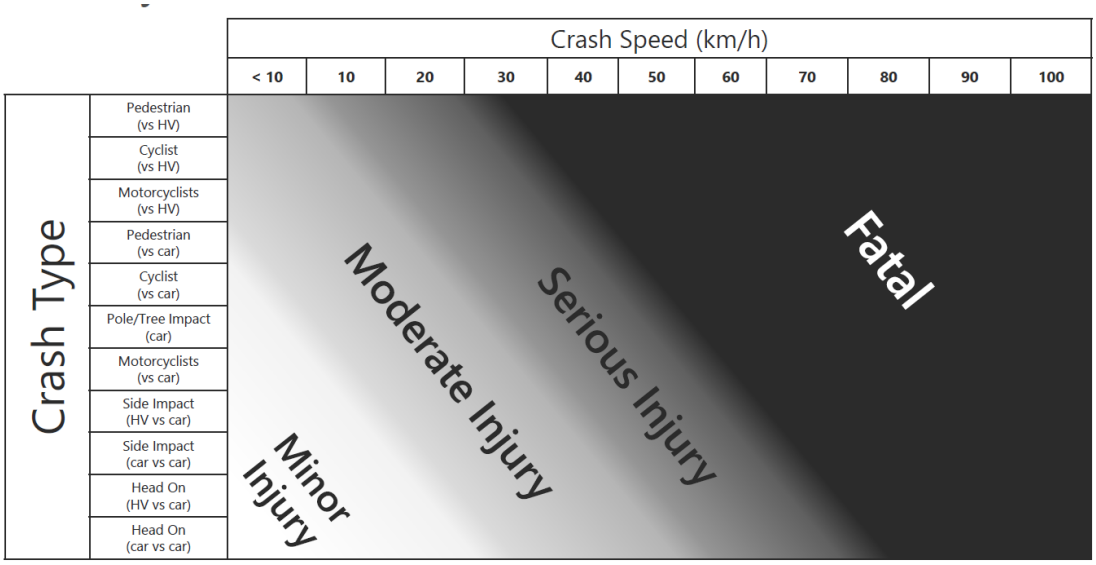


Figure 12: Severity guidance sheet

SAFETY ASSESSMENT FINDINGS AND RECOMMENDATIONS

The table below contains the findings of this road safety assessment with risk ratings attached. It also contains recommendations which have been added to this assessment report to improve the safety of the subject road, and to prevent and reduce the severity of a crash should this occur. A Safe System analysis is provided for each recommendation, showing the level of alignment with Safe System principles, as well as the main safety element and risk addressed by the recommendation.

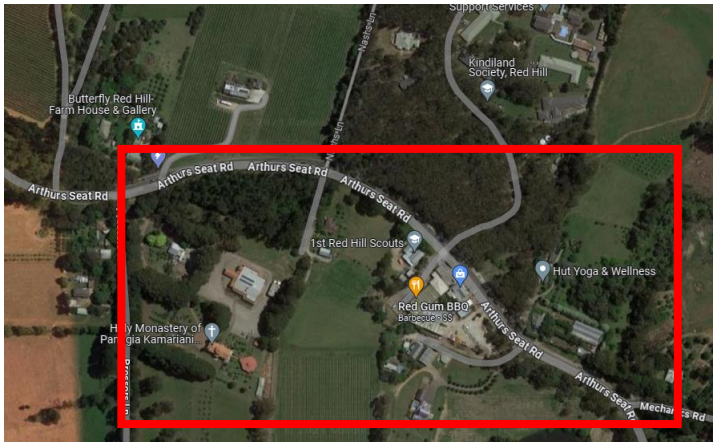
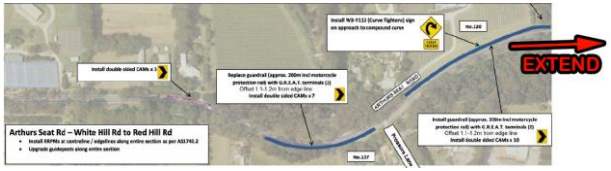
The auditors did not make any comments or recommendations outside of the scope of the project or on existing infrastructure that is not part of the scope of this project.

Safety Concern No. 1	Risk Rating	Recommendations	Response
The hedge at the indicated property (66 Arthurs Seat Road) slightly reduces advanced visibility of oncoming traffic from around the curve, which increases the likelihood of a head-on collision as well as side crashes with vehicles reversing from the formal parking area. 	**Likelihood** Possible **Severity** Insignificant **Risk rating** Low	It is recommended that the indicated hedge is trimmed.	Accepted: ☐ Yes ☐ No Comments:

Safe System Analysis of Recommendations				
Safety Element Addressed	**Safe System Alignment**		**Predominant Crash Risk Addressed**	
☒ Likelihood	☐ Primary Treatment	☒ Supporting Treatment	☐ Run-off Road	☐ Pedestrian
☐ Severity	☐ Step Towards	☐ Non-Safe System Treatment	☒ Head-on	☐ Cyclist
☐ Exposure			☐ Intersection	☐ Motorcyclist
			☐ Intersection	

Safety Concern No. 2	Risk Rating	Recommendations	Response
There is no curve advisory signage at the indicated location which provides advanced warning of the road geometry ahead and/or a safe speed for navigating the curve. There is a risk that a vehicle which is unaware of the proceeding curves approaches at an inappropriate speed, resulting in a run-off road crash. This risk is increased for motorcyclists, and during wet weather. 	**Likelihood** Unlikely **Severity** Moderate **Risk rating** Medium	It is recommended that a ball-bank indicator test is undertaken to determine a safe curve speed and that the relevant curve advisory signage is implemented.	Accepted: ☐ Yes ☐ No Comments:

Safe System Analysis of Recommendations				
Safety Element Addressed	**Safe System Alignment**		**Predominant Crash Risk Addressed**	
☒ Likelihood	☐ Primary Treatment	☐ Supporting Treatment	☒ Run-off Road	☐ Pedestrian
☐ Severity	☒ Step Towards	☐ Non-Safe System Treatment	☐ Head-on	☐ Cyclist
☐ Exposure			☐ Intersection	☒ Motorcyclist

Safety Concern No. 3	Risk Rating	Recommendations	Response
Arthurs Seat Road has a posted speed limit of 60 km/h within the project scope, and the road geometry at the site features consecutive bends of varying radii on the north approach, and the road has a slight downhill slope to the south. These factors lead to an increased likelihood of a driver losing control of the vehicle and running off the road. Considering the high volume of fixed roadside objects such as trees and poles, a run-off road crash at this location is likely to result in serious injury. 	**Likelihood** Unlikely **Severity** Serious **Risk rating** High (FSI)	Guard rails are proposed to be installed just northwest of the site as part of an ongoing Blackspot project along Arthurs Seat Road. It is recommended that the proposed guard rails be extended for approximately 400 meters, to include motorcycle-friendly protection for the northern bend at the site. The proposed guardrail concept sketch and the recommended extension are shown below for conceptual purposes. 	Accepted: ☐ Yes ☐ No Comments:

Safe System Analysis of Recommendations				
Safety Element Addressed	**Safe System Alignment**		**Predominant Crash Risk Addressed**	
☐ Likelihood	☒ Primary Treatment	☐ Supporting Treatment	☒ Run-off Road	☐ Pedestrian
☒ Severity	☐ Step Towards	☐ Non-Safe System Treatment	☐ Head-on	☐ Cyclist
☐ Exposure			☐ Intersection	☐ Motorcyclist

Safety Concern No. 4	Risk Rating	Recommendations	Response
Uncontrolled pedestrian midblock crossings have been observed to frequently occur between the road shoulder parking and the shops on the opposite side of the road. Considering the posted speed limit of 60 km/h and the presence of sight-restricting curves which have a negative impact on pedestrian visibility, uncontrolled pedestrian crossings present a high risk of serious injury. 	**Likelihood** Unlikely **Severity** Serious **Risk rating** High (FSI)	It is recommended that: - Pedestrian refuge crossing is installed to facilitate midblock crossings between the road shoulder parking and the opposing shops. In addition, considering that the posted speed limit is above a pedestrian survivable impact speed, it is also recommended that: - Perceptual pavement treatment is installed in advance of the pedestrian crossing area on both approaches - Pedestrian warning signs are installed.	Accepted: ☐ Yes ☐ No Comments:

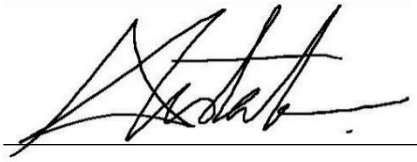
Safe System Analysis of Recommendations				
Safety Element Addressed	**Safe System Alignment**		**Predominant Crash Risk Addressed**	
☒ Likelihood	☐ Primary Treatment	☐ Supporting Treatment	☐ Run-off Road	☒ Pedestrian
☐ Severity	☒ Step Towards	☐ Non-Safe System Treatment	☐ Head-on	☐ Cyclist
☐ Exposure			☐ Intersection	☐ Motorcyclist

6. CONCLUDING STATEMENT

This existing conditions assessment has been carried out in accordance with the audit process detailed in Guide to Road Safety Part 6: Managing Road Safety Audits (2022). for the purpose of identifying any features of the proposal that could be altered, redesigned or removed to improve safety. The assessing team has inspected the site and its environment. The identified safety concerns are noted in this report.

DOCUMENTS USED DURING THE ASSESMENT

DOCUMENT NAME	Date
AUSTROADS 'Road Safety Audit' guidelines	2009
Austroads Guide to Road Safety Part 6: Managing Road Safety Audits	2019
Austroads Guide to Road Safety Part 6A: Implementing Road Safety Audits	2022
AS 2890.5:2020	2020
Austroads Guide to Traffic Management Part 11: Parking Management Techniques	2020



Daniel Mustata (Senior Road Safety Auditor) 19/02/2024

Duc Phan (Senior Road Safety Auditor) 19/02/2024

APPENDICES

APPENDIX 1 – SITE PHOTOGRAPHS

Facing southeast

Facing Red Gum BBQ

Facing northwest

Facing northwest

Facing southeast

Facing southeast

Facing southeast

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