

# ROAD SAFETY INSPECTION

## Harris Road (No 2040431), Picton between Slk 0.00 - 1.20.



**Inspection Ref: bbc2020.163**

Prepared for:

**City of Bunbury**

By:

**158 (S) Bradley Brooksby  
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**Audit Team Leader  
Audit Team Member**

Report Issue Date: **10/06/2020**

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## **1. INTRODUCTION**

### **1.1 Scope of the Inspection**

A Road Safety Inspection is a formal examination of an existing road or road related area in which an independent, qualified team report on the crash potential and likely safety performance of the location. (Formerly known as an 'Existing Road Safety Audit')

This Road Safety Inspection has been conducted following the general principles detailed in Austroads Guide to Road Safety Part 6: Road Safety Audit and in accordance with the requirements contained in the Main Roads Western Australia Policy and Guidelines for Road Safety Audit.

This report results from a request for a Road Safety Inspection to be conducted at Harris Road, Picton in the City of Bunbury due to the high volume of cyclist use of the road and mix of heavy traffic between Straight Line Kilometre (Slk) 0.00 - 1.20.

The background and objective of the inspection is the result of recent publicity of issues between the traffic mix of cyclist and trucks on the narrow road pavement. Harris Road is split between the City of Bunbury at the western end and the Shire of Dardanup at the eastern end. Both local authorities are working together to achieve a safe road for cyclists and the heavy industry along sections of the road. The road safety inspection is to determine if the existing road can be improved.

The Road Safety Inspection was undertaken by Brad Brooksby of Brad Brooksby Consulting with reference to the details provided by the client.

The Road Safety Inspection comprised an examination of the road by walking, driving and taking photos along the length identified by the City of Bunbury.

All the findings described in Section 2 of this report are considered by the inspection team to require action in order to improve the safety of the existing road environment and to minimise the risk of crash occurrence and reduce potential crash severity.

The inspection team has examined and reported only on the road safety implications of the road infrastructure as presented.

## 1.2 The Inspection Team

Auditor No.	Name	Role	Organisation
158 (S)	Bradley Brooksby	Inspection Team Leader	Brad Brooksby Consulting
272 (S)	Anthony Willetts	Inspection Team Member	Main Roads WA

The inspection team visited the site on 10<sup>th</sup> June 2020 at 3:30 pm - 7:30 pm. At the time of the site visit, the weather was fine and the existing road surface was dry.

A night-time site visit was undertaken on the same day.

## 1.3 Specialist Advisors

Name	Role	Roll/Organisation
Amanda Blunsdon	Local Knowledge	Engineering Projects Officer City of Bunbury

## 1.4 Safe System Findings

The aim of Safe System Findings is to focus the Road Safety Inspection process on considering safe speeds and by providing forgiving roads and roadsides. This is to be delivered through the Road Safety Inspection process by accepting that people will always make mistakes and by considering the known limits to crash forces the human body can tolerate. This is to be achieved by focusing the Road Safety Inspection on particular crash types that are known to result in higher severity outcomes at relatively lower speed environments to reduce the risk of fatal and serious injury crashes.

The additional annotation **"IMPORTANT"** shall be used to provide emphasis to any Road Safety Inspection finding that has the potential to result in fatal or serious injury, or findings that are likely to result in the following crash types above the related speed environment: head-on (>70 km/h), right angle (>50 km/h), run off road impact object (>40 km/h), and crashes involving vulnerable road users (>30 km/h), as these crash types are known to result in higher severity outcomes at relatively lower speed environments.

The exposure and likelihood of crash occurrence shall then be considered for all findings deemed **"IMPORTANT"** and evaluated based on an auditors professional judgement. Auditors should consider factors such as traffic volumes and movements, speed environment, crash history and the road environment, and apply road safety engineering and crash investigation experience to determine the likelihood of crash occurrence. The

likelihood of crash occurrence shall be considered either **"VERY HIGH"**, **"HIGH"**, **"MODERATE"** or **"LOW"** and this additional annotation shall be displayed following the **"IMPORTANT"** annotation on applicable findings.

## **1.5 Previous Road Safety Inspections**

No previous Road Safety Inspection have been undertaken for this section of road.

## **1.6 Background Data**

### **1.6.1 Crash History**

A study of the recent crash history has been conducted for the City of Bunbury for the five years ending December 2019. This showed that there were 42 reported crashes on the City's roads involving bicycles. Of these crashes, 7 resulted in hospitalisation, 9 medical and with 25 property damage.

Harris Road has had 2 recorded crashes. One at Slk 0.40 being a Rear-End crash resulting in Property Damage and the other at Slk 0.7 being an Off Path on a curve hit object resulting in Property Damage.

### **1.6.2 Function and Utilisation**

The City of Bunbury maintains Harris Road (No 2040431). The road is a RAV 4 route with no conditions. Harris Road is a Local Distributor providing access to industrial business in Picton and surrounds.

Harris Road is a two-way undivided sealed road, separated by a painted centreline with a speed zone of 80 km/h.

The sealed pavement width is 7.4 m with no formal shoulder. The verge slopes from the hinge point at about 1.0 m from the edge of the traffic lane, the batters vary along the road but are generally 4:1. There are large wooden power poles reinforced with steel supports along the northern verge approximately 4 m from the traffic lane. The southern verge tends to drop away towards the Ferguson River and has mature trees in places close to the traffic lane. There are no streetlights along the road and few guideposts, the only delineation is the painted centreline.

The City has funding and has programmed works for 200.0 m of Harris Road (Slk 1.38 - 1.20) from the intersection with Boyanup Picton Road to just past the large culvert which includes widening the road pavement and existing culvert at 1.21 Slk. This audit has focussed on the balance of the road between 0.00 at the City boundary where the road meets the Dardanup Shire boundary to 1.20 Slk, just before the large culvert.

A summary of recent traffic data is provided below:

Location	Vehicles per day (% heavy vehicles)	Date	Source
Harris Road (Slk 5.3)	1,094 (30.6 %)	2017/18	Traffic Map

A summary of recent speed data is provided below:

Location	Average Speed (km/h)	85 <sup>th</sup> Percentile Speed (km/h)	Date	Source
Harris Road (Slk 0.16)	74.2 km/h	81.4 km/h	July 2019	City Count

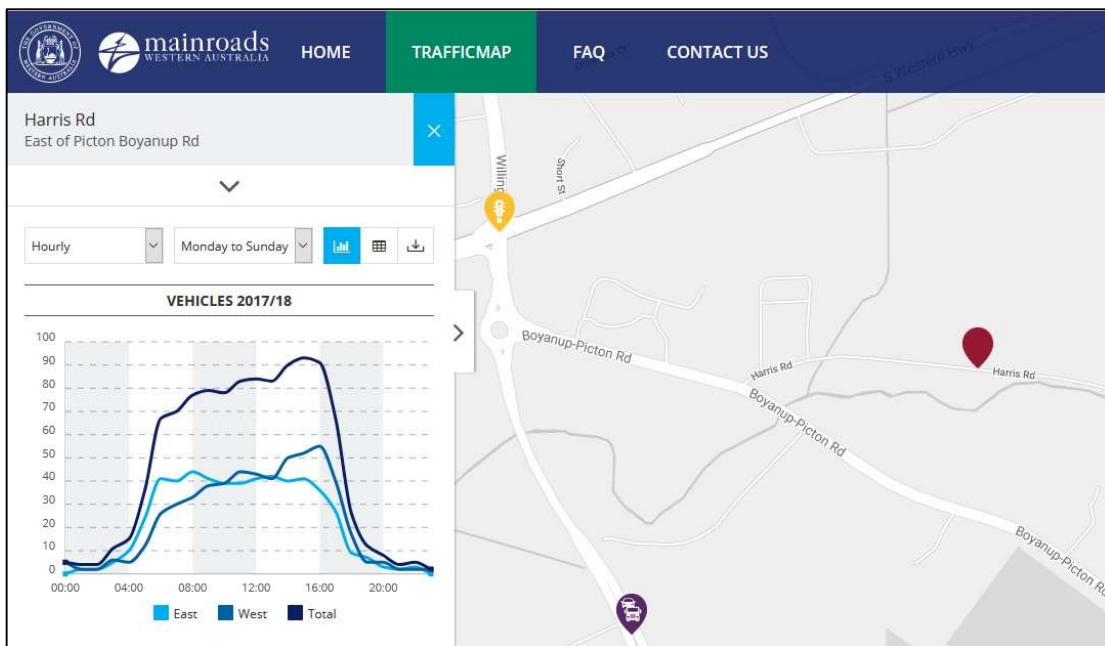


Figure 1 - From Main Roads Traffic Count site

The Shire of Dardanup is undertaking widening works on Harris Road and engaged GTA Consultants to produce a traffic model for Harris Road. The report details with the development of the Bunbury Outer Ring Road and at full capacity Harris Road will have 15,000 vehicles per day. This should be taken into consideration when widening the road for future use.

### 1.6.3 Appendices

Appendix A – Road Safety Inspection Findings Location Plan

Appendix B – Road Safety Inspection Photographs

Appendix C – Crash Reports

Appendix D – Information Documents provided by the City of Bunbury

Appendix E – Corrective Action Report (CAR)

## **2. ITEMS RAISED IN THIS ROAD SAFETY INSPECTION**

### **2.1 Finding – Width of Road.**

The desirable traffic lane width is 4.2 m. This width allows large vehicles to pass without either vehicle having to move sideways towards the outer edge of the lane.

#### ***Justification of the finding:***

Harris Road is part of the Picton industrial estate, over the design life of the road any construction should provide for the roads future use. Over the next 30 years, Harris Road will have industries along its entire length, due to its proximity and linkage via Martin Pelusey Link Road to the Bunbury Outer Ring Road and also to Willinge Drive.

Austroads Guide to Road Design Part 3- Geometric Design (2016) Section 4.2.5 Urban Road Widths provides guidance on widths of road pavements. Roads with high volumes of trucks should have the provision of standard lane widths of 4.2 m which allows for large vehicles.

The shoulder width based on traffic volumes of 1,000 - 3,000 vehicles per day should be 2.0 m wide with 1.0 m of the shoulder sealed.

For a road with traffic volumes between 1,000 - 3,000 vehicles per day with a high percentage of large vehicle (30%), a pavement width of 12.4 m consisting of two traffic lanes of 4.2 m and shoulders 2.0 m of which 1.0 m is sealed is recommended. Note that on substandard curves the shoulder sealed width should be increased.

#### ***Recommendation***

Widen the sealed pavement to accommodate the traffic and large vehicles in accordance with Austroads Guides.

**[IMPORTANT | VERY HIGH]**

### **2.2 Finding – Isolated Curves of Small Radius.**

An isolated curve causing a sudden speed reduction elevates the risk of an Off-Path casualty crash.

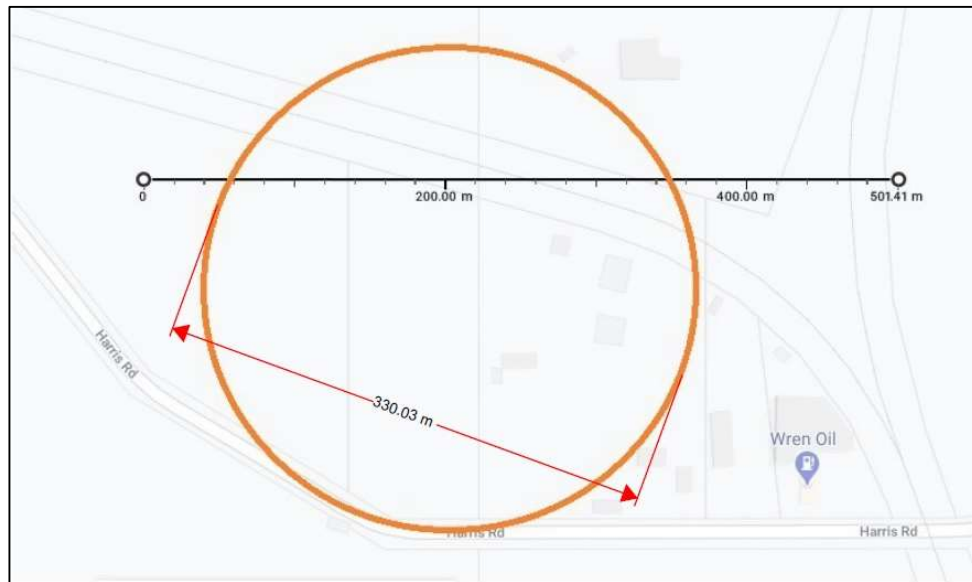
#### ***Justification of the finding:***

Austroads - Guide to Road Design Part 3: Geometric Design (2016) details sudden reductions in standard, such as isolated curves of small radii, introduce an element of surprise to the driver and should be avoided. The result of drivers not recognising the necessary action for these geometric features greatly increases the chance of a single Off-Path vehicle crash occurring.

When curves cannot be increased in radii, additional measures should be considered. If the design speed of a curve is 15 km/h below the posted speed, then curve warning with speed advisory signage should be installed. Additional measures such as pavement widening, edge line marking, raised pavement markers and curve alignment markers should be considered to guide the road user.



The curve at Slk 0.26 is estimated to have a radius of approximately 165 m using mid chord measurements and basic drawing techniques (Note: the actual radius should be determined by surveying the site), see Figure 2 below.



**Figure 2 - Shows estimated curve radius**

The site inspection determined that the superelevation of the curve was about 4%. Using figure 7.8 Rural Road from Austroads Guide to Road Design Part 3: Geometric Design (2016) and a radius of 165 m, the operating speed should be approximately 70 km/h. The curve radius and superelevation need to be confirmed.

There are no advance warning signs for the curve.

Advance curve warning signs should be placed where the operational speed is lower than the posted speed. Consideration to placing additional measures such as guideposts, edge lines with audible tactile marking, raised reflective markers on the centreline, pavement widening or chevron alignment markers.

### ***Recommendation***

Determine the radius, superelevation and recommended operating speed of the curve. Install advance curve warning signage and consider additional measures (Speed advise tag, guideposts, raised pavement markers, edge line with audible tactile marking, pavement widening) to guide the road user.

### **[IMPORTANT | VERY HIGH]**

## **2.3 Finding – Non-Frangible Objects in the Clear Zone.**

There are large power poles in the northern verge and numerous mature trees along the southern road verge that pose a risk to vehicle occupants in the event an errant vehicle leaves the roadway.

***Justification of the finding:***

Hazards within the clear zone should be removed, suitably protected or be frangible to the impact of a vehicle. Effective clear zones are determined using the method described in Austroads: *Guide to Road Design Part 6- Roadside Design Safety and Barriers (2010)*. Using Table 4.1, an estimated 85th percentile speed of 80 km/h, straight alignment, flat batter slopes and 1,000 vehicles per day, the required clear zone is 5.0 m.

The power poles in the northern verge are a significant size, reinforced with steel and located approximately 4 m from the edge of the traffic lane. Widening of the existing road pavement would result in the poles being closer to the traffic lane.

The southern verge has sections with mature trees, the trees vary in distance from the existing traffic lane, but again, widening of the traffic lane will make them closer to or within the clear zone.

The power poles are significant assets and would be a high cost to move or underground, placing barriers and or a combination of moving the traffic lane away from the power poles may achieve suitable mitigation.

***Recommendation***

Provide suitable clear zones along the road, when this is not possible, consider other mitigations such as a road safety barrier, edge lines, lower speed etc.

**[IMPORTANT | HIGH]**

**2.4 Finding – Guideposts.**

Few guideposts were visible in dark conditions and they did not provide clear guidance to the road user. This can result in the road user misjudging the road layout resulting in an Off-Path crash.

***Justification of the finding:***

*Austroads Guide to Road Design Part 6B: Roadside Environment* provides guidance: Guideposts are used to mark the edge of the carriageway. They assist the road user by indicating the alignment of the road ahead, especially at horizontal and vertical curves. They provide guidance to drivers in dark conditions. Main Roads WA has a guide for the placement of guideposts at the following link. [https://www.mainroads.wa.gov.au/BuildingRoads/StandardsTechnical/RoadandTrafficEngineering/RoadsideItems/Pages/Design\\_of\\_Guide\\_Posts.aspx](https://www.mainroads.wa.gov.au/BuildingRoads/StandardsTechnical/RoadandTrafficEngineering/RoadsideItems/Pages/Design_of_Guide_Posts.aspx)

*Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers* indicate the provision of guideposts is rated medium as an effective treatment to prevent an Off-Path incident on a curve.

*Australian Standard 1742.2 - Traffic Control Devices for General Use (2009)* details spacing for curved sections of road. As a guide, guideposts should be installed so that the delineators on at least two pairs are visible at all times to a driver.

**Recommendation**

Install guidepost to the Australian Standard.

**[IMPORTANT | HIGH]**

**2.5 Finding – Cyclist on Road with Trucks.**

Many cyclists and cycling groups use Harris Road. The mix of large trucks and cyclists on a narrow traffic lane with a high-speed zone has a high risk of an incident.

**Justification of the finding:**

The President of the Bunbury over 40's Cycle Club Inc has provided some information.

'Harris Road is always used on those rides which travel to a variety of destinations: Burekup, Wellington Mills, Ferguson Hall, Crooked Brook or Dardanup. Harris Road is a favoured route in and out of Bunbury to the Ferguson Valley. It gets riders off the Boyanup-Picton Road which has high speeds and only small sections of sealed road shoulders. A longer alternative is out of Gelorup along Lilydale Road which also has high-speed zones and involves negotiating the South West Highway on the way to Ferguson Valley. Harris Road is preferred as it has lower speed zones and east of Martin Pelusey Rd to Dowdells Line has much lower traffic volumes. It also has nice rural views and is shady, which is important to cyclists.'

The Bunbury over 40's Cycle Club Inc uses the Harris Road route 3 - 4 times per week with up to 8 riders in groups in single file each time. There are many other cycle clubs and individual cyclists that use Harris Road for the same reasons. The location and connection to other roads and destinations make Harris Road a preferred route for cyclists.

*Austroads Guide to Road Design Part 3: Geometric Design (2016)* indicates that due to the side wind forces exerted on cyclists from heavy vehicles, roads should be designed to provide satisfactory clearances between the bicycle envelope and passing vehicles. The clearance that should be provided between a cyclist envelope and a truck in the adjacent lane to enhance cyclist safety is 1.5 m for 70/80 km/h speed zones. The minimum cycle lane wide is 1.0 m.

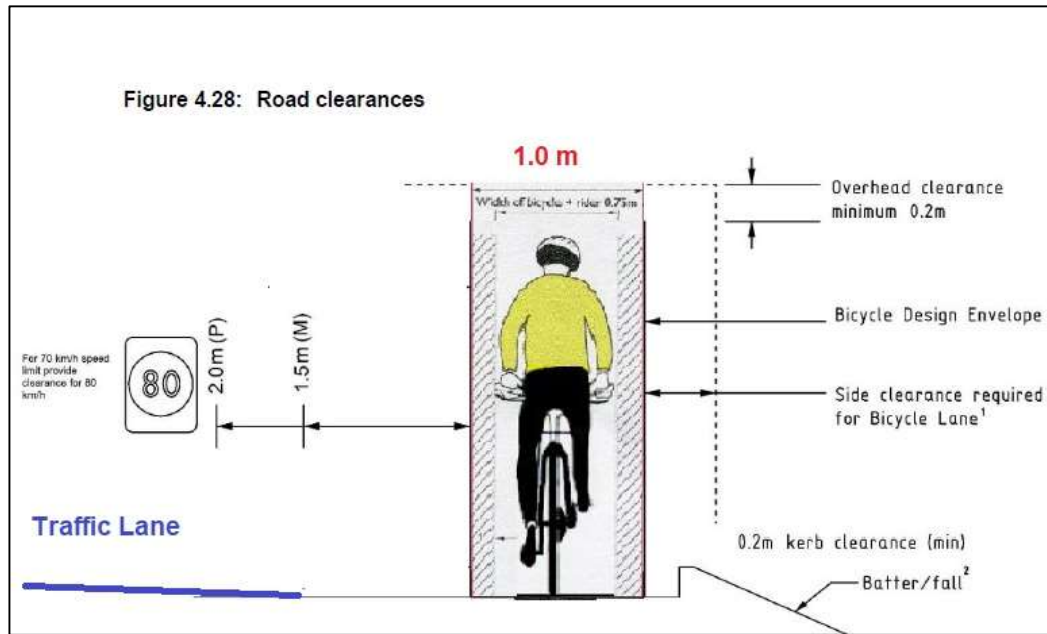


Figure 3 - Sketch from Austroads Road Design

### Recommendation

Provide bicycle lanes to Harris Road as per the Austroads Guides.

[IMPORTANT | HIGH]

## 2.6 Finding – Speed Zoning.

Several large businesses along the road operate with high truck use. The posted speed for the road is 80 km/h for its entire length. Some of the businesses have truck warning signs indicating there may be an issue for trucks accessing and exiting properties.

### Justification of the finding:

During the site visit there appeared no evidence of issues with access to properties. Main Roads WA Speed Zoning Policy and Application Guidelines provide guidance on speed zones. Section 3.5 Road Form and Specific Limiting Features details that speed zoning may be limited by the presence of individual limiting features, such as existing road design factors including clear zones and horizontal curves. Both recorded crashes on Harris Road were at curves and involved trucks.

As Harris Road increases in traffic volume and more accesses to businesses are placed on the road, the current speed zoning may not be applicable.

### Recommendation

Determine if the current speed zoning is appropriate for an industrial precinct with direct business access.

[IMPORTANT | LOW]

### 3. ROAD SAFETY INSPECTION TEAM STATEMENT

I hereby certify that the inspection team have examined the identified location in undertaking this Road Safety Inspection. I also confirm that this inspection has been conducted following the general principles detailed in Austroads Guide to Road Safety Part 6: Road Safety Audit and in accordance with Main Roads Policy and Guidelines for Road Safety Audit.

The inspection has been carried out for the sole purpose of identifying any features of the existing road environment which could be altered or removed to improve the safety of the road infrastructure. The identified issues have been noted in this report. The accompanying findings and recommendations are put forward for consideration by the asset owner for implementation.

#### **Inspection Team Leader**

Brad Brooksby

Traffic Consultant

Brad Brooksby Consulting

Mob 0435 164 175 Email Brad.brooksby@bigpond.com

#### **Disclaimer**

This report contains findings and recommendations based on the examination of the site and/or relevant documentation. The report is based on the conditions viewed on the day of the inspection and is relevant at the time of production of the report. Information and data contained within this report is prepared with due care by the Road Safety Inspection Team. While the Road Safety Inspection Team seeks to ensure the accuracy of the data, it cannot guarantee its accuracy.

Readers should not solely rely on the contents of this report or draw inferences to other sites. Users must seek appropriate expert advice in relation to their own particular circumstances.

The Road Safety Inspection Team does not warrant, guarantee or represent that this report is free from errors or omissions or that the information is exhaustive. Information contained within may become inaccurate without notice and may be wholly or partly incomplete or incorrect. *Before* relying on the information in this report, users should carefully evaluate the accuracy, completeness and relevance of the data for their purposes.

Subject to any responsibilities implied in law which cannot be excluded, the Road Safety Inspection Team is not liable to any party for any losses, expenses, damages, liabilities or claims whatsoever, whether direct, indirect or consequential, arising out of or referable to the use of this report, howsoever caused whether in contract, tort, statute or otherwise.

**APPENDIX A**  
**ROAD SAFETY INSPECTION FINDINGS LOCATION**  
**PLAN**



**Figure 4 - General Location Plan**

\* Most findings were located at numerous sites throughout the project and have not been detailed specifically at one location.

## **APPENDIX B**

### **ROAD SAFETY INSPECTION PHOTOGRAPHS**





**Finding 2.1 – Harris Road, 7.4 m wide without constructed shoulders.**



**Finding 2.1 – Harris Road 3.7 m traffic lanes, no constructed shoulder no guideposts, no street lighting.**



**Finding 2.1 – Large trucks using the road.**



**Finding 2.1 – Large trucks using Harris Road.**





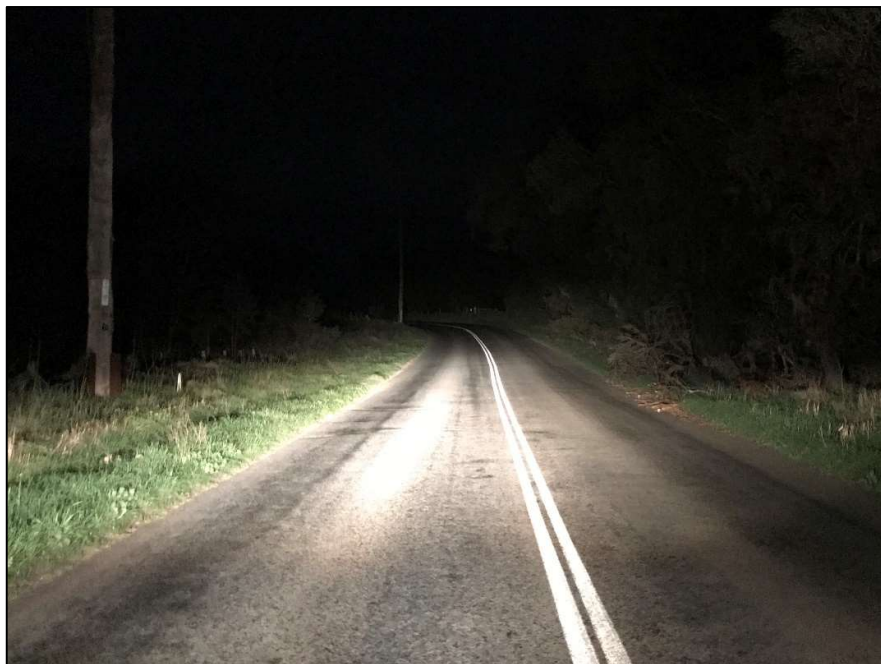
**Finding 2.2 – Isolated curve with no guideposts, no widening of the pavement, no advance warning signs with an operating speed less than the speed zone of 80 km/h.**



**Finding 2.3 – Existing power poles with steel supports approximately 4.0 m from the traffic lane within the clear zone.**



**Finding 2.4 – No guideposts visible in dark conditions with high beam on.**



**Finding 2.4 – No guideposts visible in dark conditions at the approach to curve  
with high beam on.**





**Finding 2.5 – Harris Road has high cyclists use.**



**Finding 2.6 – Harris Road 80 km/h speed zone.**



**Finding 2.6 – Trucks Entering signage off Harris Road.**

## **APPENDIX C**

### **CRASH REPORTS**

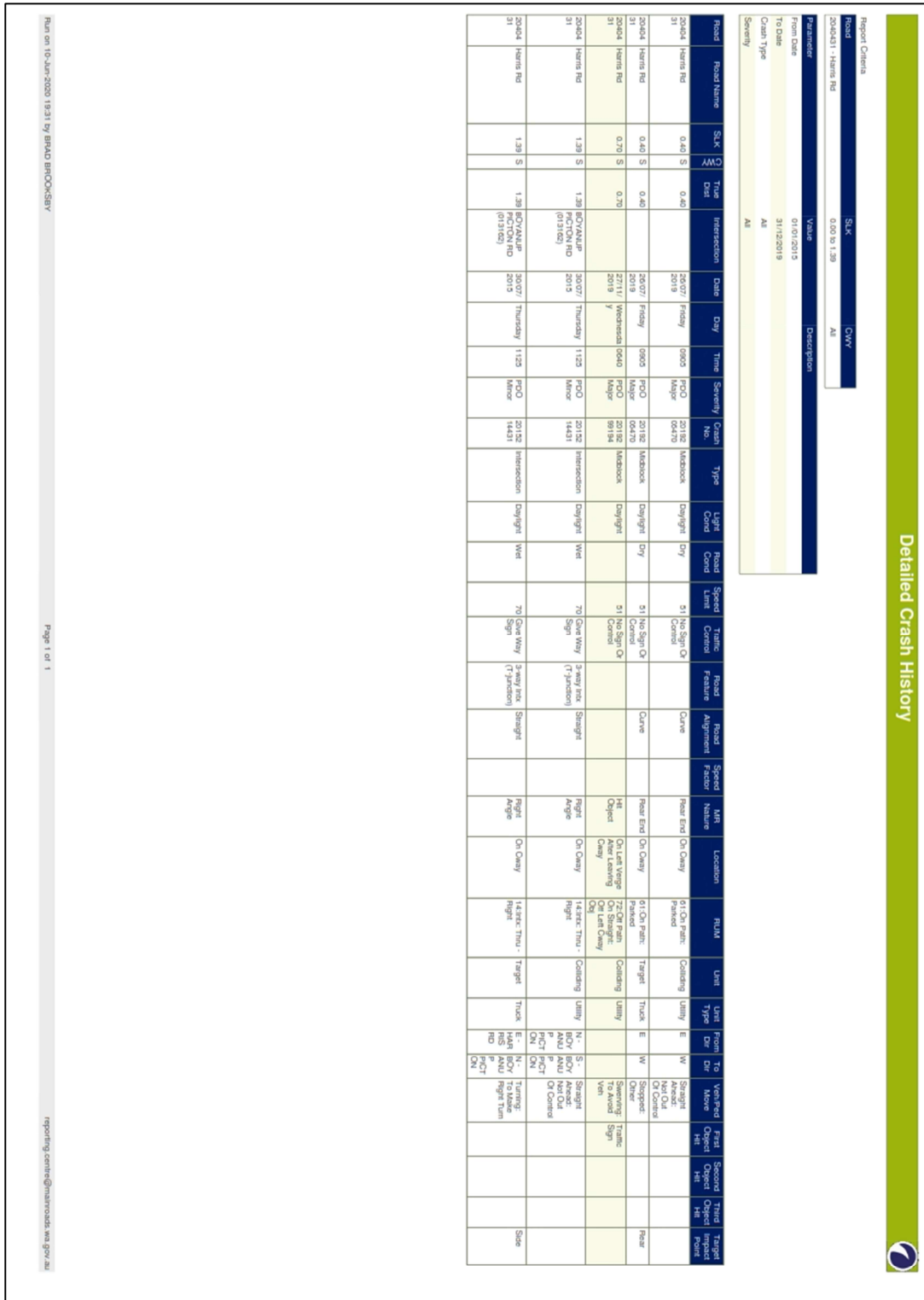


Figure 5 - Harris Road detailed crash history



**APPENDIX D**  
**INFORMATION PROVIDED BY CITY**



## **APPENDIX E**

### **CORRECTIVE ACTION REPORT**

**Corrective Action Report – Harris Road (No 2040431), Picton between SIK 0.00 - 1.20.  
Road Safety Inspection**

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p><b>3.1 Finding – Width of Road.</b></p> <p>The desirable traffic lane width is 4.2 m. This width allows large vehicles to pass without either vehicle having to move sideways towards the outer edge of the lane.</p>			
<p><b>Recommendation</b></p> <p>Widen the sealed pavement to accommodate the traffic and large vehicles in accordance with Austroads Guides.</p> <p><b>[IMPORTANT   VERY HIGH]</b></p>	Agree	***	<p>The City will use the MRWA RAV Guidelines Appendix C – RAV2-4 80-100km Undivided with Cycle Lane; this requires a seal width of 5.5m from the centreline. CoB will provide a 3.7m traffic lane, 1.8m cycle lane &amp; 0.5m unsealed shoulder. This will provide a consistent seal width with Stage 1 of the Harris Rd upgrade for CoB, and the proposed upgrade of Harris Rd within the Shire of Dardanup – to be included in Harris Rd Stage 2 Design (Applying for RRG &amp; Blackspot for Construction).</p>

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p><b>3.2 Finding – Isolated Curves of Small Radius.</b></p> <p>An isolated curve causing a sudden speed reduction elevates the risk of an Off-Path casualty crash.</p>			
<p><b>Recommendation</b></p> <p>Determine the radius, superelevation and recommended operating speed of the curve. Install advance curve warning signage and consider additional measures (Speed advise tag, guideposts, raised pavement markers, edge line with audible tactile marking, pavement widening) to guide the road user.</p> <p><b>[IMPORTANT   VERY HIGH]</b></p>	Agree		Install advanced warning signs/advisory speed signs, guideposts and audible edge lines at isolated curves of small radius, pending radius investigations – to be included in Harris Road Stage 2 Design (Applying for RRG & Blackspot for Construction).

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p><b>3.3 Finding – Non-Frangible Objects in the Clear Zone.</b></p> <p>There are large power poles in the northern verge and numerous mature trees along the southern road verge that pose a risk to vehicle occupants in the event an errant vehicle leaves the roadway.</p>			
<p><b>Recommendation</b></p> <p>Provide suitable clear zones along the road, when this is not possible, consider other mitigations such as a road safety barrier, edge lines, lower speed etc.</p> <p><b>[IMPORTANT   HIGH]</b></p>	Agree		Clear trees within the clear zone, install audible edge lines, install barriers and lobby Main Roads for Speed Reduction – to be included in Harris Road Stage 2 Design (Applying for RRG & Blackspot for Construction).

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<b>3.4 Finding – Guideposts.</b>  Few guideposts were visible in dark conditions and they did not provide clear guidance to the road user. This can result in the road user misjudging the road layout resulting in an Off-Path crash.			
<b>Recommendation</b> Install guidepost to the Australian Standard. <b>[IMPORTANT   HIGH]</b>	Agree		Install Guideposts to Australian Standard – to be included in Harris Road Stage 2 Design (Applying for RRG & Blackspot for Construction).
<b>3.5 Finding – Cyclist on Road with Trucks.</b>  Many cyclists and cycling groups use Harris Road. The mix of large trucks and cyclists on a narrow traffic lane with a high-speed zone has a high risk of an incident.			
<b>Recommendation</b> Provide bicycle lanes to Harris Road as per the Austroads Guides. <b>[IMPORTANT   HIGH]</b>	Agree		Install 1.8m Cycle Lane as per MRWA RAV Guidelines Appendix C – to be included in Harris Road Stage 2 Design (Applying for RRG & Blackspot for Construction).

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p><b>3.6 Finding – Speed Zoning.</b></p> <p>Several large businesses along the road operate with high truck use. The posted speed for the road is 80 km/h for its entire length. Some of the businesses have truck warning signs indicating that there is an issue for trucks accessing and exiting properties.</p>			
<p><b>Recommendation</b></p> <p>Determine if the current speed zoning is appropriate for an industrial precinct with direct business access.</p> <p><b>[IMPORTANT   LOW]</b></p>	Agree		Lobby Main Roads for the speed limit reduction for the section of Harris Road adjoining businesses with heavy truck movements, approx. SLK 0.8-1.4



**Corrective Action Report – Harris Road (No 2040431), Picton between Slk 0.00 - 1.20.  
Road Safety Inspection**

NOTE:

- This Corrective Action Report is to be read in conjunction with the full Road Safety Inspection Report and its findings and recommendations.
- The asset owners (MRWA and/or LGA) **must** be informed of these findings, recommendations and proposed actions.
- Items not under the responsibility of this project representative must be forwarded to the persons/agencies who are responsible.

**These findings and recommendations have been considered, and the actions listed will be taken accordingly.**

<b>Amanda Blunsdon</b>	<b>City of Bunbury</b>	<b>Engineering Project Officer</b>	<b>25/06/2020</b>
<b>Responsible Project Representative</b>	<b>Company / Agency / Division</b>	<b>Position</b>	<b>Date</b>

<b>Shaun Millen</b>	<b>City of Bunbury</b>	<b>Manager of Engineering</b>	<b>25/06/2020</b>
<b>Asset Owner Representative</b>	<b>Company / Agency / Division</b>	<b>Position</b>	<b>Date</b>