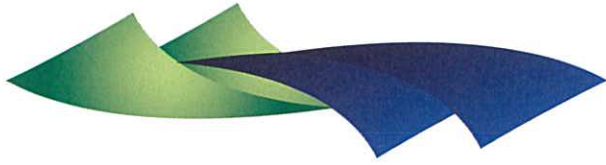


Port of Melbourne



Our ref: Letter - 170919 - Spanos - Coroners Court of Victoria - Court Ref COR 2014-006579

Classification: Commercial-In-Confidence

19 September 2017

Principal Registrar
Coroners Court of Victoria
65 Kavanagh Street
Southbank VIC 3006

Dear Sir/Madam

Response to the coroner's recommendations (court ref: COR 2014 006579)

I refer to the recommendations made by the coroner under the *Coroners Act 2008 (Vic)* in the finding into death without inquest dated 23 June 2017 in relation to [REDACTED] (**Coroner's Recommendations**).

Following the Port Lease Transaction completed by the Victorian Government on 31 October 2016, Port of Melbourne Operations Pty Ltd as trustee for the Port of Melbourne Unit Trust (**PoM**) assumed responsibility as the road manager for the roadway referred to in the Coroner's Recommendations and is responsible for the implementation of road safety measures within the port of Melbourne.

This letter, including the attached Road Safety Inspection Report (**Report**) prepared by Road Safety International Pty Ltd, sets out PoM's response to the Coroner's Recommendations.

Following the Coroner's Recommendations, PoM has undertaken consultation with VicRoads and appointed Road Safety International Pty Ltd (**Auditors**) as independent road safety auditors to review the relevant areas of the port's internal road network and recommend appropriate remediation works to the road layout at the Appleton Dock-Anderson Road intersection, West Melbourne.

The Auditors have made a number of recommendations to improve safety at the Appleton Dock-Anderson Road intersection and the remainder of Appleton Dock Road. PoM agrees with most of these recommendations and will implement the agreed recommendations as soon as practicable in consultation with the key stakeholders including:

- replacement and/or removal of various direction and parking signs;
- review of the maintenance regime for street lights along the road;
- assessment of the road surface maintenance requirements at certain sections of Appleton Dock Road;
- re-line marking certain areas on the road;
- review of the parking prohibitions along Appleton Dock Road and other port roads; and
- reduction of an area-wide speed limit to 40 klm/hour from the current 50 klm/hr limit throughout the port area.

Further details of these recommendations and PoM's responses to them are set out in the Report.

As indicated in the Report, PoM has not agreed to implement the Auditors' recommendation of constructing a low rise median strip along Appleton Dock Road to prevent illegal U-turns. In making this decision, PoM has taken into account the following factors:

- During the approximately two and a half years that have lapsed from the date of the incident to the date of the Coroner's Recommendations, there have been no further incidents reported at or near the site of the collision.
- Since the incident, there have been some significant changes in the tenancies within the port, which have resulted in changes to internal traffic flows.
- More importantly, PoM is anticipating a number of road closures over the next 18 months as a result of tenant lease boundary realignments in line with trade growth forecasts. In particular, Appleton Dock Road southbound from Anderson Road is currently being assessed for closure to the public in the second half of 2018. The elimination of this section of road from the port's road network will remove the ability to perform illegal U-turns into Anderson Road.

If the partial closure of Appleton Dock Road does not proceed, PoM will reconsider the Auditors' recommendation to construct a low rise median strip along Appleton Dock Road, together with other appropriate road safety measures to be implemented along the length of Appleton Dock Road.

Finally, the Auditors have considered the coroner's suggestions of constructing a physical barrier to prevent illegal U-turns at the site of the fatal collision just south of Anderson Road or a roundabout or U-turn facility further down Appleton Dock Road. The Auditors have recommended against these options on the basis that they would not be practical and other options exist which would be more effective. The Auditors' assessment is further detailed in the Report.

PoM's responsible person for the consideration of the Coroner's Recommendations is:

Mr Keith Gordon

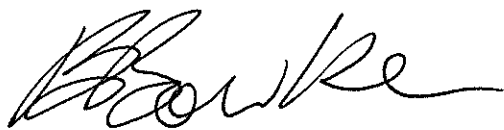
Executive General Manager – Operations

Ph: 03 9683 1413

Mob: 0418 975 590

Email: keith.gordon@portofmelbourne.com

Yours sincerely



Brendan Bourke

Chief Executive Officer

cc: Keith Gordon, EGM Operations
Carolyn Baker, Legal Counsel
Daniel Mustata, Team Leader Project Development, VicRoads

Attachment - RSA report for Appleton Dock Road FINAL - 11 September 2017

ROAD SAFETY INSPECTION REPORT OF APPLETON DOCK ROAD, NEAR THE INTERSECTION WITH ANDERSON ROAD, WEST MELBOURNE



CLIENT:
Port of Melbourne

DATE:
11th September 2017

ROAD SAFETY INSPECTION REPORT OF APPLETON DOCK ROAD NEAR THE INTERSECTION WITH ANDERSON ROAD, WEST MELBOURNE



ROAD SAFETY INSPECTION (AUDIT) TEAM:
Phillip Jordan – Senior Road Safety Auditor
Daniel Mustata – Senior Road Safety Auditor

CLIENT:
Port of Melbourne

DATE OF FINAL REPORT:
11th September 2017

CONTENTS

1. INTRODUCTION
2. ROAD SAFETY INSPECTION (AUDIT) OF APPLETON DOCK ROAD, WEST MELBOURNE
 - 2.1 Description of Appleton Dock Road
 - 2.2 This road safety inspection (audit) and the road safety audit team
 - 2.3 Road safety issues along Appleton Dock Road, including concerns at the intersection with Anderson Road
 - 2.4 Coroners recommendations
 - 2.5 Recommendations for Appleton Dock Road
3. CONCLUDING STATEMENT
4. ROAD SAFETY FINDINGS AND RECOMMENDATIONS



1. INTRODUCTION

A Coronial investigation into the death of a motorcyclist on Appleton Dock Road recommended that the Port of Melbourne and VicRoads review the area and consider remediation of the road layout at the Appleton Dock-Anderson Road intersection, West Melbourne, either by construction of a physical barrier to prevent illegal U-turns at the collisions site, a viable roundabout or U-turn facility further down Appleton Dock Road or otherwise.

Phillip Jordan (of Road Safety International Pty Ltd) has been engaged to undertake a road safety inspection (audit) of the existing conditions along Appleton Dock Road, and to offer practical safety options to address the Coroner's recommendation.

This report details the results of the road safety inspection (audit) of the existing conditions along Appleton Dock Road, and particularly near the intersection with Anderson Road in the port area of West Melbourne. The report offers a series of practical recommendations that are focussed on addressing the findings of the Coronial investigation.

2. ROAD SAFETY INSPECTION (AUDIT) OF APPLETON DOCK ROAD, WEST MELBOURNE

2.1 Description of Appleton Dock Road

Appleton Dock Road is a relatively straight, flat and wide (approximately 24m) road that provides access for vehicles into Appleton Dock and other adjacent port areas. Appleton Dock Road, from the north, has a downwards grade and a slight right hand curve from Footscray Road to a set of traffic signals at its intersection with Coode Road. It then flattens and has a straight alignment for several hundred metres before a pair of shallow reverse curves (left/right) followed by another short straight to the south-western end of the road. Near this end point is a railway level crossing and a large "informal" turning area. The turning area is used by long trucks from the north to make U-turns and take up a position in the queue of trucks waiting for port access.

Appleton Dock Road is line marked for two through traffic lanes in each direction and a parking lane on each side. The traffic lanes are wide (to accommodate the trucks) but they reduce in width depending on the presence of a physical central median. In practice, the road tends to be used as a single lane operation in each direction. Traffic volumes are not high; the majority of vehicles are long trucks. It is believed that most drivers of these trucks will be frequent user of this road and they will know the road and traffic conditions quite well.

Appleton Dock Road has medium sized trees and street lighting along both sides. Parking takes place on both sides of the road. In some parts, the trucks were observed to queue and progress in turn into the port. In other parts some trailers, cars and trucks were observed to park for longer periods. It is suspected that some trailers are left on the kerbside for hours if not days. This can be a roadside safety issue as there were seven street lights not working in Appleton Dock Road on the night of the inspection. A trailer parked on the kerbside in an unlit area at night would present a risk to other road users, particularly if approaching at high speed.

The section of Appleton Dock Road between Coode Road and Anderson Road is approximately 200m long. It has a physical median that separates the northbound and southbound traffic for about 50m immediately north of Anderson Road.

The intersection of Appleton Dock Road and Anderson Road is a T-junction controlled by two Stop signs in Anderson Road. Traffic on this approach is required to Stop and give way to traffic on Appleton Dock Road. The stop line is worn; it is not obvious where drivers are expected to stop their vehicle.

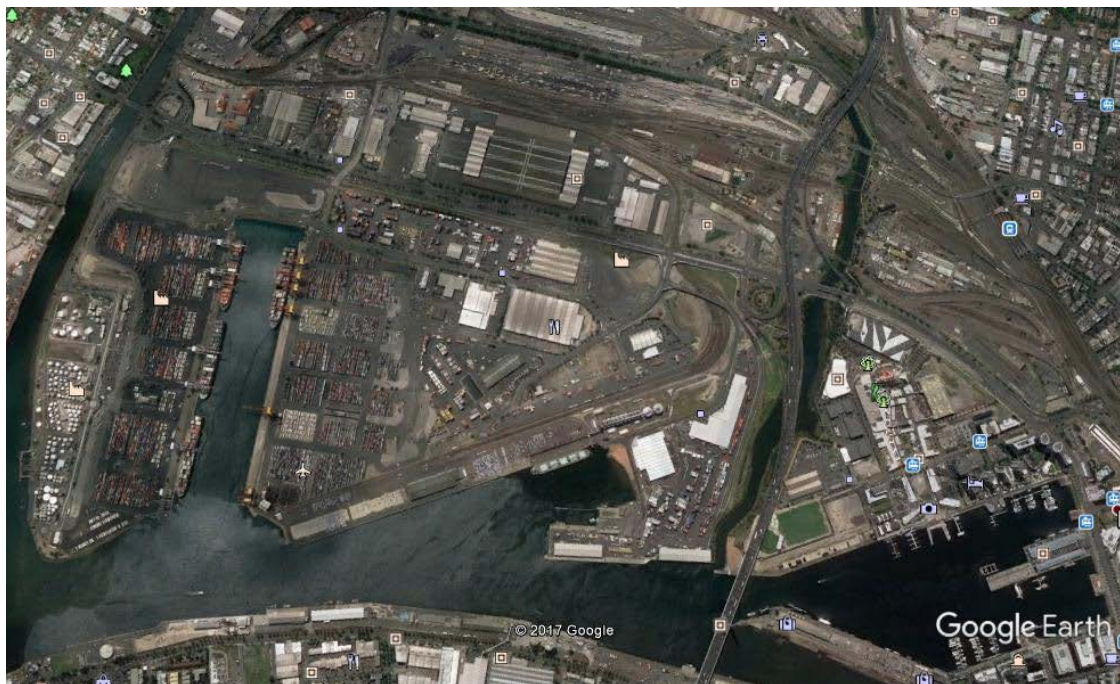
There is a concrete median in Appleton Dock Road north of this intersection, and a left turn slip lane for traffic from the south to enter Anderson Road.

South of Anderson Road, Appleton Dock Road is a wide undivided road apart from two small central islands just near the reverse curves. These islands lack conspicuity and they could be struck at night by someone who is not familiar with the road.

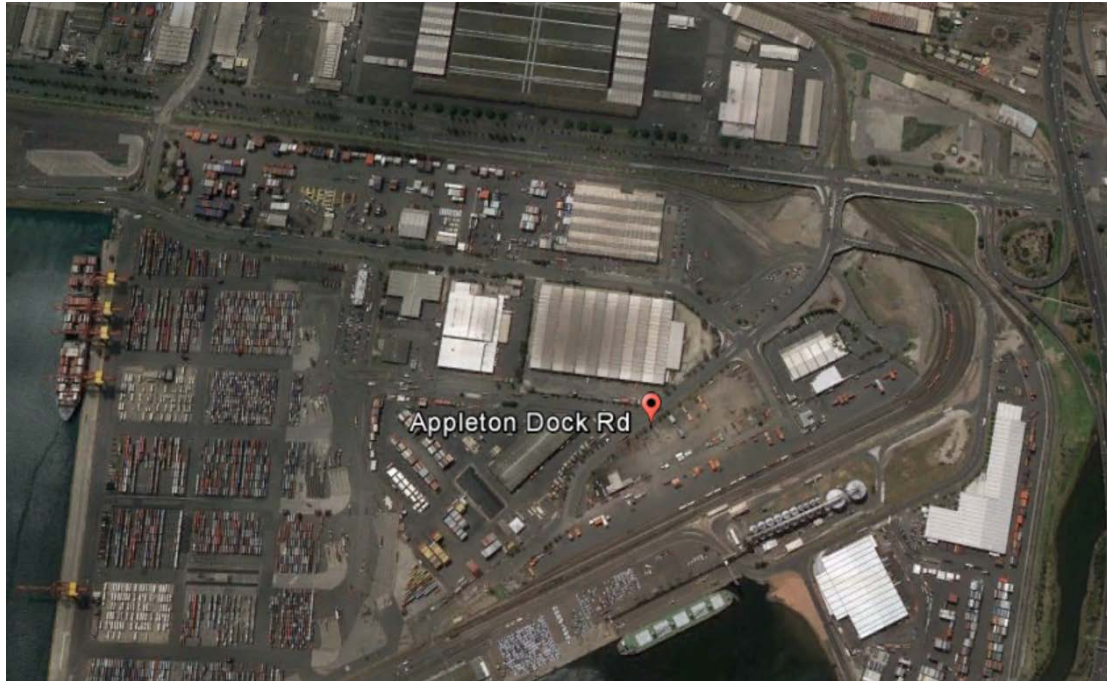
The land immediately abutting Appleton Dock Road and Anderson Road is used for port activities, including the storage of shipping containers. There are a few driveways off Appleton Dock Road that are used by long trucks (and small motor vehicles) accessing the area.

The dominant type of vehicle in the port area are trucks, especially B-doubles and semi-trailers. There are a few smaller trucks and motor cars also, but at the times of the inspections no motorcyclists, or bicyclists were seen. Only a handful of pedestrians were observed during the inspections; these appeared to be walking to/from their workplace.

The posted speed limit on Appleton Dock Road is 50km/h. At the time of the inspections, most drivers were observed complying with this speed restriction. Operating speeds for most trucks and cars were estimated at (approximately) 40km/h.



**THE PORT AREA, SHOWING APPLETON DOCK ROAD LEADING NE/SW DIAGONALLY
ACROSS THE PORT AREA**



**THE AREA SURROUNDING THE APPLETON DOCK ROAD / ANDERSONS ROAD
INTERSECTION, WEST MELBOURNE**

A clear zone of 3m (from VicRoads Road Design Guide) is recommended for Appleton Dock Road and the other roads through the port area. This figure is based on the observed traffic volumes as well as the observed operating speeds of traffic on these roads. A 3m clear zone means that no fixed roadside hazards (such as medium/large trees, large posts (more than 100mm diameter, or other fixed structures) should be allowed to be within 3m of the kerb, unless shielded with barrier.

Along Appleton Dock Road there are some trees, sign posts and street lighting columns that are roadside hazards within (or close to) 3m of the kerb. These are reported in the table in Section 4 of this report.

Appleton Dock Road is a wide road (approximately 24m between kerbs) that is paved from kerb to kerb. There are extensive parking restrictions installed along both sides of the road that are intended to prohibit (or at least restrict) parking on either side.

However, many truck drivers (and others) do not comply with these restrictions. At one time during the inspection, large trucks were parked and double parked along the western side of Appleton Dock Road between Anderson Road and the informal "U-Turn" at the SW end of the road. It is understood from discussions (with several truck drivers and a Port of Melbourne officer) that this is common. It is also understood that no/little enforcement of these parking restrictions takes place. The road is under the control of Port of Melbourne but the enforcement of parking is a matter for the City of Melbourne. It is understood that the City of Melbourne has higher priorities for parking enforcement in more congested parts of the City. It is also understood that the other two agencies which could enforce parking here (Victoria Police and VicRoads) also have other enforcement priorities.

Arising from this road safety inspection is a recommendation that these parking restrictions be reviewed. Truck drivers need to wait somewhere within close access the port while they wait for their nominated access time. Unless suitable "off road" parking/standing is provided for long trucks it is to be expected that they will disobey parking signs. Such disobedience is made easier due to the unusual (and confusing) wording used on the parking signs.

2.2 This road safety inspection (audit) and the road safety audit team

This road safety inspection (audit) included a daytime site inspection of Appleton Dock Road, its intersection with Anderson Road, and the nearby roads in the port area on the afternoon and evening of Tuesday 1st August 2017. The weather during the inspection was fine and cool.

The inspection was undertaken by Phillip Jordan and Daniel Mustata. Phillip is a registered Senior Road Safety Auditor in the register of road safety auditors administered by VicRoads. Daniel is a registered Senior Road Safety Auditor in the same register, and is an engineer in VicRoads Metro NW Region. Neither auditor has previously been involved with this road or the intersection.

This inspection examined the road, the intersection and the surrounding area. It has found several safety concerns that may adversely affect road user safety. These are identified in this report and each has been given a risk rating by the audit team (based on an estimate of the likelihood of a crash occurring due to the safety concern, together with the potential consequences of that crash).

- VERY HIGH RISK – major safety issues with a high probability that traffic crashes will occur and/or that those crashes will result in multiple deaths;
- HIGH RISK – major safety issues with a high probability that traffic crashes will occur and/or that those crashes will result in serious injury or death;
- MEDIUM RISK– safety issues with a lesser risk that crashes will occur and/or that those crashes will result in less serious/minor injuries only;
- LOW RISK – safety issues that can be reasonably expected to result in few crashes and/or those crashes will result in minor injuries only;
- VERY LOW RISK – safety issues that can be reasonably expected to result in few crashes and/or those crashes will result in property damage only.

2.3 Road safety issues along Appleton Dock Road, including concerns at the intersection with Anderson Road

- 2.3.1 The parking restriction signs are difficult to understand. They are also ignored by truck drivers. It is understood that enforcement agencies rarely enforce road rules or parking restrictions in the Dock area.
- 2.3.2 The truck parking is an issue that would be a more significant safety issue if it was taking place on a road used by many more vulnerable road users (pedestrians or motorcyclists or bicyclists). It is unclear why there are parking restriction signs in place when it is apparent that the truck drivers have few other options available, and when enforcement of parking is reportedly very low. The truck drivers have a limited window in which to arrive at the dock and they appear to be acting in a “self-regulating” manner.
- 2.3.3 When large trucks park too close to driveways they can block visibility for exiting drivers. This is the major road safety issues related to the parking. If parking is regulated to keep an agreed distance from each driveway free of parked traffic, there seems little reason to maintain these parking restrictions.
- 2.3.4 All day/night parking by trailers is a road safety issue. Unlit trailers on this road present a rear end crash risk at night, when visibility is reduced and less on-street parking takes place. The existing parking restriction signs need to be reviewed and simplified to reduce the amount of “trailer” parking.

- 2.3.5 The intersection is controlled by a pair of Stop signs on the western approach of Anderson Road. Many exiting trucks do not stop. This could be due to the open sight lines to the left and right at the intersection, coupled with the low traffic volumes on both roads.
- 2.3.6 The line marking in the intersection is in poor condition. The Stop lines across Anderson Road are worn out and lack conspicuity.
- 2.3.7 Line markings on both roads are worn, and need renewal.
- 2.3.8 The pavement of Appleton Dock Road on the south side of the intersection is becoming rough and worn. These areas may be unsettling for a motorcyclist or a bicyclist (but none of these road users were noted during the inspections). The pavement needs to be investigated and assessed for renewal.
- 2.3.9 Seven street lights (mostly near the intersection of Anderson Road) were not working on the night of the inspection.
- 2.3.10 The road is signed with a 50km/h speed restriction. This is in keeping with the metropolitan area speed limit. In view of the fact that the Dock is a self-contained area and that large trucks make up most of the road users, it is feasible to consider a 40km/h area wide speed limit. Strip shopping centres, schools, and selected urban areas have 40km/h limits. It is reasonable to adopt a similar speed zone through the port area.
- 2.3.11 In Mackenzie Road (a similar road in western side of the port area that is similar to Appleton Road in cross section) there is a curve that is signed at 40km/h. This is an incorrect use of a regulatory sign, but it adds support to reducing the area wide limit.
- 2.3.12 The corporate style direction signs are difficult to read due to their colour (grey and white) and the font type/size. They are ineffective and should be replaced with direction signs that conform to AS1742.2.
- 2.3.13 In summary, there are several relatively low risk issues which warrant attention at this T junction. It is not considered that the safety risk or the traffic movements warrant any change to the traffic control or the layout of the intersection.

2.4 Coroners recommendations

The Coroner requested that an inspection (audit) of the layout at the Appleton Dock-Anderson Road intersection, West Melbourne take place to determine if the construction of a physical barrier to prevent illegal U-turns (at the site of the fatal collision just south of Anderson Road), or a roundabout or U-turn facility further down Appleton Dock Road are practical and useful initiatives.

- 2.4.1 A barrier (either a W beam steel barrier, a concrete barrier or a wire rope safety barrier) along the centre of Appleton Dock Road is not recommended. Such barrier would prevent U-turns along Appleton Dock Road but it would also restrict truck movements into/out of the driveways. It would prevent pedestrians from crossing Appleton Dock Road and it would likely be struck by manoeuvring long vehicles, as it would restrict overtaking of double parked trucks at busy port times. Barriers require safe end terminals, and these would be needed at each opening in the barrier.
- 2.4.2 A roundabout at the intersection of Appleton Dock Road/Anderson Road is not recommended for several reasons, including cost vs need. It is considered that the traffic volumes and turning movements were adequately controlled by the Stop signs in Anderson Road.
- 2.4.3 A roundabout would give right of way to right turning traffic out of Andersen Road over traffic from the north. This would encourage higher exiting speeds from Anderson Road and this in turn would increase the risk of a right-angle

collision. From a design point of view, a roundabout here would need to have a large annulus (outer circle) to accommodate right turning long trucks and this would leave almost no physical central island. In turn, this would reduce the conspicuity of the roundabout.

- 2.4.4 A roundabout here would need to be designed with a reverse curve on each approach so that vehicle approach speeds are controlled by the road design. In this instance, this may be more dangerous for a truck to overturn depending on the load carried and ability of the driver to accurately negotiate the entry speed in the roundabout.
- 2.4.5 In the case of Appleton Dock Rd and Anderson Rd, a review of the Police recorded crash data was undertaken and there are no recorded crashes. The subject motorcycle crash is recorded. However, this was not a typical intersection type crash. The intersection itself is not considered a crash 'blackspot'. The posted and operational speed limit is also at or below what the road safety literature considers a 'safe speed' for intersections. On balance, while roundabouts have an excellent safety record overall, there is little reason to support the cost involved with the construction of a roundabout at this intersection.
- 2.4.6 A physical median along the centre line of Appleton Dock Road is an option that warrants detailed examination. There is a median in Mackenzie Road (elsewhere in the port area) that has been constructed to create one lane for each direction, while accommodating long turning vehicles. Along the kerbside are sheltered parking areas. A similar arrangement is supported along Appleton Dock Road. It is further suggested that the median be offset from the centre line (to be just east of the centre line) to effectively control U-turns while at the same time permitting through traffic to pass (possibly) double parked trucks along the western kerb line.
- 2.4.7 A formal U-turn facility at the southern end of Appleton Dock Road is not needed. The localised flaring coupled with the low traffic volumes, is adequate for now. The installation of a roundabout or a channelised U-turn is unlikely to achieve any better traffic management or safety than the present arrangement. The corporate direction sign should be removed from near the railway crossing, and the area under should be sealed to improve the present turning area.
- 2.4.8 The nearby railway crossing has active control (red lights, and bells), but it lacks booms and suitable advanced warning. There is no other intersection traffic at this location to make a roundabout function efficiently. In short, the roundabout would become a concrete turning circle. Similarly, a channelised U-turn facility will not enhance the present ability of drivers to safely U-turn here.

2.5 Recommendations for Appleton Dock Road

This road safety inspection (audit) has not found serious road safety issues in the physical environment along this road. Several low risk road safety issues have been identified; each can be addressed at low cost. There is a need to better maintain the street lighting. Some of the pavement will need rehabilitation soon. A few warning and regulatory signs are wrong or redundant and should be removed.

The road is wide and it has moderate/low traffic volumes. There are few intersections along Appleton Dock Road, and these are adequately controlled at present. The nearby abutting development does not generate significant pedestrian movements, and no bicyclists or

motorcyclists were observed during the inspections. Any road user may use this road, but the numbers of vulnerable road users appear small. The road primarily serves large trucks. Crashes are the result of a chain of events involving the road, the human and the vehicle. In terms of the road, the only recommendation to improve safety along this road is the construction of a central median to prevent U-turns.

From this road safety inspection, the following package of treatments are recommended for Appleton Dock Road:

- 2.5.1 Installation of a physical median along (or close to) the centre line of Appleton Dock Road between Coode Road and a point approximately 50m before the informal U-turn area near the railway crossing.
- 2.5.2 This median should have hatched indents to accommodate the swept paths of long vehicles as they turn in/out of nearby driveways.
- 2.5.3 The design should consider allowance for two rows of “standing” trucks on the northbound carriageway, while still permitting a single through lane in the northbound direction. This recommendation is closely connected to the recommendations (below) about parking.
- 2.5.4 Remark the line marking in Appleton Dock Road. In the section north of Anderson Road, ensure the left turn lane (into Coode Road) is marked clearly from near Anderson Road, and that the single through lane is clearly defined. The present worn arrangement leads kerbside drivers into a “trap lane” when the left turn lane commences.
- 2.5.5 Review the parking restrictions in Appleton Dock Road, and throughout the port area. In the expectation that on-street parking of trucks is required, re-sign the parking prohibitions with signs that are easier to understand.
- 2.5.6 Replace the grey “corporate” direction signs along Appleton Dock Road with white on green direction signs that accord with Victorian (and national) standards. Ensure the replacement signs are located for maximum conspicuity.
- 2.5.7 During the direction sign replacement program, ensure that the sign near the railway crossing is removed and the area under it is paved to assist long vehicles to make U-turns at the southern end of Appleton Dock Road.
- 2.5.8 Implement a 40km/h area wide speed restriction throughout the port area (beginning near Coode Road) and sign is with reminder signs at appropriate spacings.
- 2.5.9 Carry out the minor works (sign removals, street light maintenance, parking sign review) that are outlined in the table in Section 4 of this report.

3. CONCLUDING STATEMENT

This road safety inspection (audit) has been carried out in accordance with the audit process detailed in AUSTROADS (2009) for identifying any features of the existing road and intersection that may be adversely affecting safety. The inspection team has inspected the site and its environs in daytime as well as early night time. The identified safety concerns are noted in this report.



PHILLIP JORDAN (Senior Road Safety Auditor)
Principal Consultant

11th September 2017









DANIEL MUSTATA (Senior Road Safety Auditor)
Team Leader VicRoads




11th September 2017




4. SPECIFIC ROAD SAFETY AUDIT FINDINGS AND RECOMMENDATIONS


The specific safety concerns detected in this road safety inspection of Appleton Dock Road are detailed in the following Table.




NO.	SAFETY CONCERN	RISK	PHOTO	RECOMMENDATION	CLIENT RESPONSE
ROAD SAFETY INSPECTION RESPONSES TO THE CORONERS SUGGESTIONS					
1	The installation of a barrier (rigid, semi-rigid or flexible) is not supported along Appleton Dock Road. It would prevent U-turns but it would also restrict crossing opportunities for pedestrians. It would likely be subject to "innocent" hits by trucks and it would reduce the available cross section of the road, especially for turning long vehicles. Providing safe terminals at each driveway gap would present additional technical challenges.	NOTE		<ul style="list-style-type: none"> - Do not install barrier along Appleton Dock Road. - Instead, install a physical median as recommended in 2 and 3 (below) 	Installation of any permanent infrastructure will become redundant as there are road closures foreshadowed to take effect in early 2018. Appleton Dock Road south of Anderson Road intersection will be closed and absorbed into a port tenancy.
2	This central median in Mackenzie Road helps to separate both directions of traffic and prohibits U-turns. It appears to be serving a useful purpose, and it offers an idea of what a median in Appleton Dock Road could look like. It offers a refuge for any crossing pedestrians. Illegal parking by one truck was observed on the median. This is a sign of the need for increased parking enforcement. A parking review is recommended.	NOTE		<ul style="list-style-type: none"> - Use this median as a template for the design for a similar median in Appleton Dock Road. - Install the median from a point at the traffic signals at Coode Road along the road to the informal turning area at the southern end of the road. - Leave gaps for key driveways and intersections. - Consider offsetting the median to the east of the centre line to accommodate (if necessary) double parking by trucks along the western side. 	Installation of any permanent infrastructure will become redundant as there are road closures foreshadowed to take effect in early 2018. Appleton Dock Road south of Anderson Road intersection will be closed and absorbed into a port tenancy.
3	A central median along Appleton Dock Road will reduce the ability for long trucks to make U-turns. It can be designed to permit turns into/out of driveways by long vehicles while also permitting a single lane of traffic in each direction.	NOTE		<ul style="list-style-type: none"> - Construct a central median along Appleton Dock Road between Coode Road and the informal U-turn area at the southern end. 	Installation of any permanent infrastructure will become redundant as there are road closures foreshadowed to take effect in early 2018. Appleton Dock Road south of Anderson Road intersection will be closed and absorbed into a port tenancy.


NO.	SAFETY CONCERN	RISK	PHOTO	RECOMMENDATION	CLIENT RESPONSE
4	This is an example of a roundabout in the port area. It received very limited traffic use during the inspections. It should be questioned whether this treatment could be justified on cost grounds for these observed traffic volumes. Other lower cost forms of intersection control are available; retaining the present traffic control at the Appleton Dock Road/ Anderson Road intersection is therefore recommended based on this observation.	NOTE		<ul style="list-style-type: none"> - Retain the Stop sign control at the intersection of Appleton Dock Road and Anderson Road. - Note that roundabouts are a safe form of intersection control. They require balanced traffic flows to function at their best. They are also expensive, and thus they are usually installed in locations with higher volumes of traffic than at the Anderson Road intersection. (See point 2.4.2 above) 	Agreed. The Stop Sign control at the intersection of Appleton Dock Road and Anderson Road will be maintained.
5	The informal turning area at the southern end of Appleton Dock Road is adequate at present. Channelizing it, or constructing a roundabout at this location, is unlikely to improve safety or efficiency.	NOTE		<ul style="list-style-type: none"> - Widen the paved area and remove the corporate direction sign near the railway crossing to facilitate easier turns. - Reinstate line marking to make clear that this is a turning area. - Confirm that adequate numbers of No Standing Anytime signs are installed around the perimeter. 	Installation of any permanent infrastructure will become redundant as there are road closures foreshadowed to take effect in early 2018. Appleton Dock Road south of Anderson Road intersection will be closed and absorbed into a port tenancy.
SPECIFIC ROAD SAFETY ISSUES IDENTIFIED DURING THE INSPECTION					
1	These "corporate" direction signs are difficult to read and offer little useful information to drivers in a form they can readily use. The colours and the fonts and font size are not standard for direction signs. It is possible that a driver may not see or may not appreciate that these are the necessary direction signs for the port area. In such cases the driver may make an error which could lead to incidents	LOW		<ul style="list-style-type: none"> - Replace these "corporate" direction signs with standard "white on green" direction signs with standard fonts and sizes 	Agreed

NO.	SAFETY CONCERN	RISK	PHOTO	RECOMMENDATION	CLIENT RESPONSE
2	Seven street lights were not operating on the night of the inspection. This created “dark spots” on the road. It suggests that the maintenance of the street lights needs to be improved, as more lights could fail. If too many lights fail the road will present a higher risk to users at night.	LOW		<ul style="list-style-type: none"> - Review the maintenance regime for the street lights and ensure that the lights are operational. 	Agreed
3	This corporate direction sign has the same deficiencies as the sign reported earlier (See 1). In addition, this sign post is a roadside hazard (too close to the road) and it is placed in a position which restricts drivers who are turning at the end of Appleton Dock Road	LOW		<ul style="list-style-type: none"> - Remove this sign. - Pave the area below and surrounding this sign to provide a larger and easier turning circle for trucks making U-turns near here. 	Installation of any permanent infrastructure will become redundant as there are road closures foreshadowed to take effect in early 2018. Appleton Dock Road south of Anderson Road intersection will be closed and absorbed into a port tenancy.
4	Some small areas of the surface of Appleton Dock Road is showing signs of spalling, particularly just north of Anderson Road. This is not likely to present a road safety problem but it is a sign that maintenance of the pavement will be necessary soon.	LOW		<ul style="list-style-type: none"> - Investigate and assess the most suitable action to aid the longevity of this surface. 	Agreed and completed September 2017

NO.	SAFETY CONCERN	RISK	PHOTO	RECOMMENDATION	CLIENT RESPONSE
5	Within the recommended 3m clear zone there are some trees and some light poles. In view of the width of this road, and the parking that takes place for much of the time, it is suggested that these hazards are sufficiently far from the main traffic paths that they present a very low risk to a reasonable road user. However, good quality line marking is recommended to help drivers to remain in the correct path.	LOW		<ul style="list-style-type: none"> - Re line mark the road. - Do this after a decision is made about the central median in this road. 	Agreed
6	The parking signs need to be reviewed. They are confusing and may not be enforceable under the Victorian Road Rules 2009. Standing has a different meaning to Parking.	LOW		<ul style="list-style-type: none"> - Review the parking prohibitions along Appleton Dock Road and other port roads. 	Agreed
7	It is unclear what this Truck Lane sign means, as parking is prohibited along Coode Road. The kerbside lane is used for slow moving trucks as they queue to enter the port.	LOW		<ul style="list-style-type: none"> - Review the need for the Truck Lane sign as part of the overall parking review. 	Agreed

NO.	SAFETY CONCERN	RISK	PHOTO	RECOMMENDATION	CLIENT RESPONSE
8	The parking signs need to be reviewed. The sign which states 2P Motorised Vehicles Only is confusing. A motorised vehicle is not defined in the Road Rules and this sign may not be enforceable under the Victorian Road Rules 2009. Does the 2P time limit only apply to "motor vehicles"? Can non-motor vehicles park indefinitely?	LOW		<ul style="list-style-type: none"> - Review the legal interpretation of the parking signs. - Discuss and review the parking prohibitions. - Set objectives for how Port Authorities intend to provide efficient parking for trucks into the future. 	Agreed
9	The Stop line across Anderson Road is worn out. It gives little guidance for drivers to know where to stop their vehicle on exiting Anderson Road.	LOW		<ul style="list-style-type: none"> - Renew the Stop line marking. - Also renew all the line marking along Appleton Dock Road and Anderson Road. 	Agreed
10	This small traffic island in Appleton Dock Road approximately 200m south of Anderson Road is a hazard in the middle of the road. It is difficult to see as the Keep Left signs have been knocked over, and the line marking that highlights this have become worn out.	LOW		<ul style="list-style-type: none"> - Remove this small island. - Construct a central median along Appleton Dock Road between Coode Road and the southern end of the road. - If a central island is NOT to be constructed, make this small island more conspicuous. This should include hatched line marking around the island and raised reflective pavement markers. 	Installation of any permanent infrastructure will become redundant as there are road closures foreshadowed to take effect in early 2018. Appleton Dock Road south of Anderson Road intersection will be closed and absorbed into a port tenancy.

NO.	SAFETY CONCERN	RISK	PHOTO	RECOMMENDATION	CLIENT RESPONSE
11	There are no road humps on Appleton Dock Road. This top sign is redundant and should be removed. Similarly, there are no Pedestrian Crossings on this road and this regulatory sign (below) is unnecessary. It should also be removed.	LOW		- Remove these redundant signs.	Agreed
12	This sign is clearly not serving any practical use. Unless effective parking enforcement does take place, these types of signs should be removed.	VERY LOW		- After the parking issue is reviewed, remove this sign.	Agreed
13	There are several 50km/h speed restriction signs in the area. This is reinforcing the urban speed limit. It is worth considering a 40km/h limit, not because of existing high speeds but more to bring consistency into the area and to recognise that trucks are operating often at lower speed. Shopping streets, schools and some suburban areas have 40km/h speed zones. Such an area wide speed limit is appropriate for the port area too.	LOW		- Introduce a 40km/h area wide speed limit through the port area.	Agreed

NO.	SAFETY CONCERN	RISK	PHOTO	RECOMMENDATION	CLIENT RESPONSE
14	At 3pm on the day of the inspection, there was a long queue of double parked trucks along the western side of Appleton Dock Road. This reduced the width of the road to a single northbound lane. If this was taking place in an area of many pedestrians or many other small motor vehicles this could present a significant road safety risk. On this road, it indicates a need for a review of parking. The review should check that all parking restrictions are practical, realistic and easy to understand. They must conform to the Road Rules Victoria so they are enforceable.	LOW		<ul style="list-style-type: none"> - Review the parking provisions along Appleton Dock Road and other port roads. - Ensure that the existing parking restriction signs conform to the Road Rules Victoria. - Consider developing an ability for trucks to “double park” while waiting for access to the port. - If a central median is constructed in Appleton Dock Road, locate the median so that double parking of trucks (if required) is able to take place at busy times. 	<p>Agreed.</p> <p>Agreed.</p> <p>Double parking will not be permitted anywhere on port roads as this behaviour promotes the unintended consequence of the behaviour being replicated elsewhere.</p> <p>Double parking will not be permitted anywhere on port roads as this behaviour promotes the unintended consequence of the behaviour being replicated elsewhere.</p>