



AGENDA APPENDIX
Council Meeting
Wednesday 25 May 2016

AGENDA ITEM FOR SEPARATE DISTRIBUTION TO COUNCILLORS AND EXECUTIVE LEADERSHIP TEAM DUE TO DOCUMENT SIZE.

THE ITEM IS ACCESSIBLE VIA THE COUNCIL WEBSITE OR BY CONTACTING COUNCIL ON 03 5662 9200.

E.4 KORUMBURRA TOWN CENTRE STREETScape MASTER PLAN - ADOPTION

Appendix 3 – Road Safety Audit of Master Plan April 2016



Korumburra Town Centre Streetscape Master Plan

Concept Stage Road Safety Audit

Client:

South Gippsland Shire Council

Project No. 155470

Final – 06/04/2016

DOCUMENT CONTROL RECORD

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INTRODUCTION

Trafficworks has been engaged by South Gippsland Shire Council to undertake a concept stage road safety audit of the proposed streetscape master plan for the Korumburra Town Centre.

The audit was conducted by:

**Sandy Russo, [BE (Civil & Computing)(Hons)]
Senior Road Safety Auditor**

and

**Ziad Nahas, [BE (Eng & Bus), GradCert PrjMgt]
Road Safety Auditor**

and

**Andrew Buruma, [BE (Civil) BBus (Finance)]
Road Safety Auditor**

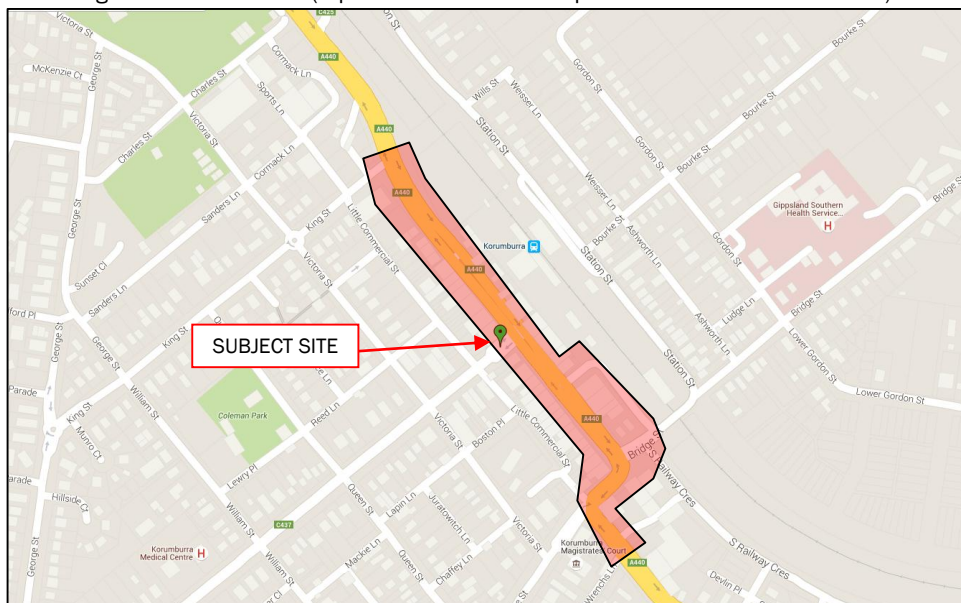
The audit included an inspection of the site during the day of 15/03/2016 and 17/03/2016. The conditions during both audits were sunny and dry.

Description of the Site

Existing Conditions

Commercial Street (South Gippsland Highway) is classified as an Arterial Road, managed by VicRoads. Within the Korumburra Township, Commercial Street is aligned in a north-west to south-east direction. The location of the route and the surrounding network are shown in Figure 1.

Figure 1: Site Location (reproduced from Nearmap under licence to Trafficworks)



Within the general proximity of the subject site, Commercial Street is a four-lane dual carriageway, with a posted speed limit of 50km/h. Based on the 2015 Average Annual Daily Traffic (AADT)

obtained from VicRoads, it is estimated that the Commercial Street carries approximately 10,200 vehicles per day, of which 9% are heavy vehicles.

The clear zone adopted for this audit is 3.0m¹ which has been determined based on the one-way traffic volume being greater than 5,100 AADT and an operating speed of 50km/h.

Proposed Conditions

As part of the streetscape master plan for the Korumburra Town Centre, significant changes are being proposed for Commercial Street, which include a reduction in the number of through lanes from two to one, converting the existing outer through lane into angled parking, introduction of a buffer between through and parking lanes, informal pedestrian crossings and various street furnishing, as described in the '*Korumburra Town Centre Streetscape Master Plan Report*'.

¹ Clear zone determined in accordance with VicRoads Supplement to the Austroads Guide to Road Design, Part 6 – Roadside Design, Safety & Barriers – Figure V4.1

Supporting Information Used in the Audit

The following information was used when conducting the audit:

- “Korumburra Town Centre Streetscape Master Plan Report”, prepared by Hansen Partnership P/L in association with Ratio Consultants P/L, dated 25/02/2016.
- “Korumburra Town Centre, Streetscape Master Plan, Traffic Impact Assessment Report” prepared by Ratio Consultants in association with Hansen Partnership, dated February 2016.

Road Safety Audit Process

This Road Safety Audit has been conducted in accordance with the procedures set out in the Austroads Guide to Road Safety Part 6: Road Safety Audit (2009). It has reviewed the site and the details contained within the supporting documentation to identify issues which affect road user safety. The auditor cannot guarantee that every issue that affects road user safety has been identified. Although the adoption of the audit recommendations will improve the level of safety of the site it will not, however, eliminate all the road user safety risks.

The findings included within the audit have been given a risk rating based on the likelihood of a crash occurring as a result of the deficiency together with the potential consequence of that crash.

The risk ratings adopted are as follows:

- Intolerable
- High
- Medium
- Low

Trafficworks also denotes a risk rating of “Note only” for drafting errors, omissions, issues recognised to be outside the scope of works, and items to be noted within the scope of works that do not constitute a road safety risk. Tables 1 – 3 demonstrate the risk rating assessment process.

Table 1: Likelihood of a crash (source: Austroads Guide to Road Safety Part 6: Road Safety Audit)

Frequency	Description
Frequent	Once or more per week
Probable	Once or more per year (but less than once a week)
Occasional	Once every five to ten years
Improbable	Less often than once every ten years

Table 2: Likely severity of a crash (source: Austroads Guide to Road Safety Part 6: Road Safety Audit)

Severity	Description	Examples
Catastrophic	Likely multiple deaths	High speed, multi-vehicle crash on a freeway Car runs into crowded bus stop Bus and petrol tanker collide Collapse of a bridge or tunnel
Serious	Likely deaths or serious injury	High or medium speed vehicle/vehicle collision High or medium speed collision with a fixed roadside object Pedestrian or cyclists struck by a car
Minor	Likely minor injury	Some low speed vehicle collisions Cyclist falls from bicycle at low speed Left-turn rear-end crash in a slip lane
Limited	Likely trivial injury or property damage only	Some low speed vehicle collisions Pedestrian walks into object (no head injury) Car reverses into post

Table 3: Resulting level of risk (source: Austroads Guide to Road Safety Part 6: Road Safety Audit)

	Frequent	Probable	Occasional	Improbable
Catastrophic	Intolerable	Intolerable	Intolerable	High
Serious	Intolerable	Intolerable	High	Medium
Minor	Intolerable	High	Medium	Low
Limited	High	Medium	Low	Low


The Safe System Approach has been formally adopted by VicRoads and Austroads. Research has found the chances of surviving a crash decrease markedly above certain speeds, depending on the type of crash:



- Pedestrian struck by vehicle 20 to 30 km/h
- Motorcyclist struck by vehicle (or falling off) 20 to 30 km/h
- Side-impact vehicle striking a pole or tree 30 to 40 km/h
- Side-impact vehicle to vehicle crash 50 km/h
- Head-on vehicle to vehicle (equal mass) crash 70 km/h

Road Safety Audits are a formal process and the audit findings and recommendations should be responded to by the client in writing. If recommendations are not accepted by the client then reasons should be included within the written response. A client is under no obligation to accept all the audit findings and recommendations and should consider these in conjunction with all other project considerations. It is not the role of the auditor to approve the client's response to an audit.


FINDINGS AND RECOMMENDATIONS

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
1	On page 8, item 1, the proposed gateway treatments appear to be non-frangible (rigid) and are located within the clear zone requirements of 3.0m on the King Street (southwest) side. These area hazard to an errant vehicle that leaves the road.	<p>Ensure that furnishings associated with the gateway treatments are either frangible or offset outside the clear zone.</p> <p>In the event the above cannot be achieved, a suitable barrier system be used to shield the hazards.</p>	<p>Likelihood: Improbable</p> <p>Severity: Serious</p> <p>Risk Rating: MEDIUM</p>	Yes	Only frangible treatments will be proposed.

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
2	<p>On page 8, item 6, the crossover servicing the Korumburra Rail Yards, is proposed to be set forward as part of the Town Centre gateway treatments. It is not clear the frequency and type of vehicles accessing this crossover. During the audit however, it was observed that some trucks were using this crossover.</p> <p>No swept paths analysis was provided at this location and it is not clear what the reduced road width would have on vehicular swept paths. Consequently, vehicles accessing this crossover may collide with the proposed new trees.</p> <p>The proposed new trees located immediately to the northwest and southeast of the rail yard's crossover impedes on sight lines, for vehicles exiting from the rail yard and the proposed parking lots directly to the southeast.</p> <p>The trees appear to be within the clear zone requirement.</p> 	<p>Consider removing/relocating these trees such that they don't effect sight lines.</p>	<p>Likelihood: Occasional</p> <p>Severity: Serious</p> <p>Risk Rating: MEDIUM</p>	Yes	<p>Swept path assessments (refer to attached) has been conducted at this crossover using the 12.5 metre long heavy rigid vehicle, and it was found that trucks are able to turn into and out of this road with adequate clearances.</p> <p>All trees will be set back at least 1 metre from the kerb in accordance with VicRoads Tree Planting Policy Guidelines, to provide adequate sightlines for vehicles exiting from this road onto South Gippsland Highway.</p> <p>Note that Master Plan text covers this.</p> <p>Sealing the road will be considered as a separate future project.</p> <p>Note: this is VicTrack owned land -Council leases it from VicTrack.</p>

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
3	<p>The crossover servicing the Korumburra Rail Yards also access the Central Plaza carpark. Given the alignment and grade its use to access the carpark should not be promoted. Furthermore if it continues as the main access to the rail yards consideration should be given to widening the road and providing better delineation such as linemarking and curve alignment markers.</p>  	<p>Consider reconstructing the road servicing the Korumburra Rail Yards and providing better delineation.</p>	<p>Likelihood: Occasional</p> <p>Severity: Minor</p> <p>Risk Rating: LOW</p>	<p>Yes</p>	<p>Consider seal and delineation marking as a separate future project.</p> <p>No change to Master Plan as not changing existing conditions.</p>

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
4	On page 8, item 3, the proposed V-line coach stop appears to not provide sufficient room to manoeuvre in and out. The Victorian Road Rules require no stopping within 20m on approach and 10m on departure of a bus stop flag.	Install a 'Bus Zone' 20m on approach and 10m on departure of the bus stop flag	NOTE ONLY	Yes	Install bus zone approach and departure areas. Master Plan to be modified to illustrate this.
5	General audit findings regarding the proposed informal pedestrian crossings:				
5.1	Some of the proposed crossings do not have pram crossings on the northeastern/southwestern verges. It is not clear how pedestrians with mobility disadvantages will cross at these locations.	Ensure pram crossings are present within the medians and verges.	Likelihood: Improbable Severity: Serious Risk Rating: MEDIUM	Yes	All crossings to satisfy requirements of the <i>Disability Discrimination Act 1992</i> . Master Plan text modified to specify this.
5.2	Vegetation within the medians and verges near the proposed crossings are expected to reduce the conspicuity (ability to see) of pedestrians attempting cross.	Ensure that vegetation is outside the sight triangle.	Likelihood: Improbable Severity: Serious Risk Rating: MEDIUM	Yes	Vegetation will be placed to ensure maximum sight lines. Master Plan text modified to specify this.
5.3	The plans shows that pedestrians are expected to cross in between parked vehicles and onto the buffer lane. This unnecessarily increases the pedestrian exposure and reduces pedestrian conspicuity to oncoming motorists.	Consider installing kerb outstands that extend up to the edge of the through lane.	Likelihood: Improbable Severity: Serious Risk Rating: MEDIUM	Yes	Kerb outstands will be provided where possible but may not be possible at all locations.

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
5.4	<p>It is noted that during the audit it was observed that buffers in between parking bays, which appear similar to zebra-crossings are generally located near/in-line with the informal pedestrian crossing. They could be mistaken by pedestrians for zebra crossing and consequently attempt to cross in the expectation that drivers will stop. Further, it is envisaged that parked vehicles will encroach onto this space, blocking pedestrian access onto the footpath.</p> 	It is recommended that these are not reinstated.	<p>Likelihood: Improbable</p> <p>Severity: Serious</p> <p>Risk Rating: MEDIUM</p>	Yes	Replace with alternative type of marking that does not mimic a pedestrian crossing marking, to indicate location of, and no parking area adjacent to, a fire hydrant.




No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
6	The informal pedestrian crossings located just southeast and northwest of the existing pedestrian operated signals (POS) near Radovick Street are within intersections that attract heavy turning movements and are considered unsafe. The need for such informal crossings in close proximity to the POSS is considered unnecessary and will reduce the effective use of the POS and expose pedestrians to a greater risk of being struck by a vehicle.	Remove the informal crossing points. Increase the length of the pedestrian fencing if warranted to promote the use of the POS.	<p>Likelihood: Improbable</p> <p>Severity: Serious</p> <p>Risk Rating: MEDIUM</p>	Yes	The informal crossing points to the east and west of the pedestrian signals will be removed. No pedestrian fencing will be installed as it is not warranted.



No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
7	The proposed buffer lane could be used as an informal bicycle lane. Consequently, chevron line marking may reduce cyclist stability and increase the likelihood of cyclists slipping on this linemarking.	Either consider introducing a bicycle lane instead of the buffer lane. The use of tactile edge line may also assist in keeping through traffic of this lane, or provide a parallel route to deter cyclists from using Commercial Street.	<p>Likelihood: Occasional</p> <p>Severity: Serious</p> <p>Risk Rating: MEDIUM</p>	Yes	<p>Use of the parking buffer lane by cyclists was considered during development of the Master Plan and considered to be too unsafe, which is why the parking lane was proposed to have chevron markings.</p> <p>As a separate, future project, provide a parallel cycling route along Victoria St.</p> <p>Non-slip thermoplastic line-marking will be used for the chevron line-marking within the buffer lane to reduce the likelihood of cyclists slipping, in the event that cyclists use the buffer lane.</p>


No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
8	It appears that the vegetation proposed on the northeastern verge opposite Radovick Street may reduce the conspicuity of the intersection for the future option of traffic signals. Furthermore, these trees could also conceal the traffic signal hardware.	Consider the future traffic signal arrangement when planting trees to ensure sight distanced requirements to lanterns and acceptable. Alternatively consider the use of a kerb outstands within the buffer lane to install traffic signal hardware.	<p>Likelihood: Probable</p> <p>Severity: Serious</p> <p>Risk Rating: HIGH</p>	Yes	<p>Kerb outstands on the northern side will be provided for eastern pedestrian and western crossings. The proposed signals will be located within the kerb outstands to maximise visibility and where not obscured by vegetation.</p> <p>Note: The design for signalisation of the Radovick St intersection is only a conceptual future project.</p>

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
9	The proposed chevron linemarking shown on the western quadrant of the Radovick Street intersection, intended to accommodate the design vehicle swept paths, encourages higher turning speeds, which increases the risk of pedestrian crashes for the future traffic signal option.	Consider replacing the chevron linemarking with a fully mountable apron. A leading pedestrian interval could be considered.	Likelihood: Improbable Severity: Minor Risk Rating: MEDIUM	No	<i>Chevron markings are considered to be more appropriate at this location for the following reasons: A fully mountable concrete apron may pose a tripping hazard to pedestrians Future maintenance issues It is considered that chevron markings will produce the same intended outcome, diverting drivers to use a more desired path of travel and slowing approaching vehicle speeds.</i>
10	The first three parking bays on the southwestern side of Commercial street on the Bridge Street side of the POS are located opposite the Central Plaza access. There is a concern that vehicles exiting Central Plaza carpark may collide with vehicles entering/exiting the parking bays and vice-versa.	Consider banning the right turn exiting this access point or Consider removing the 3 parking bays.	Likelihood: Improbable Severity: Limited Risk Rating: LOW	No	Existing conditions. No proposal to change. Reassess if accidents occur.

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
11	The proposed informal pedestrian crossing opposed the BP service station is aligned directly in front of the service station's crossover. This exposes pedestrian to being struck by vehicles turning into BP.	Consider relocating the crossing away from the BP crossover.	Likelihood: Improbable Severity: Limited Risk Rating: LOW	Yes	Relocate informal crossing further west (west of clock) and provide kerb outstands lined up with trees on the north and south side of Commercial St.
12	The access to the Central Plaza provides a high angled left turn. This encourages higher left turning vehicular speed, which is not desirable considering they must give way to pedestrians.	The access should be redesigned to ensure speeds of turning vehicles are minimised.	Likelihood: Improbable Severity: Serious Risk Rating: MEDIUM	No	Need access design to cater for buses and other long vehicles. (Long vehicle parking located at rear of this area). Design to remain unchanged.


No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
13	<p>The unnamed road parallel to Commercial Street to the northeast servicing the Central Plaza has no lane discipline or control features It is not clear if it's intended as a one-way or two-way road or who gives way at the junction to the back of Kelly's Bakery.</p>   	Provide better delineation via linemarking and signage.	<p>Likelihood: Occasional</p> <p>Severity: Limited</p> <p>Risk Rating: LOW</p>	Yes	<p>Better delineation to be provided.</p> <p>Master Plan text to be modified.</p>


No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
14	<p>Further to Item 14 the northeastern road accessing the Central Plaza carpark is in poor condition with the pavement showing signs of significant cracking.</p> 	Resurface the access road.	<p>Likelihood: Occasional</p> <p>Severity: Limited</p> <p>Risk Rating: LOW</p>	Yes	Already proposed to be resurfaced. See Item 24 on page 9 concept plan in Master Plan.
15	<p>The sight lines from the northeastern road accessing the Central Plaza carpark at Bridge Street (north) appears restricted by the bridge alignment and an electricity supply pole.</p> 	Review the alignment of the access and consider altering its location should sight distances be insufficient.	<p>Likelihood: Occasional</p> <p>Severity: Serious</p> <p>Risk Rating: MEDIUM</p>	Yes	<p>Existing conditions.</p> <p>Options have been considered to improve the sight distance such as lowering or moving the bridge alignment or moving the electricity pole but are not feasible due to high cost for a low benefit. Vehicles moving at low speed.</p>


No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
16	<p>The sight lines from South Railway Crescent to left traffic entering Bridge street (northeast) are restricted plantings in the median island and verge. In the north corner of the Bridge Street (northeast) / Commercial Street intersection.</p> 	<p>Review sight triangle and ensure proposed plantings do not grow to height that restrict visibility out of South Railway Crescent</p>	<p>Likelihood: Occasional</p> <p>Severity: Serious</p> <p>Risk Rating: MEDIUM</p>	<p>Yes</p>	<p>Appropriate planting will be installed.</p> <p>(Master Plan concept plans to be modified on pages 9 & 15).</p>

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
17	The following issues were identified with the Commercial Street/Bridge Street (Dog-Leg):				
17.1	The left turn into the Commercial Street / Bridge Street (Northeast) provides a high angled left turn. This encourages higher left turning vehicular speed, which is not desirable considering they must give way to pedestrians;	The intersection should be redesigned to ensure speeds of turning vehicles are minimised.	Likelihood: Probable Severity: Minor Risk Rating: HIGH	No	Install fully mountable concrete apron on north west corner.
17.2	Trees proposed within the verges should be set back to allow for heavy vehicle body roll. These trees also restrict the conspicuity of pedestrians at the proposed informal pedestrian crossing within the dog-leg;	Set back trees a minimum 1.0m from the face of kerb. Consider removing trees near the proposed pedestrian crossing that restrict visibility.	Likelihood: Occasional Severity: Serious Risk Rating: MEDIUM	Yes	Trees will be setback as required.
17.3	Sight distance turning right from Commercial Street into Bridge Street (northeast) appears restricted by the crest.	Ensure the new design considers Stopping Sight Distance requirements	Likelihood: Occasional Severity: Serious Risk Rating: MEDIUM	No	The Master Plan is an improvement to existing conditions and no further changes are proposed.

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
17.4	There is concern about the location of pedestrian crossing points within the dog leg. Pedestrians are expected to negotiate two wide lanes with a cross-section of approximately 21m. Given the vertical and horizontal alignment through the dog leg, motorists are focused on negotiating the right angle bends and may not be observant of pedestrians attempting to cross the road.	Review pedestrian desire lines and redesign appropriate pedestrian crossings to accommodate their safe movement.	Likelihood: Probable Severity: Minor Risk Rating: HIGH	No	This was considered during design development and the option of providing a refuge was decided as the safest solution given persistent pedestrian traffic at this location. It is an improvement on the existing situation.
17.5	During the audit it was identified that pedestrians are crossing to get across Bridge Street at the Commercial Street/Bridge Street (southwest) intersection. There are currently no provisions for pedestrians at this location, nor are they shown in the master plan	Review pedestrian volumes and consider access across Bridge Street (southwest).	NOTE ONLY	Yes	This can be considered as a future, separate project.

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
17.6	<p>The Austral Hotel is located on the eastern quadrant of the Commercial Street/Bridge Street (southeast) intersection. Desire lines for pedestrians arriving from the southeast are expected to be directly at the intersection and seem to be in line with the existing pedestrian crossing southeast of Bridge Street which has been removed from the Masterplan.</p> 	Review pedestrian volumes and consider access across Commercial Street.	NOTE ONLY	Yes	This can be considered as a separate, future project.

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
18	<p>Little Commercial Street intersects Commercial Street and Bridge Street at an obscure angle. Although access from Little Commercial Street is currently restricted to left turn only, it has been observed vehicles are ignoring this restriction and travelling straight ahead.</p> 	<p>Consider realigning the intersection or installing a traffic island to assist with left run only conformity.</p>	<p>NOTE ONLY</p>	<p>Yes</p>	<p>A traffic island is proposed to assist with left turn only conformity.</p> <p>Master Plan to be modified.</p>

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
19	<p>The delineation of the carpark along Little Commercial Street in places was confusing. In particular east of Boston Place where parking separated the two direction of traffic.</p> 	<p>Consider installing additional line marked arrows and signs to clearly delineate the direction of travel.</p>	<p>Likelihood: Improbable</p> <p>Severity: Limited</p> <p>Risk Rating: LOW</p>	Yes	<p>Not part of the Master Plan Project.</p> <p>The layout and delineation of the Little Commercial St car park and road will be considered as a separate, future project. It was identified as a project by the Korumburra Town Centre Framework Plan.</p>

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
20	<p>As part of the Masterplan it is proposed to install 30° angle parking. According to AS 2890.5 <i>Parking facilities, On-Street Parking</i>, parallel kerbside parking in the direction of traffic flow is the basic method of parking provided for in regulations. It presents, under properly controlled conditions, the least impediment to the orderly and regular flow of traffic along a road. The number of vehicles able to parallel park along any given length of kerb is not as high as in angle parking, but it has the advantage of minimising accidents associated with parking and unparking manoeuvres. Parallel parking is also the best system for use where parking must be provided and street capacity must be kept to a maximum, because it requires a lesser width of roadway for parking and manoeuvring. Small angles (30 degrees or less) give little advantage over parallel parking, especially where there are frequent driveways or other kerb interruptions. The maximum advantage occurs at 90 degrees. However, all forms of angle kerbside parking present a greater hazard to road users than parallel parking. Studies show that when parking is changed from angle to parallel kerbside parking, the accident rate along a length of road decreases substantially and the traffic capacity is greatly increased. The use of angle kerbside parking may therefore need to be considered in conjunction with other measures designed to lessen the adverse effects. In this instance the Masterplan proposes the installation of a buffer to separate angled parking and the traffic lane to address the safety issue.</p>	No Further Action.	NOTE ONLY		

No	Audit Findings	Audit Recommendations	Risk Rating	Client Response	
				Accept: Yes/No	Reasons / Comments
20 cont	The parking manoeuvre is generally more easily accomplished with angle parking than with parallel parking, and is easier with small angles than with large. Information provided by the client has advised that the residents of Korumburra prefer the angle parking over parallel parking due to ease of access.				
21	As part of the Masterplan it is proposed to reduce the roadway capacity from two lanes to one. A 3.5m traffic lane with 1.5m buffer on the northeast side and 2.0m buffer on the southwest side are proposed. Apart from assisting vehicles to exit the parking bays, the use of the buffer will also allow vehicles to avoid pulling out in front of vehicles travelling in the adjacent lane. This will be of particular benefit to trucks heading uphill southeast bound in order to avoid them braking and coming to a stop on the hill.	No Further Action.	NOTE ONLY		

Client response completed by:

Name: Fiona Mottram – South Gippsland Shire.....

Signed:.....Date: 06/04/2016

CONCLUSION

This Road Safety Audit has been conducted in accordance with the procedures set out in the Austroads Guide to Road Safety Part 6: Road Safety Audits (2009). The site has been inspected and the supporting documentation has been examined. The findings and recommendations are provided for consideration by the client and any other interested parties.

Auditors:



.....(06/04/16)

**Sandy Russo, [BE (Civil & Computing)(Hons)]
Senior Road Safety Auditor**



.....(06/04/16)

**Ziad Nahas, [BE (Eng & Bus), GradCert Prj-Mgt]
Road Safety Auditor**



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Road Safety Auditor**