

APPENDIX F

FINAL BITZIOS TRAFFIC SAFETY ASSESSMENT REPORT



Glebe Island Silos

Sign Traffic Safety Assessment

Eye Drive Sydney

22 June 2021



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The assessment team has undertaken assessments of similar advertising sign proposals elsewhere in NSW and Australia. In addition to the use of NSW guidelines, our assessments are founded on road safety auditing principles and traffic safety risk assessments. Where a significant change in road safety risk has been identified due to the proposal, potential treatment measures to mitigate the change in risk have been suggested. However, the adoption of any or all the treatment measures does not warrant that the site is absolutely safe from incidents in the future whether they be related or unrelated to the sign.

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Glebe Island Silos: Sign Traffic Safety Assessment

Project: P5182

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CONTENTS

	Page
1. INTRODUCTION	1
1.1 Background	1
1.2 Methodology	2
2. SIGN VIEWING LOCATIONS	3
2.1 Viewing Approaches	3
2.2 Driver Views	4
2.2.1 The Crescent eastbound	4
2.2.2 Victoria Road eastbound	5
2.2.3 Western Distributor westbound	6
3. STATIC SIGN SPECIFICATIONS	7
4. PLANNING POLICY CONSIDERATIONS	8
4.1 Draft Bays West Place Strategy (2021)	8
4.1.1 Background	8
4.1.2 Land Uses	8
4.1.3 Transport and Movement	9
4.2 The Bays Metro Station	10
4.3 M4-M5 Link and Rozelle Interchange	11
5. EXISTING TRAFFIC VOLUMES	13
6. TRAFFIC SAFETY ASSESSMENT	14
6.1 Key Assumptions	14
6.2 Site Inspections	14
6.3 Review of Crash Data	15
6.3.1 Casualty Crashes Per 100 Million Vehicle Kilometres Travelled	17
6.4 Approach Sightline Assessments	18
6.4.1 Description of Approaches	18
6.4.2 Driver Sightline Assessment	19
6.5 Compliance Assessment	21
6.5.1 SEPP 64 Schedule 1	21
6.5.2 Transport for NSW Advertising Sign Safety Assessment Matrix	21
6.5.3 Transport Corridor Outdoor Advertising and Signage Guidelines Section 3	22
7. CONCLUSIONS	24



Tables

Table 3.1:	Specifications and Site Information for the Static Signs
Table 4.1:	Proposed Bays West Sub-precincts
Table 5.1:	2019 AADT – Western Distributor on Anzac Bridge
Table 6.1:	Crash Severity Summary on Approach to Site (January 2015-June 2020)
Table 6.2:	New South Wales – Road Section Crash Rates
Table 6.3:	Approach Attributes –The Crescent eastbound
Table 6.4:	Approach Attributes – Victoria Road eastbound
Table 6.5:	Approach Attributes – Western Distributor westbound
Table 6.6:	Assessment against SEPP 64 Schedule 1
Table 6.7:	Assessment against the Transport for NSW Advertising Sign Assessment Matrix
Table 6.8:	Assessment against relevant Signage Guidelines Road Safety Criteria

Figures

Figure 1.1:	Locations of Existing Static Signs
Figure 2.1:	Driver Sightlines to Western Elevation Sign
Figure 2.2:	Driver Sightlines to Southern Elevation Sign
Figure 2.3:	Daytime view from The Crescent eastbound
Figure 2.4:	Night-time view from The Crescent eastbound
Figure 2.5:	Daytime view from Victoria Road eastbound
Figure 2.6:	Night-time view from Victoria Road eastbound
Figure 2.7:	Daytime view from Western Distributor westbound
Figure 2.8:	Night-time view from Western Distributor westbound
Figure 4.1:	Structure Plan's Response to Transport and Movement
Figure 4.2:	Overview of the M4-M5 Link Project
Figure 4.3:	Eastern Extent of the M4-M5 Link Project near Glebe Island Silos
Figure 5.1:	Transport for NSW Traffic Counter Location – Western Distributor on Anzac Bridge
Figure 6.1:	Temporary Road Changes in Rozelle
Figure 6.2:	In-vehicle sightlines along The Crescent eastbound
Figure 6.3:	In-vehicle sightlines along Victoria Road eastbound
Figure 6.4:	In-vehicle sightlines along Western Distributor westbound

Appendices

Appendix A:	Photo Montages
Appendix B:	Crash Data



1. INTRODUCTION

1.1 Background

Eye Drive Sydney is seeking a 10-year term consent to enable the ongoing display of the two existing static signs on the Glebe Island Silos. This includes a new Development Application (DA) beyond the usual four years. The existing consent for the signs (DA 041-09-2011 MOD 2) expires on 11 April 2022. The signs are on the southern and western elevations of the silos, located approximately 90m north-west of the Anzac Bridge and 60m north-east of Victoria Road in Rozelle respectively as shown in Figure 1.1.



Adapted from Nearmap

Figure 1.1: Locations of Existing Static Signs

Bitzios Consulting has been engaged by Eye Drive Sydney to undertake a traffic safety assessment to accompany the DA. The assessment considers the *Draft Bays West Place Strategy*, The Bays Metro Station and major road changes in the area associated with the Rozelle Interchange project linking the future M4-M5 Link (Stage 3 of the WestConnex project) and the Western Harbour Tunnel.

1.2 Methodology

The process used to assess the impact of the proposal involved:

- A review of the viewing locations and sightlines to the existing site to define the geographical scope of the assessment
- A review of the existing static sign specifications
- Site inspections during day and night conditions to understand the road user's perspective of the signs, then undertake a driver sightline assessment using images captured from in-vehicle video recordings
- A first-principles safety assessment of the static signs, including reviewing road approaches, driver sightlines, surrounding environment and proximity of intersections
- A review of the most recently available five years of crash data in proximity to the signs, a calculation of the crash rate for the relevant section of road and comparing it with the crash rate (casualty crashes per 100 million vehicle kilometres travelled (100M VKT)) provided in *Austroads Road Safety Engineering Risk Assessment Part 7: Crash Rates Database (AP-T152/10)*
- An assessment of the static signs against:
 - The *Draft Bays West Place Strategy (Department of Planning, Industry and Environment (DPIE); March 2021) (Draft Strategy)*
 - State Environmental Planning Policy No. 64—Advertising and Signage (SEPP 64)
 - The Transport for NSW Advertising Sign Safety Assessment Matrix
 - The *Transport Corridor Outdoor Advertising and Signage Guidelines: Assessing development applications under SEPP 64 (Department of Planning and Environment, November 2017) (Signage Guidelines)*
 - The conditions of consent.



Glebe Island Silos: Sign Traffic Safety Assessment

Project: P5182

Version: 002

2

2. SIGN VIEWING LOCATIONS

2.1 Viewing Approaches

The southern elevation sign faces south towards westbound drivers on the Western Distributor via the Anzac Bridge, eastbound drivers on Bank Street and westbound drivers on Bowman Street. The western elevation sign faces south-west towards eastbound traffic on Victoria Road and The Crescent. The driver sightlines to the sign are illustrated in Figure 2.1 and Figure 2.2.



Figure 2.1: Driver Sightlines to Western Elevation Sign

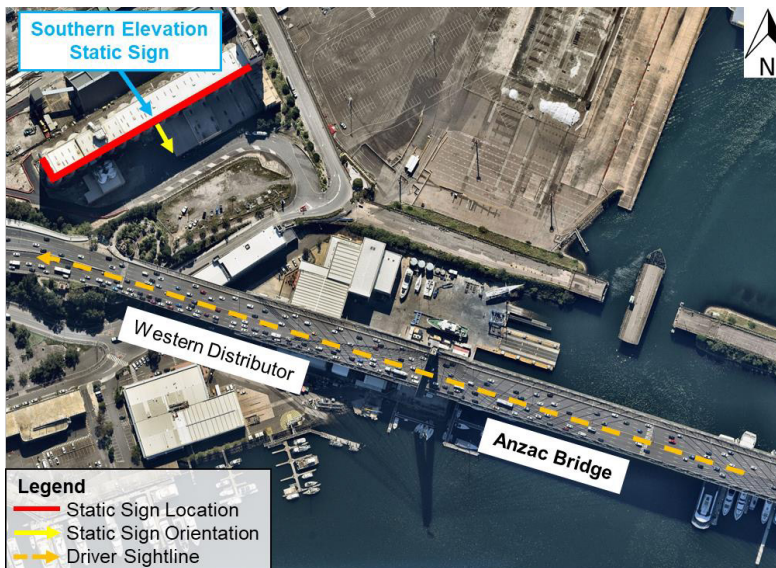


Figure 2.2: Driver Sightlines to Southern Elevation Sign

2.2 Driver Views

2.2.1 The Crescent eastbound

The western elevation sign as viewed eastbound from The Crescent during the day and night-time is shown in Figure 2.3 and Figure 2.4 respectively.



Figure 2.3: Daytime view from The Crescent eastbound



Figure 2.4: Night-time view from The Crescent eastbound

2.2.2 Victoria Road eastbound

The western elevation sign as viewed eastbound from Victoria Road during the day and night-time is shown in Figure 2.5 and Figure 2.6 respectively.



Figure 2.5: Daytime view from Victoria Road eastbound

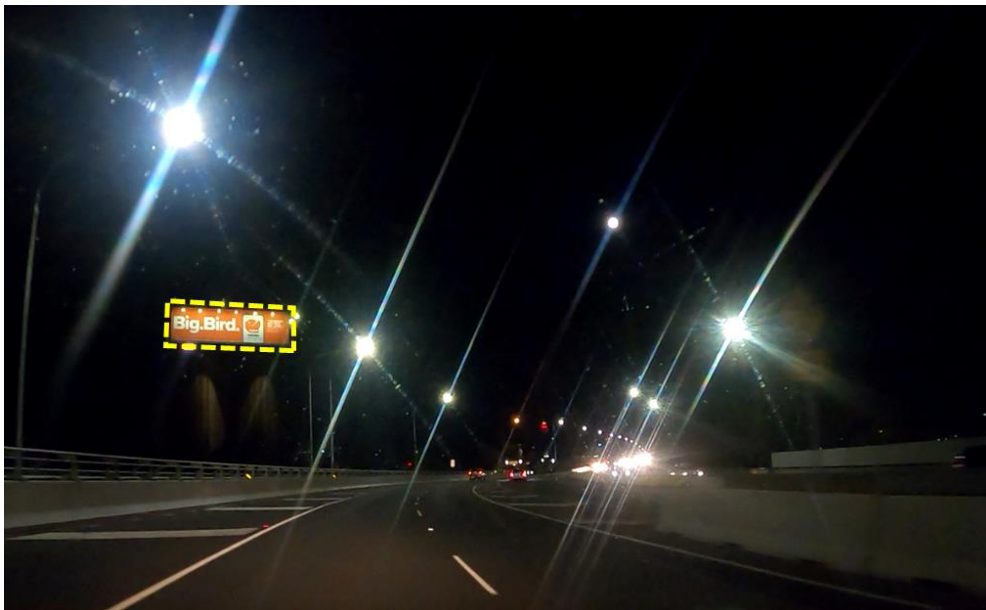


Figure 2.6: Night-time view from Victoria Road eastbound

2.2.3 Western Distributor westbound

The southern elevation sign as viewed westbound from the Western Distributor during the day and night-time is shown in Figure 2.7 and Figure 2.8 respectively.

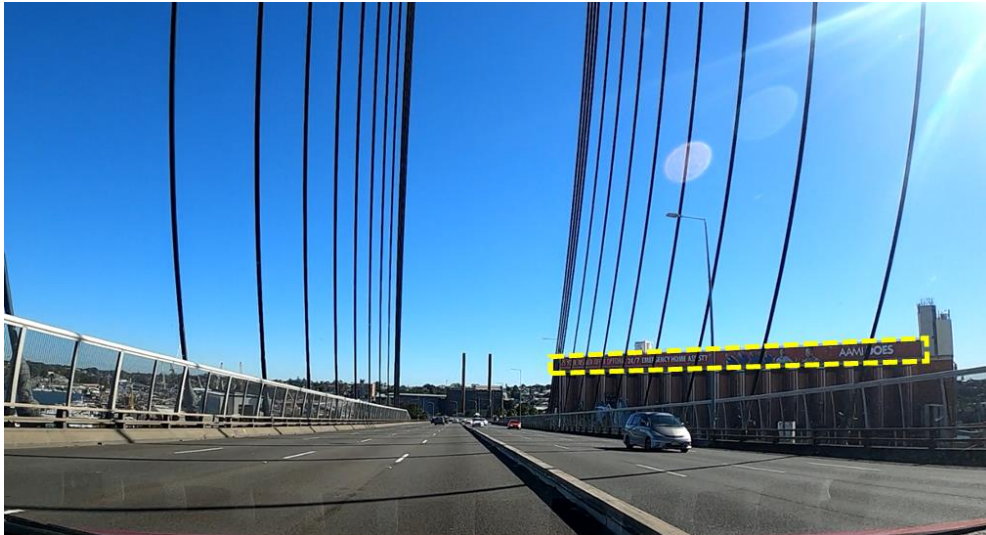


Figure 2.7: Daytime view from Western Distributor westbound

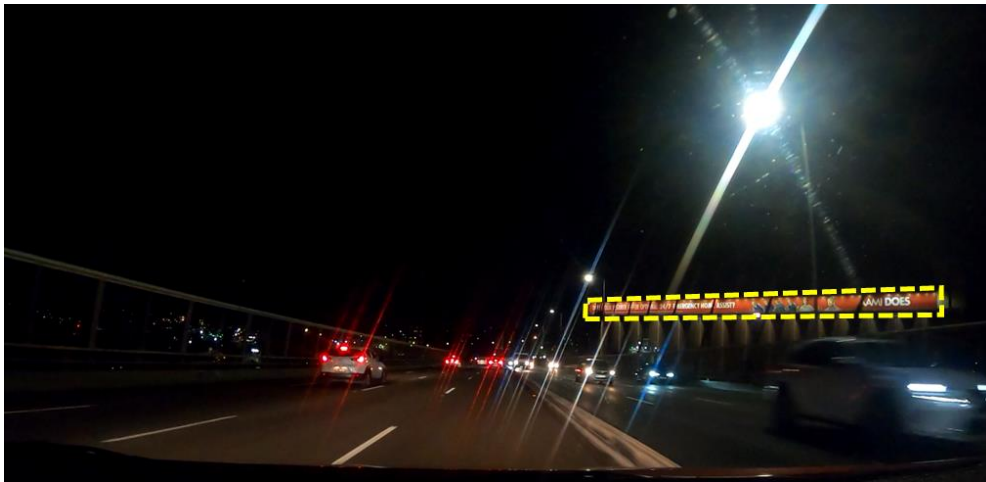


Figure 2.8: Night-time view from Western Distributor westbound

3. STATIC SIGN SPECIFICATIONS

The specifications for the existing static signs, as well as other relevant site information, are summarised in Table 3.1.

Table 3.1: Specifications and Site Information for the Static Signs

Attribute	Details
Location	Glebe Island Silos southern and western elevations, approximately 90m north-west of the Anzac Bridge and 60m north-east of Victoria Road, Rozelle, respectively
Local Government Area (LGA)	Inner West Council
Land use zoning	Port and Employment Zone under Sydney Regional Environmental Plan No 26—City West
Facing directions	<ul style="list-style-type: none"> ▪ Southern elevation sign – south ▪ Western elevation – south-west
Type of advertisements/signs	Roof or sky advertisements
Display formats	Externally illuminated general advertising (not illuminated between 1-6am daily)
Display sizes/areas	<ul style="list-style-type: none"> ▪ Southern elevation – 170m x 6.1m = 1,037m² ▪ Western elevation – 22.1m x 6.1m = 134.81m²
Display areas greater than 20m ² ?	Yes
Display areas greater than 45m ² ?	Yes
Is the site located within 250m of and visible from a classified road under the <i>Roads Act 1993</i> ?	Yes
Consent authority	NSW Minister for Planning and Public Spaces
Is Transport for NSW concurrence required?	Yes
Do the signs contain moving parts?	No
Are they Variable Message Sign?	No
Do they have any flashing or flickering content?	No



4. PLANNING POLICY CONSIDERATIONS

4.1 Draft Bays West Place Strategy (2021)

4.1.1 Background

The Bays West Precinct (Bays West) is located 2km west of the Sydney CBD and comprises 95 hectares of waterfront land, encompassing Glebe Island, the White Bay Power Station, Rozelle Goods Yard and Sydney Fish Markets. The planning and development of Bays West is being coordinated by the DPIE and has a timeframe of around 25 years.

4.1.2 Land Uses

Existing

Existing land uses in Bays West are largely industrial, with maritime, port and commercial uses along the waterways and foreshores. Other land uses near the White Bay Power Station and Rozelle Rail Yards include mixed industry, working harbour uses and transport connections. Furthermore, much of the existing precinct is not accessible to the public. Significant areas within the existing precinct include Glebe Island, White Bay, Blackwattle Bay and Rozelle Bay.

Future

The *Draft Strategy* proposes 10 sub-precincts throughout Bays West as part of its transformation. These are described in Table 4.1.

Table 4.1: Proposed Bays West Sub-precincts

Sub-precinct	Description
White Bay Power Station (and Metro)	Provides a key activity centre of the precinct, acting as a mastermind of connection across suburbs and connecting White Bay Power Station and the head of White Bay.
Robert Street	Provides a key interface to the Balmain Peninsula and White Bay. An important role in transitioning to the new Bays West and acts as an attractive welcoming approach to the White Bay Cruise Terminal.
Glebe Island Silos	Creates a character zone which extends from White Bay Power Station. This is essential in providing new activities while maintaining the maritime heritage.
Glebe Island Central	Contributes to keeping the waterfront character pristine and providing connections of network links through this zone.
Glebe Island East	An expansive zone which facilitates the majority of events over a diverse range of community interests. It provides massive recreation space, along with an amazing view.
Rozelle Bay East	Provides consolidation to retaining the Rozelle Bay working harbour uses and diverting public access from the harbour foreshore to the Glebe Island Bridge level.
Rozelle Bay Central	Essential in supporting the majority of connections and linking infrastructure to Glebe and the White Bay Power Station. An additional focus of this sub-precinct is to accommodate marina uses, along with highlighting historic traits to White Bay Power Station.
Rozelle Bay West	Holding a major road access point into the precinct, supporting recreation amenity and providing access point for motorless watercraft.
White Bay	Providing port, maritime, recreation and employment uses.
Rozelle Rail Yards	Providing social infrastructure and active recreation to support suburbs and the future of the Bays West community. There is potential to provide opportunities for water quality improvements.



4.1.3 Transport and Movement

Challenges

Access to and from Bays West is constrained, with surrounding roads acting as a barrier to and from the precinct, compounded by remnant topography and the reclaimed flat deck. Many of the access roads are already operating at capacity. The delivery of The Bays Metro Station (see Section 4.2) is an opportunity to connect not only the precinct but also the existing community with broader Sydney.

Key Transport and Movement challenges identified in the *Draft Strategy* include that:

- It is currently an isolated precinct with limited connectivity between the Sydney CBD/Pymont and Balmain/Rozelle
- Public transport in surrounding areas is experiencing high demand
- Traditional travel patterns for an evolving precinct including high private vehicle use cannot be supported
- Water, topography and arterial roads act as barriers to unlock access at site edges and within the precinct
- Constraints exist on permitted access points to the precinct for vehicles
- Providing ongoing staged use of existing roads for ports and maritime uses, and long-term heavy vehicle will have impacts on overall place quality heritage and culture.

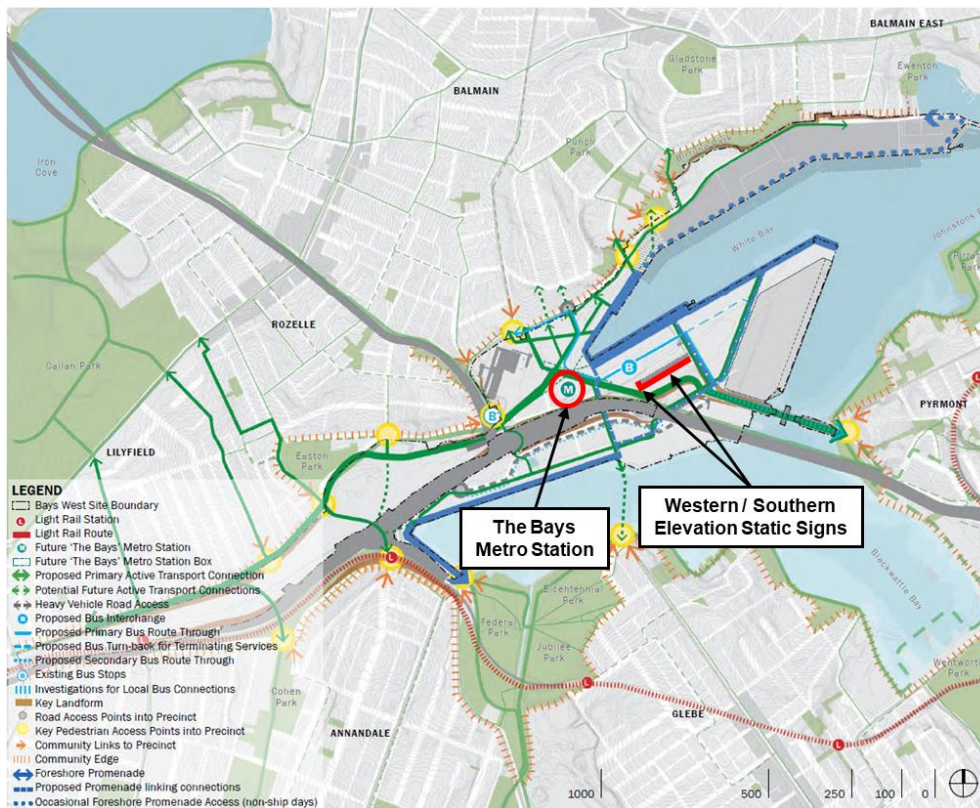
Draft Structure Plan

Part 4.1 of the *Draft Bays West Strategic Place Framework* details a draft structure plan to address the abovementioned Transport and Movement challenges by:

- Improving the precinct's connectivity and integration into its locality and surrounding areas
- Providing for new connections to existing places areas through removing barriers to allow connections through the site and convenient access to the new The Bays Metro Station
- Prioritising walking, cycling and public transport by capitalising on the new The Bays Metro Station, creating more convenient and direct active transport connections, and investigating the reinstatement of a crossing from Bays West to Pymont.

The draft structure plan is shown in Figure 4.1. It does not propose any major road works within the vicinity of the subject site. Future design is intended to promote walking and cycling and to discourage the dependence on private vehicles.





Source: Draft Bays West Strategic Place Framework (Terrior, March 2021), Diagram 4.6

Figure 4.1: Structure Plan's Response to Transport and Movement

4.2 The Bays Metro Station

By around 2030, The Bays Metro Station will provide rail services to the area for the first time, providing connections between the Sydney and Parramatta CBDs on the Sydney Metro West Line. It will act as a catalyst for the long awaited renewal of the area.

As shown in Figure 4.1, The Bays Metro Station will be located between Glebe Island and the White Bay Power Station with an entrance to the south of White Bay. It will provide direct access to the future Bays Waterfront Promenade, which would run north to south along White Bay.

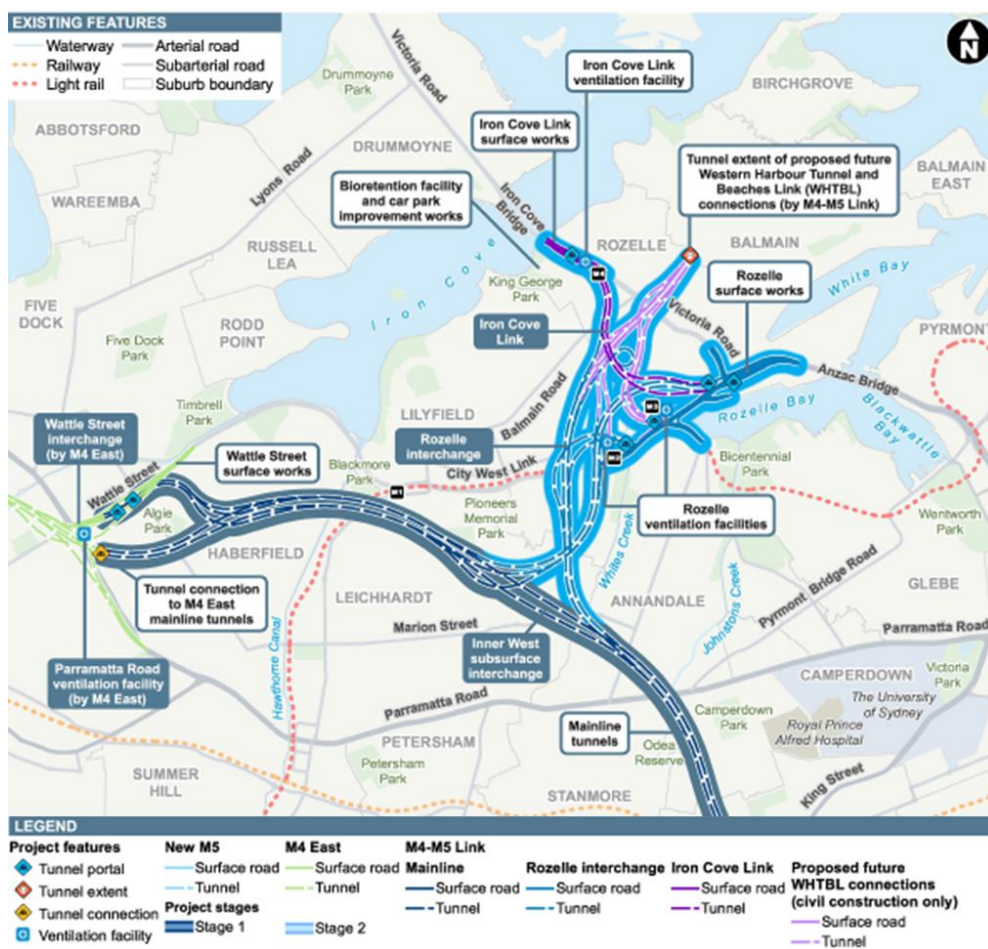
The Bays Metro Station will be a catalyst for the *Draft Strategy*. It is not expected to have any impacts on the advertising signage on the Glebe Island Silos.

4.3 M4-M5 Link and Rozelle Interchange

Expected to open in 2023, the M4-M5 Link forms Stage 3 of the WestConnex project and includes:

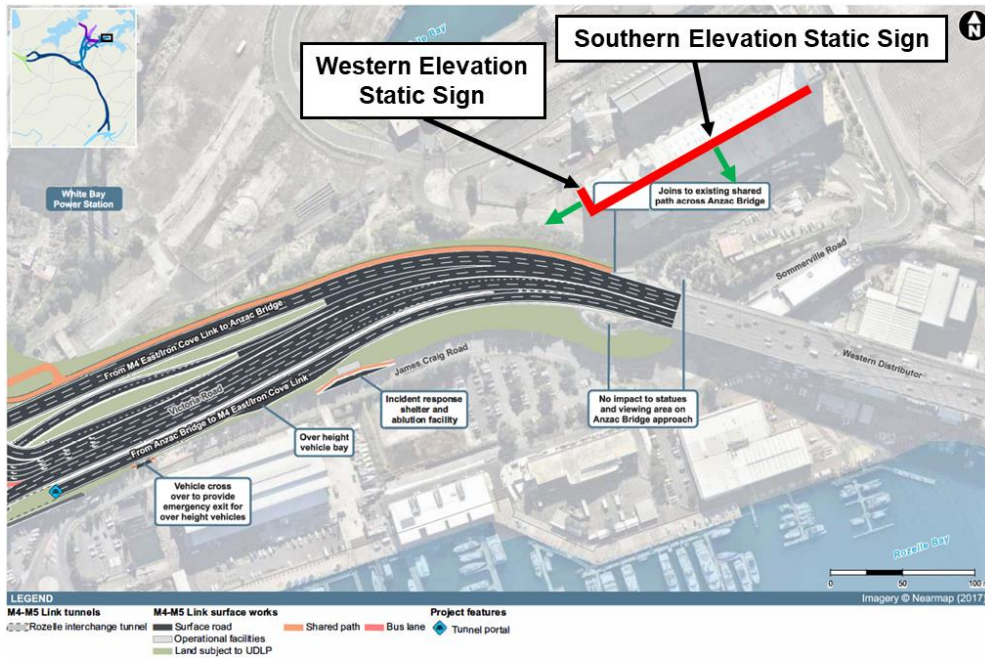
- Tunnels connecting to the M4 at Haberfield and the M5 (known as the M8) at St Peters via Rozelle
- An underground interchange at Rozelle west of Victoria Road with tunnels, ramps and related infrastructure for the future Western Harbour Tunnel
- A tunnel connection from the Rozelle Interchange to the Iron Cove Bridge
- Upgrades to the surrounding road network.

An overview of the M4-M5 Link project is shown in Figure 4.2 and the eastern extent of the project near the Glebe Island Silos is shown in Figure 4.3. The M4-M5 Link project is not expected to have any impacts on the advertising signage on the Glebe Island Silos.



Source: M4-M5 Link Environmental Impact Statement (NSW Government, August 2017), Figure 5-1

Figure 4.2: Overview of the M4-M5 Link Project

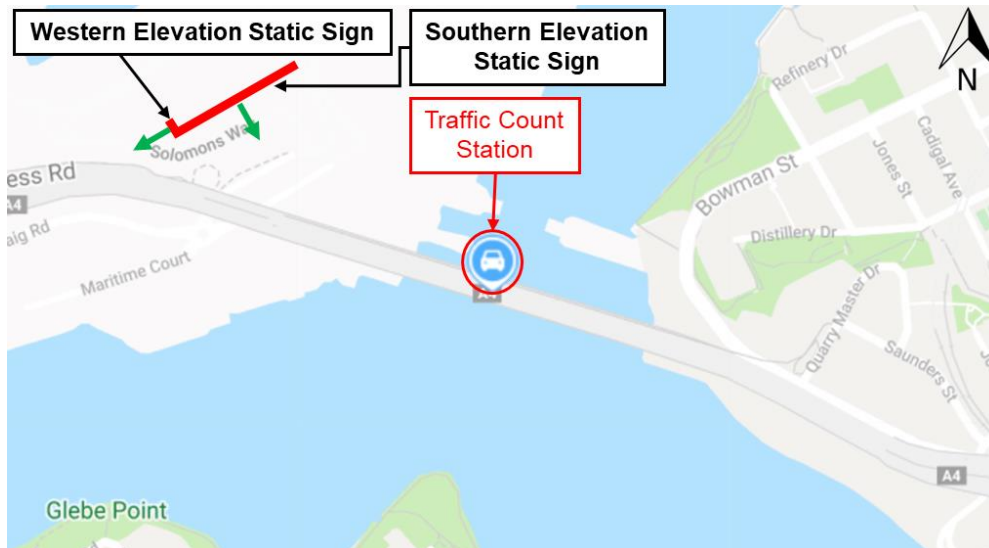


Source: M4-M5 Link Environmental Impact Statement (NSW Government, August 2017), Figure 5-26

Figure 4.3: Eastern Extent of the M4-M5 Link Project near Glebe Island Silos

5. EXISTING TRAFFIC VOLUMES

Existing traffic volumes were obtained from the online Transport for NSW Traffic Volume Viewer, which has a count station on the Western Distributor on the Anzac Bridge (ID 53003) as shown in Figure 5.1. The annual average daily traffic (AADT) on weekdays, weekends and all days in 2019 are summarised in Table 5.1.



Source: <https://roads-waterways.transport.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes/aadt-map/index.html#/?z=6>

Figure 5.1: Transport for NSW Traffic Counter Location – Western Distributor on Anzac Bridge

Table 5.1: 2019 AADT – Western Distributor on Anzac Bridge

Direction	Weekdays	Weekends	All Days
Eastbound	74,989	68,613	73,314
Westbound	64,329	61,461	63,442
Total	139,318	130,074	136,756

Source: <https://roads-waterways.transport.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes/aadt-map/index.html#/?z=6>

6. TRAFFIC SAFETY ASSESSMENT

6.1 Key Assumptions

The assessment of the static signs was undertaken on the basis that:

- They will have the same orientation and display sizes, and be externally illuminated
- No change is proposed to the structure that supports the advertising signs (i.e., existing Glebe Island Silo structure to remain in its current form and function). It is noted that approval from the Secretary of the DPIE must be gained to continue operating the signs in the event Glebe Island is redeveloped as per Condition B7 of the consent
- Illumination/lighting levels will comply with the *Signage Guidelines* and maintain existing lighting levels to match the surrounding environment at the site.

As both static signs are larger than 20m² and are visible from a classified road (The Crescent, Victoria Road and Western Distributor), Transport for NSW concurrence is required before issuing consent under Clause 18(2) of SEPP 64. On this basis, the signs were assessed against the Transport for NSW Advertising Sign Safety Assessment Matrix, SEPP 64 and *Signage Guidelines*.

6.2 Site Inspections

Site inspection were conducted on Thursday, 27th May 2021 during day and night-time hours (around 11:30am and 7:30pm respectively). The weather was clear and traffic conditions were moderate on both occasions. It was observed that temporary roads are currently in place from Victoria Road to the Anzac Bridge (known as the Anzac Bridge Access Road) and from The Crescent to Victoria Road (known as the Victoria Road Access Road) as shown in Figure 6.1 until late 2021 while The Crescent/Victoria Road intersection is upgraded.



Source: https://www.mysydney.nsw.gov.au/rozelle_interchange

Figure 6.1: Temporary Road Changes in Rozelle

In-vehicle video recordings were taken for further analysis and for use in compiling photo montages of the driver's perspective on the approaches to the site.

The photo montages can be found in **Appendix A**.

6.3 Review of Crash Data

Crash data for the relevant sections of The Crescent, Victoria Road, the Western Distributor, Bank Street and Bowman Street was obtained from Transport for NSW in order to assess the crash history in proximity to the subject site. The most recent five years of crash data at the time of the data request was for 2015-2019, as well as January to June 2020. Crashes involving vehicles travelling in the direction of and in view of the sign were used for the assessment. The viewing areas of the static signs are from approximately 650m south-west along The Crescent, 445m south-west along Victoria Road, 555m east along the Western Distributor, as well as Bank Street west of Miller Street and Bowman Street west of Tambua Street.

As per Rule 287 (3) of the Australian Road Rules, crashes are only recorded if they are reported to police and when one of the following occurs:

- Any person is killed or injured
- Drivers involved in the crash do not exchange particulars
- When a vehicle involved in the crash is towed away.

The crash data was provided in the following severity categories:

- **Fatal** – a crash in which at least one person was killed
- **Serious injury** – a crash involving at least one person identified in a police report and matched to a health record indicating a hospital stay due to injuries sustained in a crash, or is identified as an iCare (Lifetime Care) participant AND no one was killed in the crash
- **Moderate injury** – a crash involving at least one person identified in a police report who is matched to a health record that indicates that they were treated at an emergency department but were not admitted for a hospital stay, or is matched to a CTP claim indicating a moderate or higher injury AND no one was killed or seriously injured
- **Minor/Other injury** – a crash involving at least one person identified as an injury in a police report who is not matched to a health record that indicates the level of injury severity, or is matched to a minor injury CTP claim AND no one was killed, seriously injured or moderately injured
- **Non-casualty (tow-away)** – a crash in which no one was killed or injured but at least one motor vehicle was towed away.

The crash data was mapped using GIS software and is presented in **Appendix B** along with a detailed record list. The crash maps are presented in terms of severity and type (road user movement describing the first impact of the crash), with a severity summary provided in Table 6.1.

Table 6.1: Crash Severity Summary on Approach to Site (January 2015-June 2020)

Year	Crash Severity					Total
	Fatal	Serious Injury	Moderate Injury	Minor/Other Injury	Non-casualty (towaway)	
2015	-	1	6	5	2	14
2016	-	1	3	2	3	9
2017	-	3	4	2	2	11
2018	-	1	2	1	3	7
2019	-	2	1	3	5	11
2020 (Jan-Jun)	-	-	-	1	-	1
Total	-	8	16	14	15	53

Key outcomes from the 53 reported crashes between January 2015 and June 2020 include that:

- 38 crashes resulted in injury (72%), 8 of which were serious
- 15 crashes resulted in towaways (28%)
- No fatalities were reported
- The second highest number of annual crashes was recorded in 2019 (11, though most only resulted in towaways)
- 3 crashes along The Crescent eastbound resulted in serious injury:
 - 2 crashes occurred in 2017 and 2018: 1 occurred at the City West Link Road intersection and the other occurred at the James Craig Road intersection
 - 1 crash occurred in 2016 between the City West Link and James Craig Road intersections.
- 4 crashes along the Western Distributor westbound resulted in serious injury:
 - 1 crash in 2015 involved an out of control vehicle during dry weather conditions and daylight hours
 - 1 crash in 2019 involved a pedestrian on the Anzac Bridge during rainy conditions and in darkness
 - 1 crash in 2019 involved a head-on collision with an eastbound vehicle during daylight hours
 - 1 crash in 2019 involved a rear end collision during dry weather conditions and daylight hours.

The above findings indicate a low crash rate (around 8 crashes per year for a road section carrying over 130,000 vehicles per day), particularly along the Western Distributor and Anzac Bridge in proximity to the site, also considering the road environment and the speed limit in this area. Furthermore, it is improbable that the existing static signs (and distraction due to them) would have influenced the crash history in any way.

This would continue to be expected given no changes are proposed to the signs.

6.3.1 Casualty Crashes Per 100 Million Vehicle Kilometres Travelled

The number of casualty crashes per 100M VKT was calculated for the relevant section of road as per AP-T152/10. The 100M VKT value is calculated using the following formulas:

$$\text{TrafVol}_{(5 \text{ yrs})} = \text{AADT (vpd)} \times 365 \text{ (days/year)} \times 5 \text{ (year)}$$

$$100\text{M VKT}_{(5 \text{ yrs})} = \text{TrafVol}_{(5 \text{ yrs})} \text{ (veh)} \times \text{segment length (km)} / 10^8$$

Where:

- AADT is the annual average daily traffic travelling along a section of road in both directions in a single year. The AADT of 136,756 on the Western Distributor in 2019 as per Table 5.1 was used
- Segment length is the viewing areas of the static signs, which is 1,165m (650m south-west along The Crescent/Victoria Road + 555m east along the Western Distributor – an overlap of 40m).

Using the above formulas, the casualty crashes per 100M VKT was calculated as follows:

$$\text{TrafVol}_{(5 \text{ yrs})} = 136,756 \times 365 \times 5.5 = 274,537,670$$

$$100\text{M VKT}_{(5 \text{ yrs})} = 274,537,670 \times 1.165 / 10^8 \approx 3.20$$

As shown above, the casualty crash rate for the relevant section of road is approximately 3.20 per 100M VKT. This crash rate was compared with the average NSW urban road crash rates provided in Table 3.1 in AP-T152/10, reproduced in Table 6.2. The casualty crash rates applicable for comparison are shown in red boxes.

Table 6.2: New South Wales – Road Section Crash Rates

Road stereotype		Crash rate (casualty crashes per 100M VKT)	95% confidence interval	Relative risk	Crash cost rate (cents per VKT)	Relative cost
URBAN		29.37	(29.06; 29.68)	2.29	5.77	1.41
RURAL		12.82	(12.57; 13.07)	1.00	4.08	1.00

URBAN	SINGLE	35.89	(35.33; 36.45)	3.37	7.12	2.46
URBAN	DIVIDED	25.58	(25.22; 25.94)	2.40	4.99	1.73
RURAL	SINGLE	13.44	(13.15; 13.73)	1.26	4.42	1.53
RURAL	DIVIDED	10.65	(10.17; 11.13)	1.00	2.89	1.00

Source: Austroads Road Safety Engineering Risk Assessment Part 7: Crash Rates Database, Table 3.3

The crash rate calculated above is less than both of these rates and is therefore appropriate, considering the high traffic volumes and the short 1.2km viewing area along The Crescent, Victoria Road and Western Distributor.

6.4 Approach Sightline Assessments

6.4.1 Description of Approaches

The eastbound and westbound approaches in proximity to the signs are described in Table 6.3 to Table 6.5.

Table 6.3: Approach Attributes –The Crescent eastbound

Attribute	Details
Posted speed limit	60km/h Road Work (normally 60km/h)
Decision points within view of the site	There are no decision points within view of the sign
Approach arrangement	2 uninterrupted lanes
Sight length	From approximately 650m west of the sign
Minimum duration of visibility	41s seconds at free-flow speed

Table 6.4: Approach Attributes – Victoria Road eastbound

Attribute	Details
Posted speed limit	60km/h Road Work (normally 60km/h)
Decision points within view of the site	Merging of lanes 1 and 2 approximately 270m west of the sign
Approach arrangement	3 lanes. Lanes 1 and 2 form 1 lane approximately 270m west of the sign, becoming 2 uninterrupted lanes approaching the sign
Sight length	From approximately 445m west of the sign
Minimum duration of visibility	29s at free-flow speed

Table 6.5: Approach Attributes – Western Distributor westbound

Attribute	Details
Posted speed limit	60km/h
Decision points within view of the site	There are no decision points within view of the sign
Approach arrangement	4 uninterrupted lanes
Sight length	From approximately 555m east of the sign
Minimum duration of visibility	39s at free-flow speed

6.4.2 Driver Sightline Assessment

Process

In-vehicle observations were undertaken to assess the subject site considering intersection points and other traffic control devices. An assessment of still images taken from the driver's perspective with a windscreen-mounted camera is presented in the following section. It should be noted that the assessment was undertaken based on a standard passenger car and as such a driver's eye height may vary for larger and smaller vehicles. The premise of the assessment is to ensure that the existing locations of the static signs maintains a driver's sightline to intersections and traffic control devices and are not located as such that they may be confused with or confuse interpretation of these traffic control devices.

The Crescent eastbound

The eastbound approach along The Crescent is straight before curving right towards the Anzac Bridge while in view of the sign. It was observed that the western elevation sign can be seen within an approximate distance of 650m from the James Craig Road intersection. However, drivers would need to still be aware of the traffic signals before they are in view of any of the sign. The Victoria Road underpass obstructs sightlines if drivers are not aware of the presence of the sign when passing through the James Craig Road intersection, making the sign more visible to them only when exiting the underpass which is approximately 400m from the sign.

The in-vehicle sightlines from The Crescent eastbound are shown in Figure 6.2.

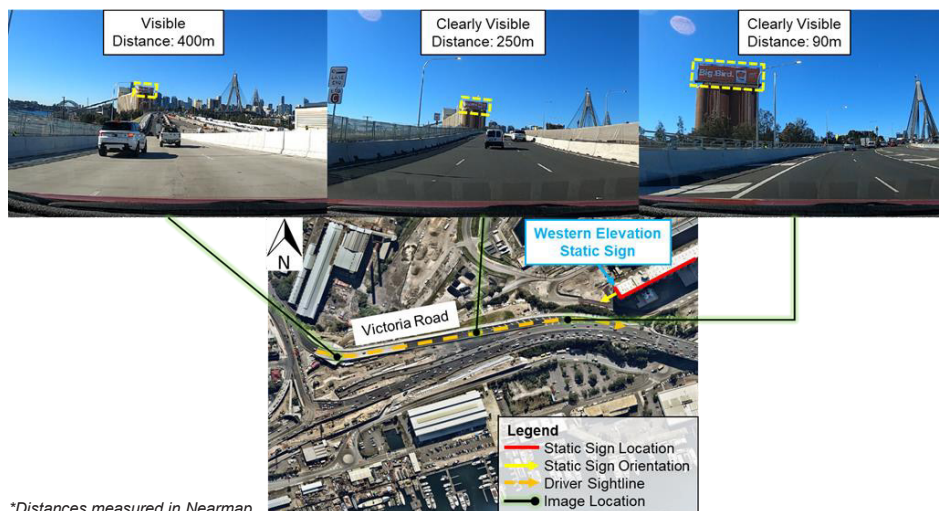


*Distances measured in Nearmap.

Figure 6.2: In-vehicle sightlines along The Crescent eastbound

Victoria Road eastbound

The eastbound approach along Victoria Road is straight before curving right towards the Anzac Bridge. It was observed that the western elevation sign is visible within an approximate distance of 400m. Lanes 1 and 2 merge approximately 270m prior, though there is adequate sight distance before the sign and curve. The in-vehicle sightlines from Victoria Road eastbound are shown in Figure 6.3.

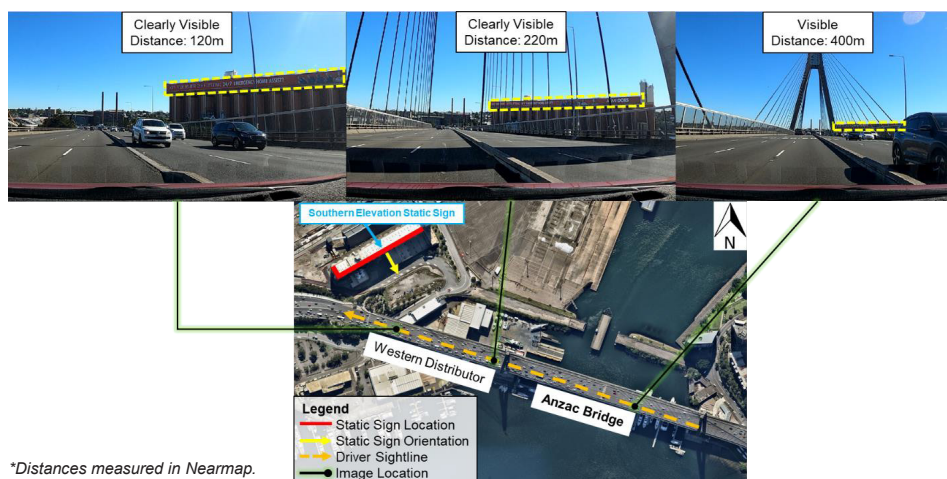


*Distances measured in Nearmap.

Figure 6.3: In-vehicle sightlines along Victoria Road eastbound

Western Distributor westbound

The western elevation sign from the westbound approach along the Western Distributor via the Anzac Bridge is easily visible. From an approximate view of 400m, the sign can be seen with a minor obstruction from the Anzac Bridge's truss structure. A clear sight of the static sign can be seen with a distance of 200m, fully clear of the truss structure and well in advance of the left-hand curve towards Victoria Road. The in-vehicle sightlines from Western Distributor westbound are shown in Figure 6.4.



*Distances measured in Nearmap.

Figure 6.4: In-vehicle sightlines along Western Distributor westbound

6.5 Compliance Assessment

6.5.1 SEPP 64 Schedule 1

The assessment against SEPP 64 Schedule 1 is provided in Table 6.6. Whilst the SEPP 64 criteria are quite generic, the basis for the responses to each criterion is provided next to them.

Table 6.6: Assessment against SEPP 64 Schedule 1

Section	Criteria	Response
8. Safety	Would the proposal reduce the safety for any public road?	No – The proposal would not reduce the safety to the public road because there are no crash-related risks linked to the existing static signs apparent in the crash data.
	Would the proposal reduce the safety for pedestrians or bicyclists?	No – There are very few on-road cyclists in this area, and off-road pedestrians and cyclists are protected by the kerb and barrier. In any event, the change in pedestrian and cyclist safety risk associated with retaining the signs is considered to be negligible.
	Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No – No sightlines for pedestrians and children are obscured by the proposal as the signs are elevated on the roadside.

6.5.2 Transport for NSW Advertising Sign Safety Assessment Matrix

Table 6.7 details the assessment against the Transport for NSW Advertising Sign Safety Assessment Matrix.

Table 6.7: Assessment against the Transport for NSW Advertising Sign Assessment Matrix

Consideration	Response	Risk Rating	Risk Level
A. It obscures a view of an object/ vehicle/pedestrian that creates a hazard	The signs are located above all surrounding objects/vehicles/pedestrians etc.	1	Low
B. Sign positioning relative to travel direction	The signs are positioned so that only glance appreciation is required. Additionally, drivers would not need to turn/raise their head to fully observe the signs. The signs are visually prominent eastbound and westbound.	2	Low
C. It distracts a driver at a critical time	The signs are not located near any decision points.	1	Low
D. It interferes with the effectiveness and safety of a traffic control device (e.g. traffic signs, traffic signals or other traffic control devices)	The signs do not obstruct or interfere with any traffic control devices.	1	Low
E. Sign Clutter	No other advertising signs are visible when a driver is in view of the subject signs.	1	Low

6.5.3 Transport Corridor Outdoor Advertising and Signage Guidelines Section 3

Table 6.8 details the assessment against relevant road safety criteria in Section 3 of the *Signage Guidelines*.

Table 6.8: Assessment against relevant Signage Guidelines Road Safety Criteria

Criteria	Response
Road clearance	
<p>a. The advertisement must not create a physical obstruction or hazard. For example:</p> <ul style="list-style-type: none"> i. Does the sign obstruct the movement of pedestrians or bicycle riders? (e.g. telephone kiosks and other street furniture along roads and footpath areas)? ii. Does the sign protrude below a bridge or other structure so it could be hit by trucks or other tall vehicles? Will the clearance between the road surface and the bottom of the sign meet appropriate road standards for that particular road? iii. Does the sign protrude laterally into the transport corridor so it could be hit by trucks or wide vehicles? 	<p>The signs do not obstruct the movement of pedestrians or bicycle riders or protrude laterally into the transport corridor as they are on raised locations on a building off the road.</p>
Line of sight	
<p>To maximise visibility of the road and minimise the time a driver's attention is directed away from the road, the following criteria apply to all advertising signage:</p> <p>a. An advertisement must not obstruct the driver's view of the road, particularly of other vehicles, bicycle riders or pedestrians at crossings.</p>	<p>The advertisements do not obstruct the driver's view of the road, other vehicles, bicycle riders or pedestrians at crossings given their raised locations.</p>
<p>b. An advertisement must not obstruct a pedestrian or cyclist's view of the road.</p>	<p>The advertisements do not obstruct a pedestrian or cyclist's view of the road given their raised locations.</p>
<p>c. The advertisement should not be located in a position that has the potential to give incorrect information on the alignment of the road. In this context, the location and arrangement of signs' structures should not give visual clues to the driver suggesting that the road alignment is different to the actual alignment. An accurate photo-montage should be used to assess this issue.</p>	<p>The advertisements are deemed not to be located in a position that has the potential to give incorrect information on the road alignment. Day and night-time photo montages showing key approaches to the advertising signs are provided in Appendix A of this report.</p>
<p>d. The advertisement should not distract a driver's attention away from the road environment for an extended length of time. For example:</p> <ul style="list-style-type: none"> i. Does the sign obstruct the movement of pedestrians or bicycle riders? (e.g. telephone kiosks and other street furniture along roads and footpath areas)? ii. The sign should not be located in such a way that the driver's head is required to turn away from the road and the components of the traffic stream in order to view its display and/or message. All drivers should still be able to see the road when viewing the sign, as well as the main components of the traffic stream in peripheral view. 	<p>The advertisements are located so that only glance appreciation is required, meaning drivers would not need to turn away from the road or traffic stream in order to view its display and/or message.</p>

Criteria	Response
<p>e. The sign should be oriented in a manner that does not create headlight reflections in the driver's line of sight. As a guideline, angling a sign five degrees away from right angles to the driver's line of sight can minimise headlight reflections. On a curved road alignment, this should be checked for the distance measured back from the sign that a car would travel in 2.5 seconds at the design speed.</p>	<p>The advertisements do not create headlight reflections in the driver's line of sight given their raised locations and as they do not tilt down from the silos.</p>
Proximity to decision making points and conflict points	
<p>a. The sign should not be located:</p> <ul style="list-style-type: none"> i. less than the safe sight distance from an intersection, merge point, exit ramp, traffic control signal or sharp curves ii. less than the safe stopping sight distance from a marked foot crossing, pedestrian crossing, pedestrian refuge, cycle crossing, cycleway facility or hazard within the road environment iii. so that it is visible from the stem of a T-intersection. 	<p>The western elevation sign is located at more than the safe sight distance from the Victoria Road eastbound merge point (approximately 400m).</p>
<p>b. The placement of a sign should not distract a driver at a critical time. In particular, signs should not obstruct a driver's view:</p> <ul style="list-style-type: none"> i. of a road hazard ii. to an intersection iii. to a prescribed traffic control device (such as traffic signals, stop or give way signs or warning signs) iv. to an emergency vehicle access point or Type 2 driveways (wider than 6-9m) or higher. 	<p>The signs are not placed where they could distract a driver at a critical time as there are no intersections, nor do they obstruct a driver's view of traffic control devices given their raised locations.</p>
Advertising signage and traffic control devices	
<p>a. The advertisement must not distract a driver from, obstruct or reduce the visibility and effectiveness of, directional signs, traffic signals, prescribed traffic control devices, regulatory signs or advisory signs or obscure information about the road alignment.</p>	<p>The advertisements do not distract a driver from or reduce the visibility and effectiveness of directional signs, traffic signals, other traffic control devices, regulatory signs or advisory signs or obscure information about the road alignment given their raised locations.</p>
<p>b. The advertisement must not interfere with stopping sight distance for the road's design speed or the effectiveness of a prescribed traffic control device. For example:</p> <ul style="list-style-type: none"> i. Could the advertisement be construed as giving instructions to traffic such as 'Stop', 'Halt' or 'Give Way'? ii. Does the advertisement imitate a prescribed traffic control device? iii. If the sign is in the vicinity of traffic lights, does the advertisement use red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a traffic signal? 	<p>Condition B1 of the development consent states that the approved signage must not have or use flashing lights or display resembling traffic signs or signals.</p>

7. CONCLUSIONS

The key conclusions from the traffic safety assessment to enable the ongoing display of the two existing static signs on the western and southern elevations of the Glebe Island Silos in Rozelle are summarised as follows:

- The signs are externally illuminated and will not change in terms of their existing sizes, locations and orientations. Approval from the Secretary of the Department of Planning, Industry and Environment must be gained to continue operating the signs in the event Glebe Island is redeveloped
- The signs do not obstruct or interfere with the view of or restrict sight distances to any intersections, traffic control devices, vehicles, pedestrians or cyclists given their raised locations on the roadside
- There is no evidence that the signs have in the past reduced the safety of any vehicles, pedestrians or cyclist movements given their locations. It is unlikely that they would previously, or in the future, because they are located within a driver's ordinary field of view when approaching eastbound and westbound and only require glance appreciation with a small vertical deviation angle from vehicles ahead
- The *Draft Bays West Place Strategy* and The Bays Metro Station do not propose any major road works within the vicinity of the subject site that would influence the signs, or that the signs would influence
- Traffic using the M4-M5 Link project is not expected to be impacted by the advertising signage because existing traffic on Anzac Bridge is not impacted
- A review of available five years of crash data within 650m of the site was undertaken as part of the traffic safety assessment. The crash data showed a low crash rate compared the traffic volumes carried and does not identify an unusually or inherently high crash rate location on approach to the signs. The casualty crash rate calculated for the relevant section of road is approximately 3.20 per 100M VKT, which is less than both comparable average NSW urban road crash rates and is therefore appropriate. Furthermore, the crashes reported in the vicinity of the signs could not be reasonably attributed, even in part, to them
- The signs comply with the criteria set out in the SEPP 64, Transport for NSW Advertising Sign Safety Assessment Matrix and *Signage Guidelines*.

Based on the above conclusions, there are no matters that would warrant refusal of Transport for NSW concurrence being granted.





Appendix A: Photo Montages



1. The Crescent eastbound approach to Western Elevation Sign (Day)



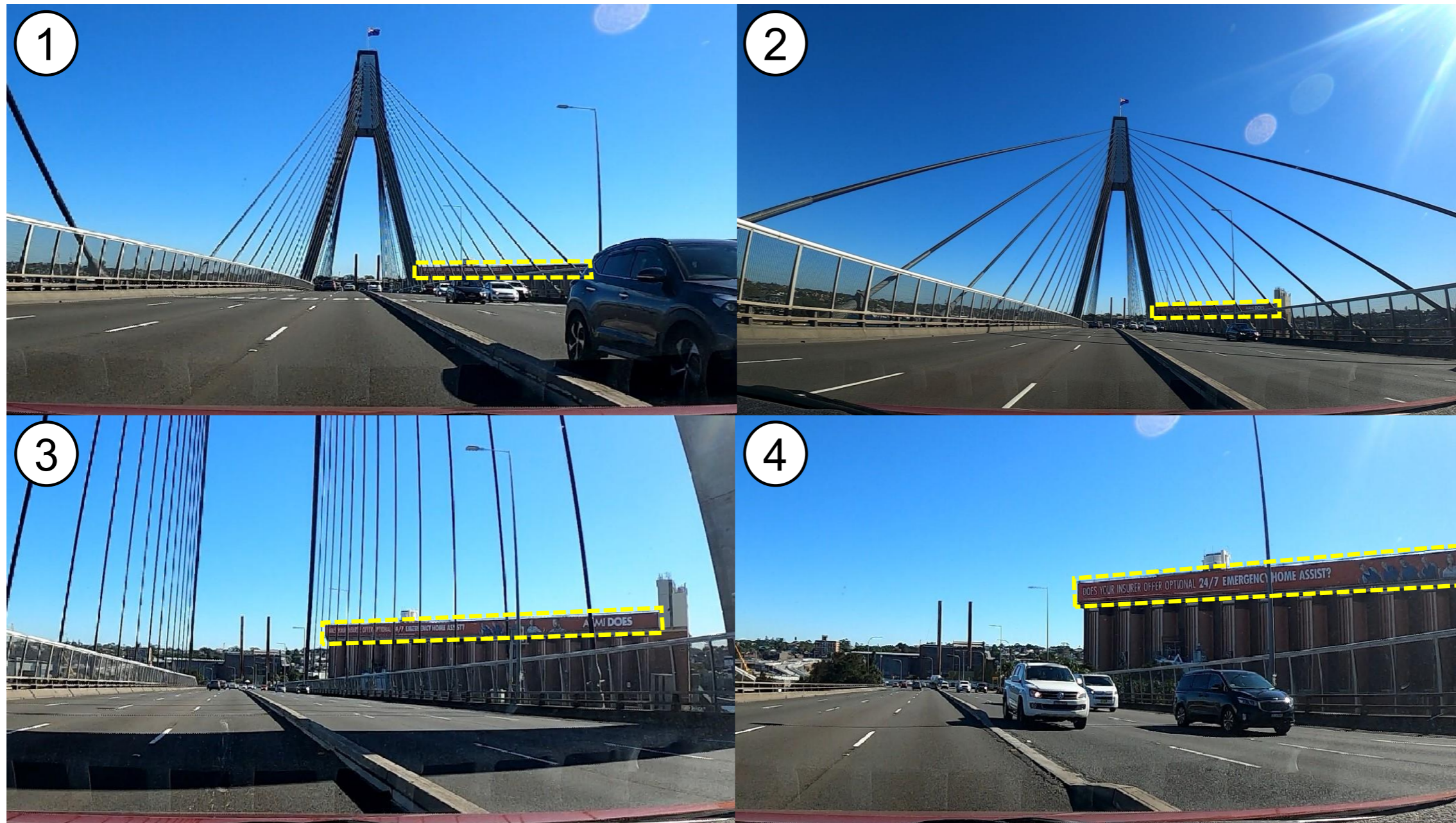
2. Victoria Road eastbound approach to Western Elevation Sign (Day)



3. Western Distributor westbound approach to Southern Elevation Sign – Lane 1 (Day)



4. Western Distributor westbound approach to Southern Elevation Sign – Lane 4 (Day)



5. Bank Street westbound approach to Southern Elevation Sign (Day)



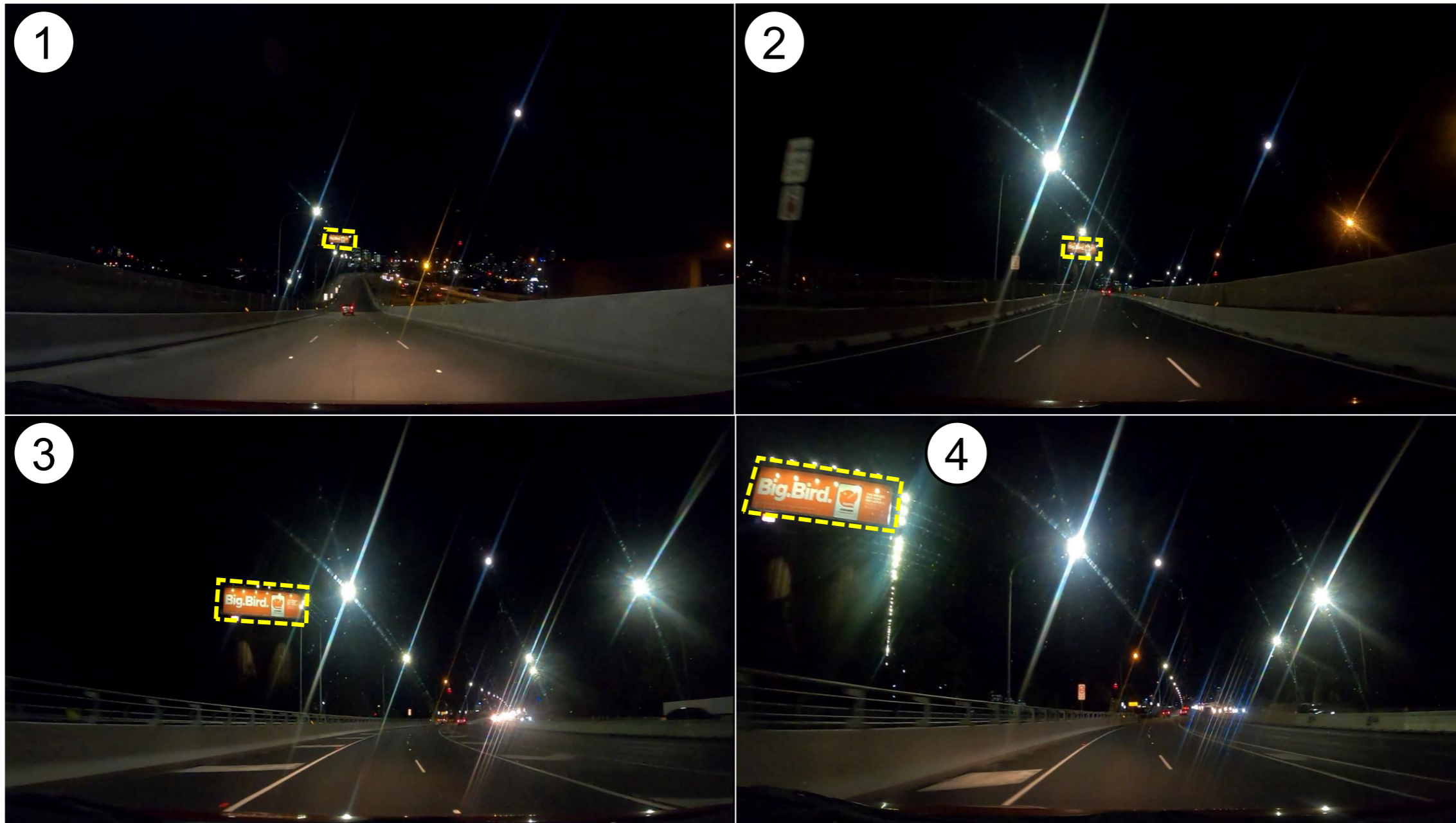
6. Bowman Street eastbound approach to Southern Elevation Sign (Day)



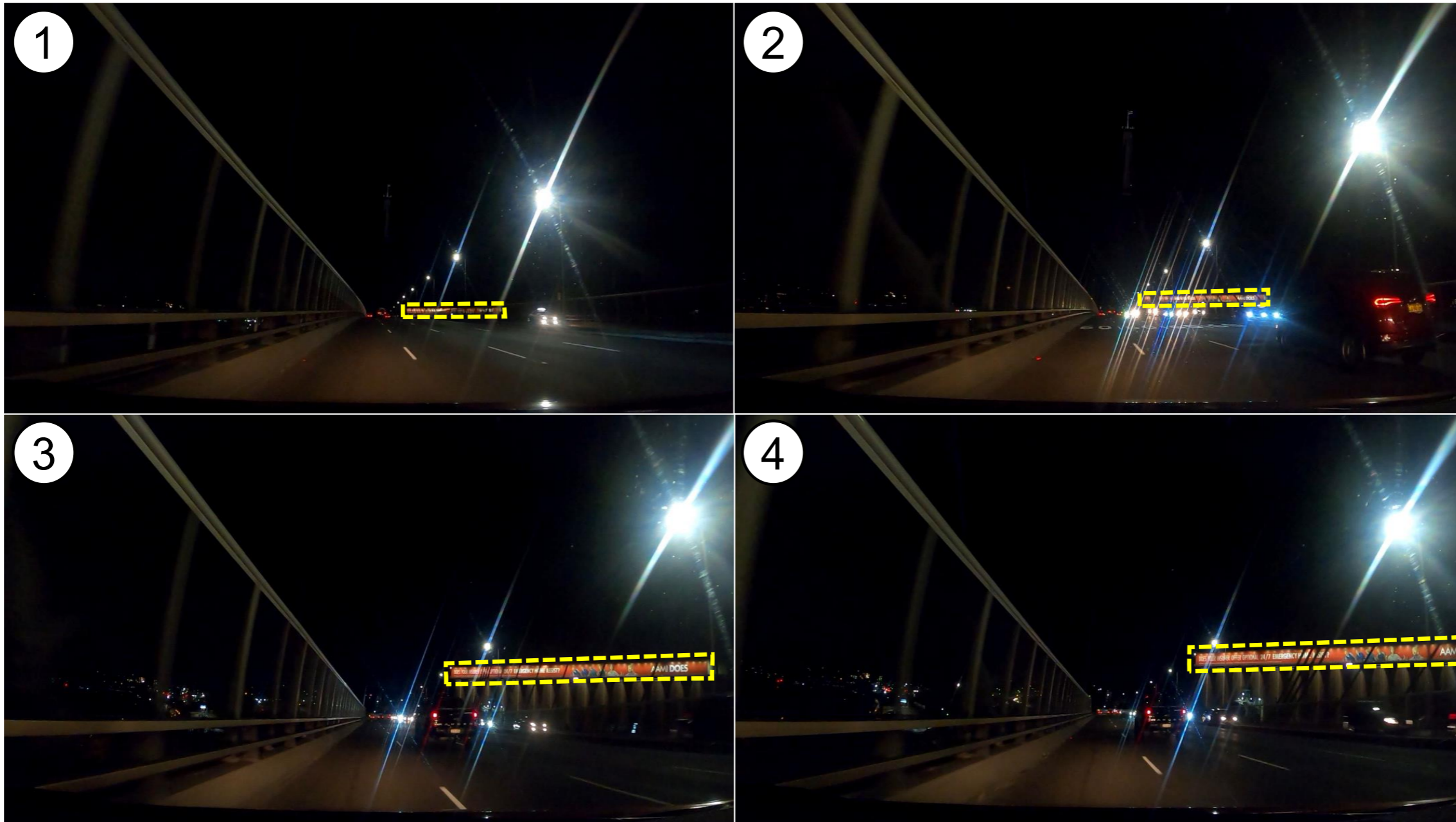
1. The Crescent eastbound approach to Western Elevation Sign (Night)



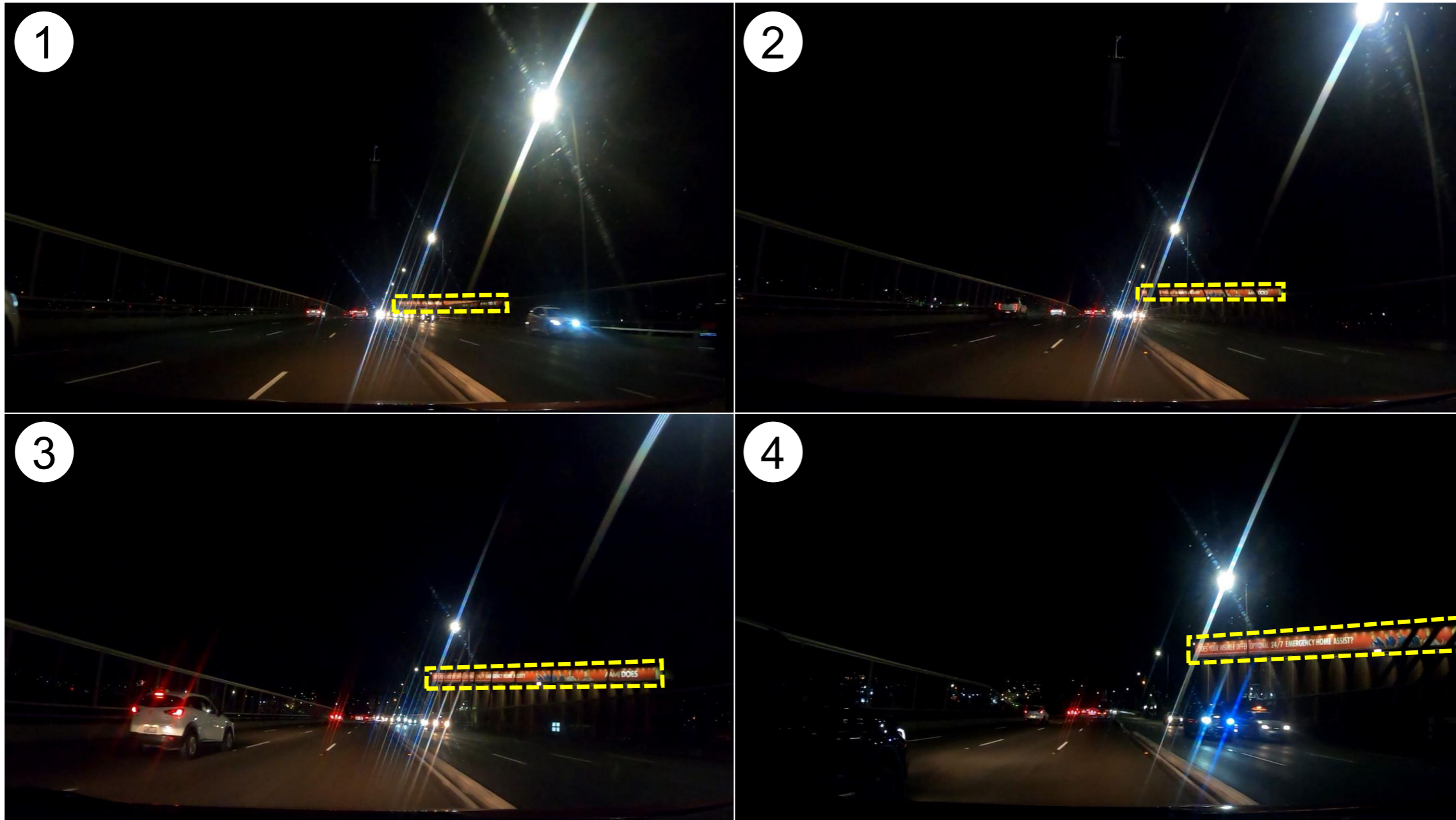
2. Victoria Road eastbound approach to Western Elevation Sign (Night)



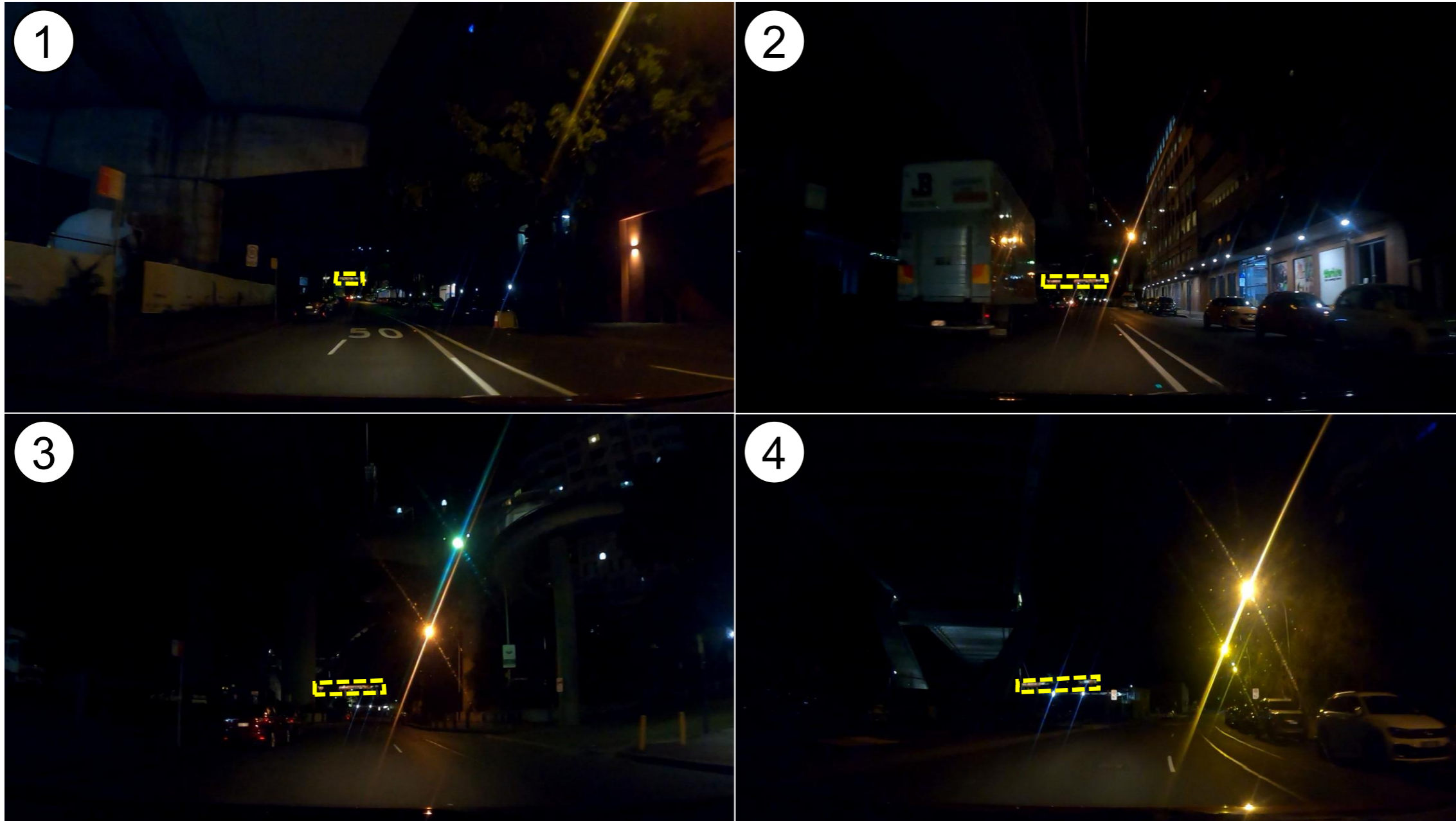
3. Western Distributor westbound approach to Southern Elevation Sign – Lane 1 (Night)



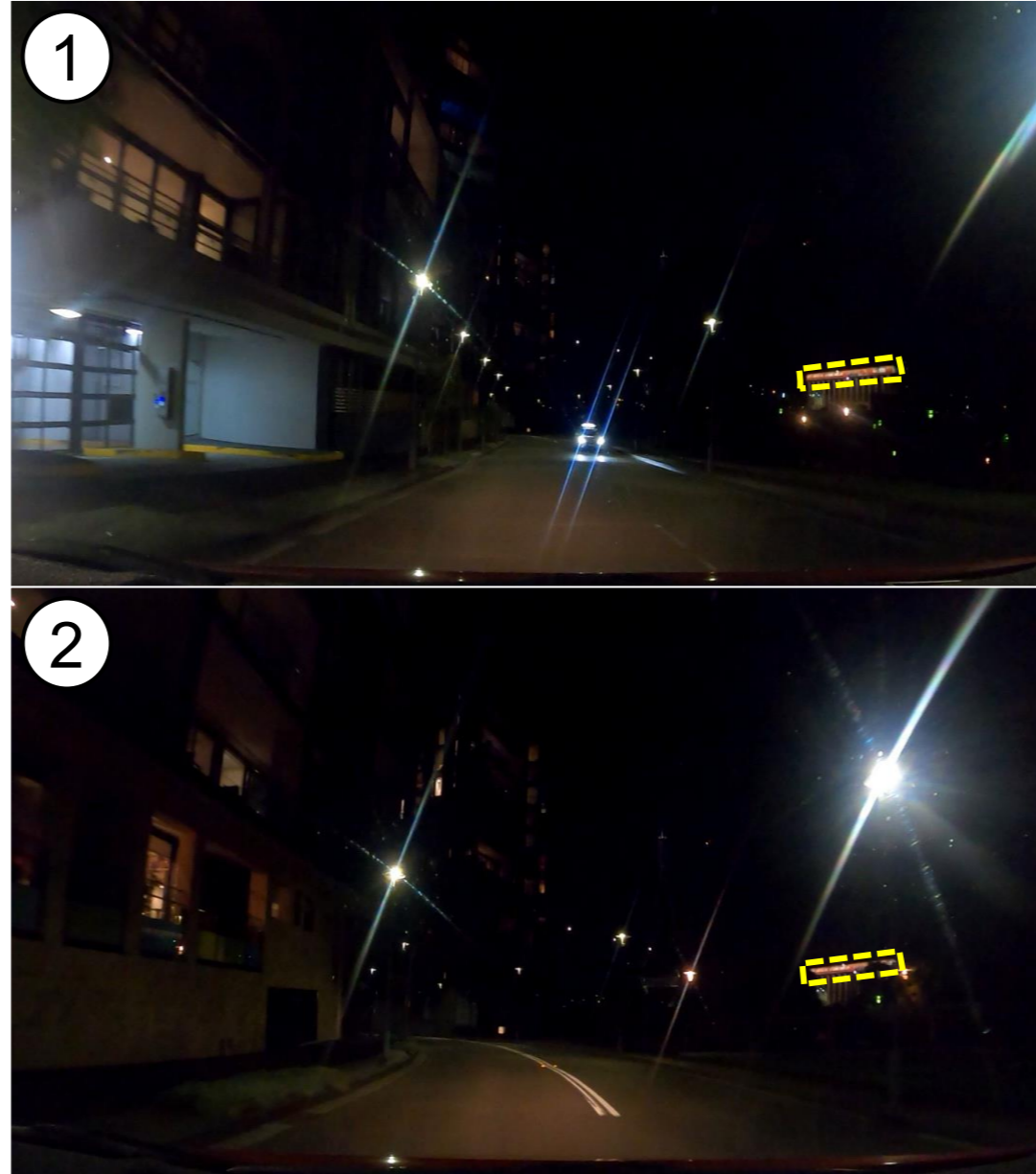
4. Western Distributor westbound approach to Southern Elevation Sign – Lane 4 (Night)



5. Bank Street westbound approach to Southern Elevation Sign (Night)



6. Bowman Street eastbound approach to Southern Elevation Sign (Night)

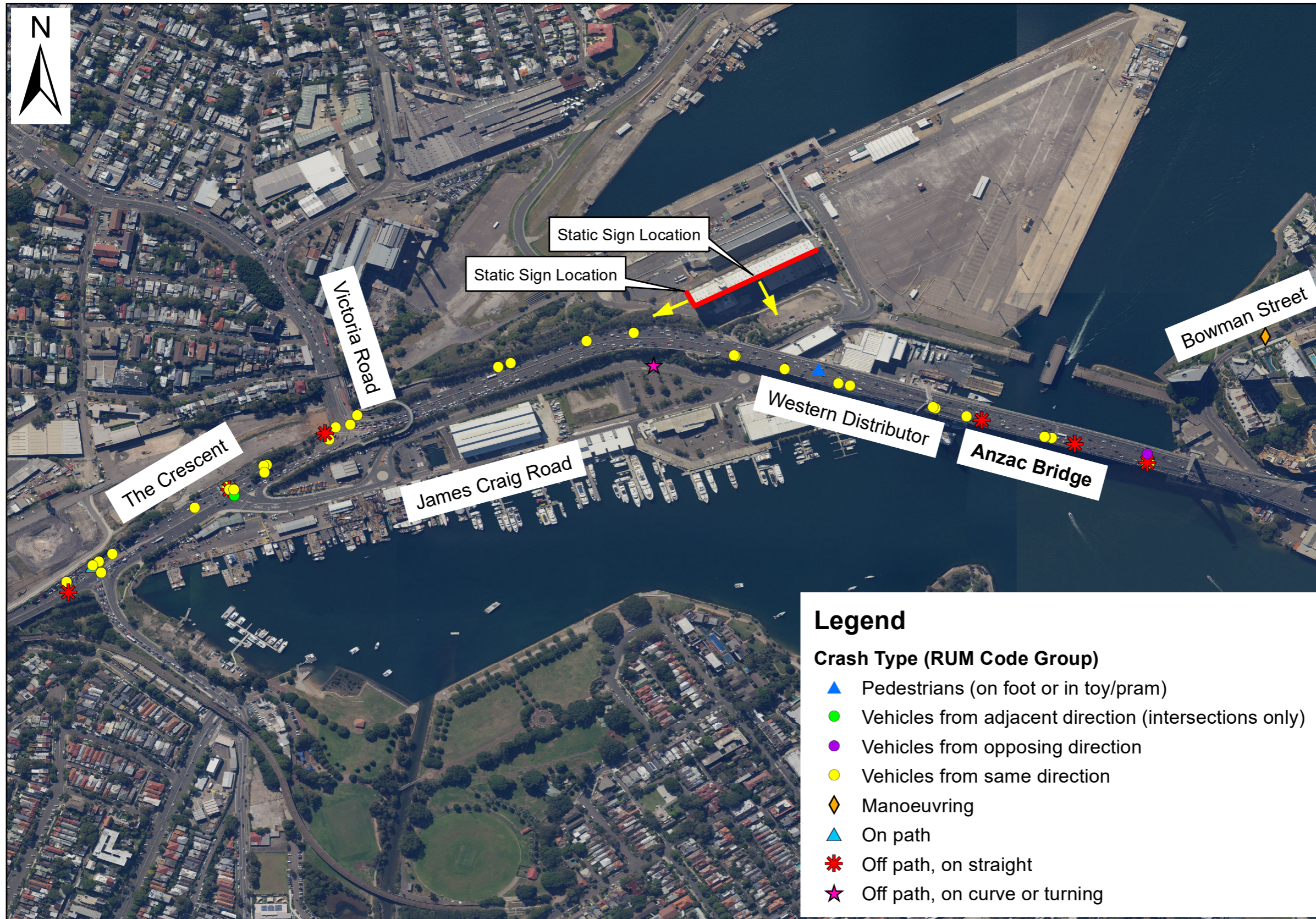




Appendix B: Crash Data







Crash ID	Degree of crash - detailed	RUM - code	RUM - description	Year of crash	Month of crash	Day of week of crash	Time of crash	Surface condition	Weather	Natural lighting	Street of crash	Street type	Distance	Direction	Identifying feature	Identifying feature type	Town	Type of location	Latitude	Longitude	Speeding involved in crash	Fatigue involved in crash	Key Traffic Unit Direction of travel
1058158	Minor/Other Injury	30	Rear end	2015	February	Saturday	2230	Dry	Fine	Darkness	VICTORIA	RD	0	Right on the spot	THE CRESCENT	MS	ROZELLE	T-junction	-33.869080	151.176208	No or unknown	No or unknown	East
1062744	Moderate Injury	39	Other same direction	2015	March	Tuesday	0610	Dry	Overcast	Daylight	CITY WEST LINK	RD	0	Right on the spot	THE CRESCENT	MS	LILYFIELD	T-junction	-33.870864	151.173059	No or unknown	No or unknown	East
1064193	Moderate Injury	30	Rear end	2015	February	Saturday	1720	Dry	Fine	Dusk	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	ROZELLE	Divided road	-33.868491	151.182892	No or unknown	No or unknown	West
1064610	Minor/Other Injury	30	Rear end	2015	April	Wednesday	1930	Wet	Raining	Darkness	CITY WEST LINK	RD	0	Right on the spot	THE CRESCENT	MS	LILYFIELD	T-junction	-33.870864	151.173059	No or unknown	No or unknown	East
1067199	Serious Injury	74	On road-out of cont.	2015	April	Thursday	1500	Dry	Fine	Daylight	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	ROZELLE	Divided road	-33.868983	151.184798	No or unknown	No or unknown	West
1067402	Non-casualty (towaway)	30	Rear end	2015	May	Tuesday	0530	Dry	Fine	Dawn	VICTORIA	RD	0	Right on the spot	JAMES CRAIG	RD	ROZELLE	T-junction	-33.869869	151.174767	No or unknown	No or unknown	East
1069221	Moderate Injury	62	Accident	2015	January	Saturday	2229	Wet	Raining	Darkness	CITY WEST LINK	RD	10	West	THE CRESCENT	MS	LILYFIELD	T-junction	-33.870918	151.172873	No or unknown	No or unknown	East
1072136	Non-casualty (towaway)	30	Rear end	2015	July	Wednesday	1830	Dry	Fine	Dusk	VICTORIA	RD	500	East	THE CRESCENT	MS	ROZELLE	Divided road	-33.868132	151.181597	No or unknown	No or unknown	West
1073172	Moderate Injury	33	Lane sideswipe	2015	May	Tuesday	0555	Dry	Fine	Dawn	VICTORIA	RD	85	North	THE CRESCENT	TO	ROZELLE	Divided road	-33.869576	151.175290	No or unknown	No or unknown	East
1079168	Minor/Other Injury	30	Rear end	2015	September	Wednesday	1610	Dry	Fine	Daylight	WESTERN	DSTR	0	Right on the spot	ANZAC	BDGE	SYDNEY	Dual freeway	-33.869225	151.185731	No or unknown	No or unknown	West
1082397	Moderate Injury	30	Rear end	2015	October	Tuesday	0755	Dry	Fine	Daylight	VICTORIA	RD	300	East	JAMES CRAIG	RD	ROZELLE	Divided road	-33.867824	151.180170	No or unknown	No or unknown	East
1084304	Minor/Other Injury	39	Other same direction	2015	November	Thursday	1830	Dry	Fine	Dusk	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	PYRMONT	Divided road	-33.869203	151.185542	No or unknown	No or unknown	West
1087669	Minor/Other Injury	35	Lane change left	2015	November	Wednesday	0745	Dry	Fine	Daylight	THE CRESCENT	MS	0	Right on the spot	JAMES CRAIG	RD	ROZELLE	T-junction	-33.869908	151.174792	No or unknown	No or unknown	East
1089006	Moderate Injury	39	Other same direction	2015	November	Friday	1800	Dry	Fine	Dusk	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	ROZELLE	Divided road	-33.868824	151.184184	No or unknown	No or unknown	West
1090877	Non-casualty (towaway)	73	Off rd right => obj	2016	January	Monday	2353	Wet	Raining	Darkness	THE CRESCENT	MS	0	Right on the spot	JAMES CRAIG	RD	ROZELLE	T-junction	-33.869908	151.174792	No or unknown	Yes	East
1091761	Minor/Other Injury	30	Rear end	2016	January	Wednesday	1135	Dry	Fine	Daylight	THE CRESCENT	MS	20	West	VICTORIA	RD	ROZELLE	Divided road	-33.869240	151.176120	No or unknown	No or unknown	East
1095271	Non-casualty (towaway)	71	Off rd left => obj	2016	March	Saturday	2115	Dry	Fine	Darkness	VICTORIA	RD	170	East	THE CRESCENT	TO	ROZELLE	Other	-33.869163	151.176066	No or unknown	No or unknown	East
1098255	Serious Injury	30	Rear end	2016	February	Friday	2230	Dry	Fine	Darkness	THE CRESCENT	MS	50	West	JAMES CRAIG	RD	ROZELLE	Divided road	-33.870144	151.174331	No or unknown	No or unknown	East
1098554	Moderate Injury	30	Rear end	2016	April	Monday	1020	Dry	Fine	Daylight	CITY WEST LINK	RD	0	Right on the spot	THE CRESCENT	MS	LILYFIELD	T-junction	-33.870864	151.173059	No or unknown	No or unknown	East
1105063	Moderate Injury	39	Other same direction	2016	May	Tuesday	1920	Wet	Raining	Dusk	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	PYRMONT	Divided road	-33.869549	151.186999	No or unknown	No or unknown	West
1105554	Minor/Other Injury	47	Emerging from drive	2016	June	Monday	1445	Dry	Fine	Daylight	BOWMAN	ST	0	Right on the spot	NUMBER 25	HN	PYRMONT	2-way undivided	-33.867872	151.188573	No or unknown	No or unknown	North
1109032	Moderate Injury	30	Rear end	2016	June	Tuesday	1215	Dry	Fine	Daylight	CITY WEST LINK	RD	50	West	THE CRESCENT	MS	LILYFIELD	Divided road	-33.871134	151.172626	No or unknown	No or unknown	East
1121741	Non-casualty (towaway)	30	Rear end	2016	December	Saturday	2335	Dry	Fine	Darkness	WESTERN	DSTR	0	Right on the spot	ANZAC	BDGE	ROZELLE	Divided road	-33.869126	151.181504	No or unknown	No or unknown	West
1131298	Serious Injury	30	Rear end	2017	January	Friday	0428	Dry	Fine	Dawn	CITY WEST LINK	RD	0	Right on the spot	THE CRESCENT	MS	LILYFIELD	T-junction	-33.870864	151.173059	No or unknown	No or unknown	East
1133343	Non-casualty (towaway)	33	Lane sideswipe	2017	April	Wednesday	0702	Wet	Overcast	Daylight	CITY WEST LINK	RD	0	Right on the spot	THE CRESCENT	MS	LILYFIELD	T-junction	-33.870864	151.173059	No or unknown	No or unknown	East
1133789	Serious Injury	30	Rear end	2017	February	Monday	0720	Dry	Fine	Daylight	VICTORIA	RD	50	East	JAMES CRAIG	RD	ROZELLE	Other	-33.869597	151.175249	No or unknown	No or unknown	East
1136385	Non-casualty (towaway)	30	Rear end	2017	May	Wednesday	1915	Dry	Fine	Dusk	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	ROZELLE	Divided road	-33.868816	151.184152	No or unknown	No or unknown	West
1139103	Serious Injury	6	Ped on footpath	2017	May	Friday	1800	Wet	Raining	Darkness	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	ROZELLE	Divided road	-33.868304	151.182630	No or unknown	No or unknown	West
1139494	Minor/Other Injury	30	Rear end	2017	May	Sunday	1315	Dry	Fine	Daylight	THE CRESCENT	MS	50	East	JAMES CRAIG	RD	ROZELLE	2-way undivided	-33.869681	151.175259	No or unknown	No or unknown	East
1144531	Moderate Injury	30	Rear end	2017	July	Sunday	1400	Dry	Fine	Daylight	VICTORIA	RD	0	Right on the spot	CITY WEST LINK ROAD	TO	ROZELLE	Divided road	-33.867934	151.179544	No or unknown	No or unknown	East
1145892	Minor/Other Injury	30	Rear end	2017	August	Friday	1845	Dry	Fine	Dusk	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	PYRMONT	Divided road	-33.869556	151.187028	No or unknown	No or unknown	West
1147538	Moderate Injury	30	Rear end	2017	August	Tuesday	1249	Dry	Fine	Daylight	VICTORIA	RD	200	East	VICTORIA ROAD	OP	ROZELLE	Divided road	-33.868278	151.178366	No or unknown	No or unknown	East
1152256	Moderate Injury	34	Lane change right	2017	October	Monday	1600	Dry	Fine	Daylight	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	ROZELLE	Divided road	-33.869311	151.184600	No or unknown	No or unknown	West
1156290	Moderate Injury	30	Rear end	2017	November	Friday	1020	Dry	Fine	Daylight	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	ROZELLE	Divided road	-33.868304	151.182176	No or unknown	No or unknown	West
1173454	Minor/Other Injury	39	Other same direction	2018	June	Saturday	1410	Dry	Fine	Daylight	VICTORIA	RD	0	Right on the spot	THE CRESCENT	MS	ROZELLE	T-junction	-33.869045	151.176399	No or unknown	No or unknown	North
1174132	Non-casualty (towaway)	73	Off rd right => obj	2018	June	Tuesday	2100	Wet	Raining	Darkness	CITY WEST LINK	RD	50	West	THE CRESCENT	MS	ANNANDALE	Divided road	-33.871276	151.172651	Yes	No or unknown	East
1183487	Moderate Injury	71	Off rd left => obj	2018	September	Thursday	0750	Wet	Raining	Daylight	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	PYRMONT	Dual freeway	-33.869550	151.187003	No or unknown	No or unknown	West
1184960	Non-casualty (towaway)	33	Lane sideswipe	2018	October	Saturday	1518	Dry	Fine	Daylight	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	ROZELLE	Divided road	-33.868531	151.183050	No or unknown	No or unknown	West
1185796	Serious Injury	30	Rear end	2018	November	Friday	1825	Dry	Fine	Daylight	THE CRESCENT	MS	20	East	THE CRESCENT	MS	ROZELLE	Divided road	-33.870761	151.173237	No or unknown	No or unknown	East
1187771	Non-casualty (towaway)	11	Right far	2018	November	Friday	1900	Dry	Fine	Daylight	THE CRESCENT	MS	0	Right on the spot	JAMES CRAIG	RD	ROZELLE	T-junction	-33.869906	151.174855	No or unknown	No or unknown	North
1192004	Minor/Other Injury	30	Rear end	2019	January	Monday	0800	Dry	Fine	Daylight	THE CRESCENT	MS	0	Right on the spot	JAMES CRAIG	RD	ROZELLE	T-junction	-33.869906	151.174792	No or unknown	No or unknown	East
1193307	Non-casualty (towaway)	39	Other same direction	2019	February	Saturday	0910	Dry	Fine	Daylight	VICTORIA	RD	0	Right on the spot	THE CRESCENT	TO	ROZELLE	Divided road	-33.867934	151.179544	No or unknown	No or unknown	East
1194036	Moderate Injury	63	Off rd/rtr lnd=>obj	2018	December	Friday	1819	Dry	Overcast	Daylight	JAMES CRAIG	RD	100	West	SOMMERVILLE	RD	ROZELLE	2-way undivided	-33.868254	151.180438	Yes	No or unknown	East
1195626	Non-casualty (towaway)	30	Rear end	2019	March	Friday	0900	Dry	Fine	Daylight	VICTORIA	RD	200	East	VICTORIA ROAD	OP	ROZELLE	Other	-33.869222	151.178534	No or unknown	No or unknown	East
1200159	Minor/Other Injury	30	Rear end	2019	March	Saturday	1500	Dry	Fine	Daylight	CITY WEST LINK	RD	10	West	THE CRESCENT	MS	LILYFIELD	T-junction	-33.870918	151.172873	No or unknown	No or unknown	East
1200613	Moderate Injury	73	Off rd right => obj	2019	March	Monday	2310	Wet	Raining	Darkness	WESTERN	DSTR	0	Right on the spot	ANZAC	BDGE	PYRMONT	Divided road	-33.869303	151.186039	Yes	No or unknown	West
1204263	Serious Injury	20	Head on	2019	June	Wednesday	1800	Unknown	Unknown	Daylight	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	PYRMONT	Divided road	-33.869436	151.187003	No or unknown	No or unknown	West
1206513	Non-casualty (towaway)	30	Rear end	2019	July	Monday	0645	Dry	Fine	Daylight	CITY WEST LINK	RD	0	Right on the spot	THE CRESCENT	MS	LILYFIELD	T-junction	-33.871011	151.173089	No or unknown	No or unknown	North
1210389	Non-casualty (towaway)	13	Right rear	2019	July	Friday	1050	Wet	Raining	Daylight	THE CRESCENT	MS	0	Right on the spot	JAMES CRAIG	RD	ROZELLE	T-junction	-33.869990	151.174859	No or unknown	No or unknown	North
1217086	Serious Injury	30	Rear end	2019	October	Friday	1350	Dry	Fine	Daylight	VICTORIA	RD	0	Right on the spot	ANZAC	BDGE	PYRMONT	Divided road	-33.869201	151.185634	No or unknown	No or unknown	West
1218830	Non-casualty (towaway)	34	Lane change right	2019	October	Friday	0750	Dry	Fine	Daylight	VICTORIA	RD	35	East	THE CRESCENT	TO	ROZELLE	Divided road	-33.868918	151.176493	No or unknown	No or unknown	East
1225529	Minor/Other Injury	30	Rear end	2019	September	Friday	1230	Dry	Fine	Daylight	THE CRESCENT	MS	0	Right on the spot	JAMES CRAIG	RD	ROZELLE	T-junction	-33.869906	151.174855	No or unknown	No or unknown	East
1232504	Minor/Other Injury	32	Right rear	2020	March	Tuesday	1615	Dry	Fine	Daylight	CITY WEST LINK	RD	0	Right on the spot	THE CRESCENT	MS	LILYFIELD	T-junction	-33.871011	151.173089	No or unknown	No or unknown	North