GLEBE ISLAND SILOS

Signage Traffic Safety Assessment

BITZIOS consulting
traffic engineering transport planning

Eye Drive Sydney

11 February 2025

Gold Coast
Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562 5377

Brisbane
Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831 4442

Sydney
Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557 6202

W: www.bitziosconsulting.com.au

E: admin@bitziosconsulting.com.au

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.

Document Issue History

Report File Name	Version	Document Control		Date	Issued to
P6791.001R Glebe Island Silos Signage TSA	001	Prepared: Reviewed: Issued	J. Wong S. Daizli D. Bitzios S. Daizli	7/02/2025	Anita Burgermeister, oOh!media Anita.Burgermeister@oohmedia.com.au
P6791.002R Glebe Island Silos Signage TSA	002	Prepared: Reviewed: Issued	S. Daizli D. Bitzios S. Daizli	11/02/2025	Anita Burgermeister, oOh!media Anita.Burgermeister@oohmedia.com.au

EXECUTIVE SUMMARY

Background

Eye Drive Sydney is seeking a 3-year extension of its consent to display two existing static advertising signs on the western and southern elevations of the Glebe Island Silos, located between Victoria Road and the Anzac Bridge in Rozelle and as shown in Figure ES.1. The current consent for the signage (DA21/13182) expires on 8 September 2025.

Adapted from Nearmap

Figure ES.1: Locations of the Existing Static Signs

Bitzios Consulting has been engaged by Eye Drive Sydney to undertake a traffic safety assessment to accompany the DA.

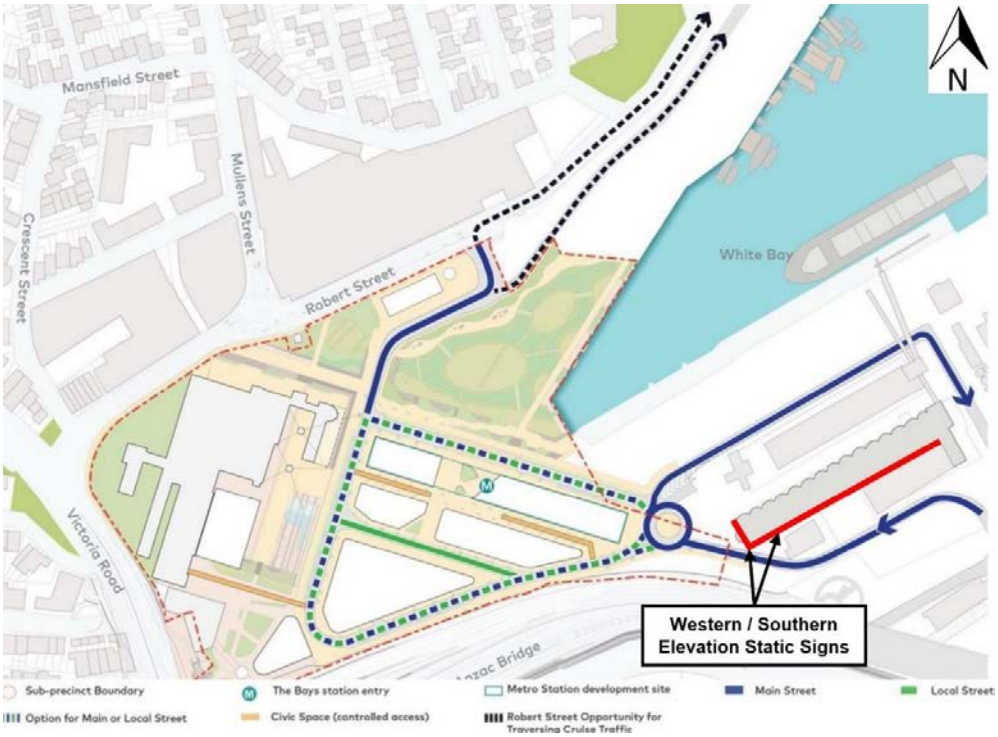
Bays West Place Based Transport Strategy (2022)

The *Bays West Place Based Transport Strategy* has been released since the previous consent approval for the signs. If realised, the proposal for Bays West would result in more housing and more traffic on the island. The strategy provides high-level transport planning analysis which aims to address strategic transport constraints and opportunities in Bays West, underpinned by Transport's Movement and Place Framework and the *Bays West Place Strategy*.

The precinct's vision is to improve walking and cycling networks and lower car use with plans for dedicated cycleways, shared paths and pedestrian crossings. It establishes links within Bays West, including to the Glebe Island Silos, and the surrounding regions through increased active and public transport access and connections. The strategy would integrate existing infrastructure, including potentially reactivating the disused Glebe Island Bridge as a major active transport corridor between Rozelle and Pyrmont. The precinct is intended to evolve the transport network to accommodate increased demand while implementing low (or zero) carbon principles.

The development of the area is proposed to make use of existing streets as shown in Figure ES.2, including managing vehicle access to the White Bay Cruise Terminal. Internal streets will be designed to discourage through traffic and provide decoupled parking nodes outside of main activity areas by prioritising pedestrians, cyclists, public transport, car share and service vehicles.

Whilst the redevelopment of the area will introduce more traffic into the visual range of the signs, most of the development (and hence local traffic) is located where the signs cannot be seen from. Moreover, as static signs in the distance view, they will have an insignificant influence on the safety for all modes of transport movement.



Source: Stage 1 – White Bay Power Station (and Metro) Design Guide (DPE, 2022), Figure 19

Figure ES.2: White Bay Power Station (and Metro) Street Hierarchy

Transport for NSW Advertising Sign Safety Assessment Matrix

Table ES.1 summarises the assessment against the Transport for NSW Advertising Sign Safety Assessment Matrix.

Table ES.1: 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. and therefore does not obscure any view lines to create a hazard.	1	Low
B. Sign positioning relative to travel direction	The signs are be positioned within a driver's ordinary field of view, in the background to driving-relevant information in the foreground. Only glance appreciation is required. The signs are relatively high and the southern elevation sign is significantly wide. The saccade time risk associated with the signs does increase as a driver gets closer to them (i.e. the pavement markings for the M4 diverge from Victoria Road westbound), however, brake lights and indicator lights from vehicles ahead would dominate the driver's awareness zone.	2	Low
C. It distracts a driver at a critical time	The signs are located approximately 180m from the City West Link lane 2/Victoria Road eastbound merge, and the M4/Victoria Road westbound diverge. Various traffic control devices associated with these decision points are provided, including Advance Direction signs for the M4/Victoria Road diverge, that are far more visually prominent to drivers than the advertising signs. Whilst the signs are located within a 'decision point', they are directly in the same forward view as driving decision inputs and the movements of vehicles, pedestrians or cyclists could be recognised simultaneously with a glance to the signs.	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 sign is visible when a driver is in view of the subject signs.	1	Low

Conclusions

The key conclusions from the traffic safety assessment are summarised as follows:

- The signs are externally illuminated and will not change in terms of their existing sizes, locations and orientations
- The signs do not obstruct or interfere with the view of or restrict sight distance 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, pedestrian or cyclist movements. It is unlikely that they would of previously, or will in the future, because they are located within a driver's ordinary field of view, blend into the broader driving background and in any case would only require glance appreciation with a small vertical deviation angle from vehicles ahead
- A review of available five years of crash data within 555m of the site showed a low crash rate within the viewable sight distance to the signs. This is an inherently low crash risk location, most likely because it is a location that demands (and receives) high driver attention, particularly due to the Rozelle Interchange
- The signs comply with the requirements of the Industry and Employment SEPP, Transport for NSW Advertising Sign Safety Assessment Matrix and *Transport Corridor Outdoor Advertising and Signage Guidelines*.

Given the above conclusions, there are no traffic safety reasons not to extend the consent.

CONTENTS

Tables

Figures

Appendices

1. INTRODUCTION

1.1 Background

Eye Drive Sydney is seeking a 3-year consent extension to enable the ongoing display of two existing static advertising signs on the western and southern elevations of the Glebe Island Silos, located between Victoria Road and the Anzac Bridge in Rozelle as shown in Figure 1.1. The current consent for the signage (DA21/13182) expires on 8 September 2025.

Adapted from Nearmap

Figure 1.1: Locations of the Existing Static Signs

Bitzios Consulting has been engaged by Eye Drive Sydney to undertake a traffic safety assessment to accompany the DA.

1.2 Methodology

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

- A review of the viewing locations and sightlines to the site to define the geographical scope of the assessment
- A review of the static sign specifications
- Site inspections during day and night conditions to understand the road user's perspective of the signs, then a driver sightline assessment using images captured from in-vehicle video recordings
- A review of the most recently available five years of crash data in proximity to the signs
- A first-principles safety assessment of the signs, including reviewing road approaches, driver sightlines, surrounding environment, proximity to traffic decision points and cognitive load on each approach
- An assessment of the signs against:
  - The *Bays West Place Strategy (Department of Planning and Environment (DPE), 2021) (Place Strategy)*
  - The *Bays West Placed Based Transport Strategy (DPE, 2022) (PBTS)*
  - The *Stage 1 Bays West – White Bay Power Station (and Metro) Design Guide (DPE, 2022) (Design Guide)*
  - The *Bays West Stage 1 Draft Master Plan and Urban Design Framework: White Bay Power Station (and Metro) Sub-precinct (DPE, 2022) (Draft Master Plan)*
  - The *Rozelle Interchange Urban Design and Landscape Plan (John Holland CPB Contractors Joint Venture (JHCPB), 2023)*
  - The *Green Port Guidelines: Sustainable strategies for port developments and operations (Port Authority of NSW, 2017)*
  - State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021 (Eastern Harbour City SEPP)
  - State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP)
  - The Transport for NSW (Transport) Advertising Sign Safety Assessment Matrix
  - The *Transport Corridor Outdoor Advertising and Signage Guidelines: Assessment development applications under SEPP 64 (DPE, 2017) (Signage Guidelines)*
  - The conditions of consent (DPE, 9 September 2022).

2. SIGN DETAILS AND VIEWING LOCATIONS

2.1 Sign Specifications

The specifications for the static signs, as well as other relevant site information, are summarised in Table 2.1.

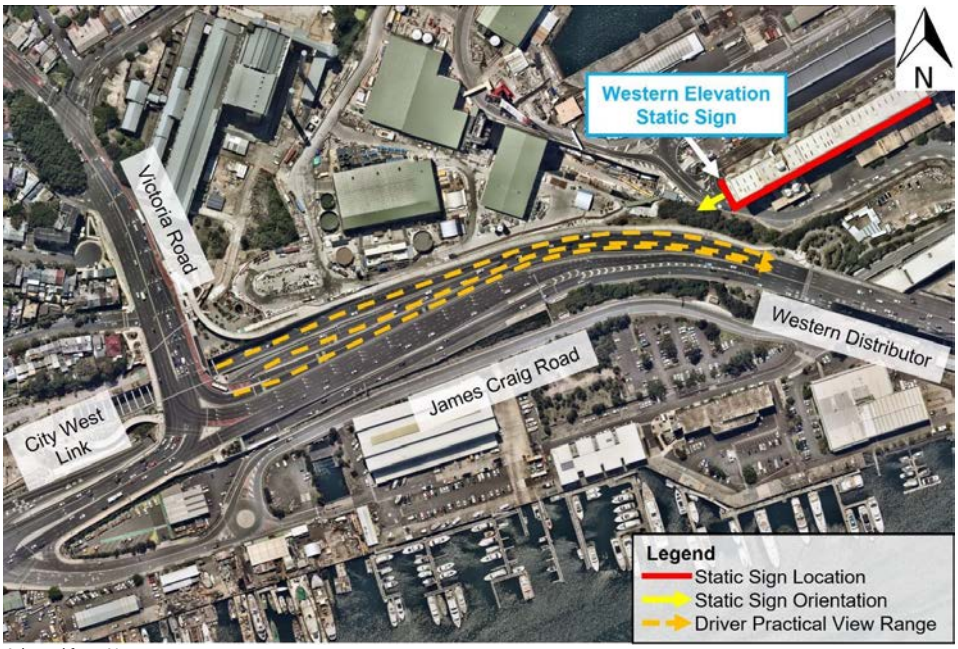
Table 2.1: Details for the Static Signs

Attribute	Details
Location	Glebe Island Silos western and southern elevations, between Victoria Road and the Anzac Bridge, Rozelle, NSW
Local Government Area	Inner West Council
Land use zoning	PAE Port and Employment Zone under SEPP (Precincts—Eastern Harbour City) 2021
Facing directions	▪ Western elevation sign – south-west ▪ Southern elevation sign – south-east
Type of advertisement/sign	Roof or sky advertisement
Display format	Externally illuminated general advertising (not illuminated between 11pm-6am daily)
Visual screen sizes	▪ Western elevation sign – 22.1m x 6.1m (134.81sqm) ▪ Southern elevation sign – 170m x 6.1m (1,037sqm)
Visual screen sizes greater than or equal to 20sqm?	Yes
Visual screen sizes greater than 45sqm?	Yes
Is the site located within 250m of and visible from a classified road under the *Roads Act 1993*?	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

2.2 Viewing Approaches

The western elevation sign faces south-west towards eastbound drivers on the City West Link and Victoria Road. The southern elevation sign faces south-east towards westbound drivers on the Western Distributor via the Anzac Bridge, and on Bank Street and Bowman Street.

The driver viewing ranges to the signs are illustrated in Figure 2.1 and Figure 2.2.



Adapted from Nearmap

Figure 2.1: Driver Viewing Ranges to the Western Elevation Sign

Adapted from Nearmap

Figure 2.2: Driver Viewing Ranges to the Southern Elevation Sign

2.3 Preliminary Assessment of Driver Views

2.3.1 City West Link eastbound

The driver views to the western elevation sign from the City West Link eastbound during the day and night-time periods are shown in Figure 2.3 and Figure 2.4 respectively.

Figure 2.3: Daytime view from the City West Link eastbound

Figure 2.4: Night-time view from the City West Link eastbound

2.3.2 Victoria Road eastbound

The driver views to the western elevation sign from Victoria Road eastbound during the day and night-time periods are shown in Figure 2.5 and Figure 2.6 respectively.

Figure 2.5: Daytime view from Victoria Road eastbound

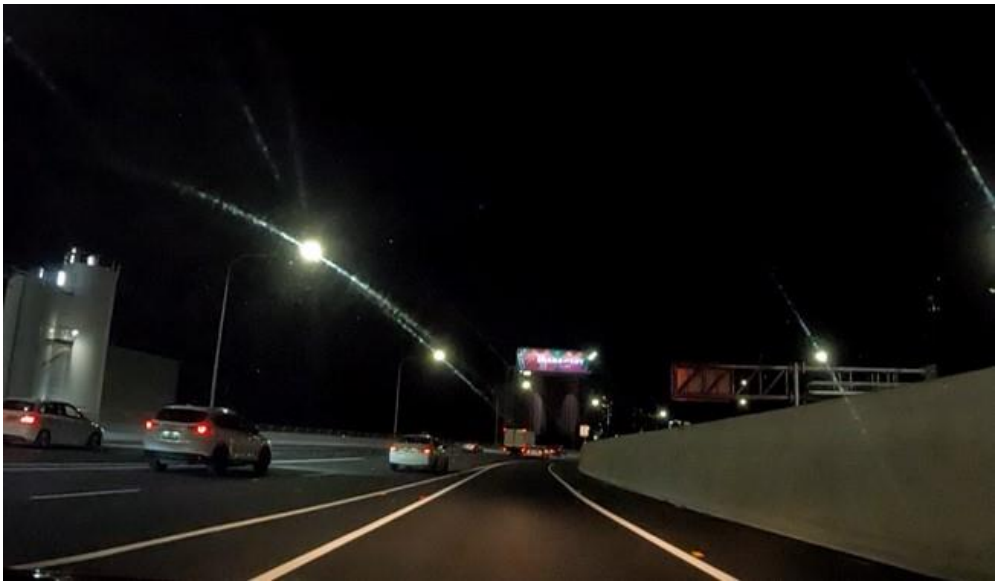


Figure 2.6: Night-time view from Victoria Road eastbound

2.3.3 Victoria Road tunnel eastbound

The driver views to the western elevation sign from the Victoria Road tunnel eastbound during the day and night-time periods are shown in Figure 2.7 and Figure 2.8 respectively.

Figure 2.7: Daytime view from the Victoria Road tunnel eastbound

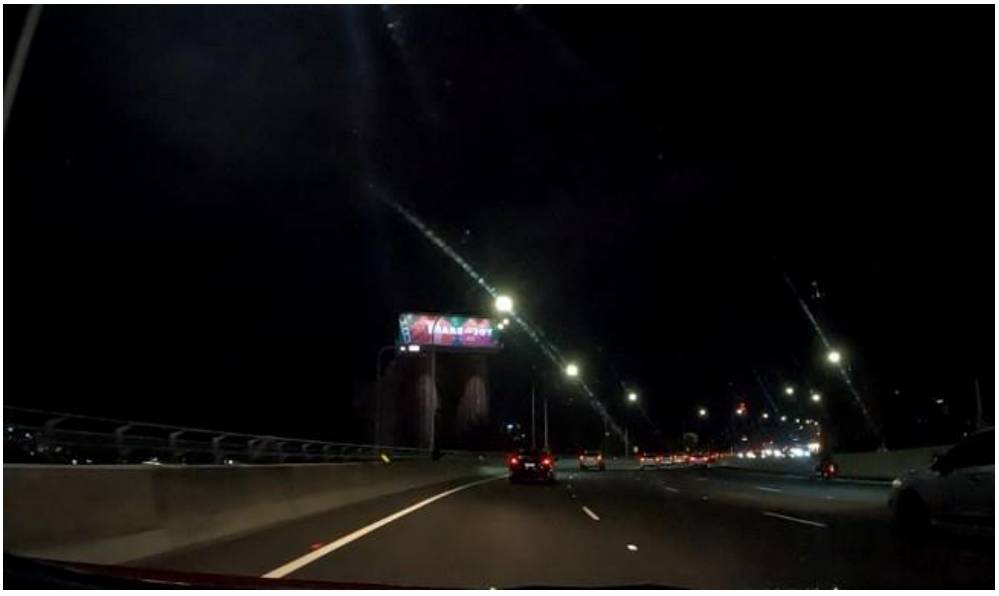


Figure 2.8: Night-time view from the Victoria Road tunnel eastbound

2.3.4 Western Distributor westbound lane 1

The driver views to the southern elevation sign from the Western Distributor westbound lane 1 during the day and night-time periods are shown in Figure 2.9 and Figure 2.10 respectively.

Figure 2.9: Daytime view from the Western Distributor westbound lane 1

Figure 2.10:Night-time view from the Western Distributor westbound lane 1

2.3.5 Western Distributor westbound lane 4

The driver views to the southern elevation sign from the Western Distributor westbound lane 4 during the day and night-time periods are shown in Figure 2.11 and Figure 2.12 respectively.

Figure 2.11:Daytime view from the Western Distributor westbound lane 1

Figure 2.12:Night-time view from the Western Distributor westbound lane 1

2.3.6 Bank Street westbound

The driver views to the southern elevation sign from Bank Street westbound during the day and night-time periods are shown in Figure 2.13 and Figure 2.14 respectively. *This is an insignificant view location for driver distraction.*

Figure 2.13:Daytime view from Bank Street westbound

Figure 2.14:Night-time view from Bank Street westbound

2.3.7 Bowman Street westbound

The driver views to the southern elevation sign from Bowman Street westbound during the day and night-time periods are shown in Figure 2.15 and Figure 2.16 respectively. *This is an insignificant view location for driver distraction.*

Figure 2.15:Daytime view from Bowman Street westbound

Figure 2.16:Night-time view from Bowman Street westbound

2.3.8 Driver Views for Further Assessment

Based on the above review of the viewing locations and sightlines, the four sign view locations worthy of further assessment for driver distraction influences are:

- City West Link eastbound
- Victoria Road eastbound
- Victoria Road tunnel eastbound
- Western Distributor westbound.

Only these four approaches to the signs are considered further in this report.

3. PLANNING POLICY CONSIDERATIONS

3.1 Bays West Place Strategy (2021)

3.1.1 Background

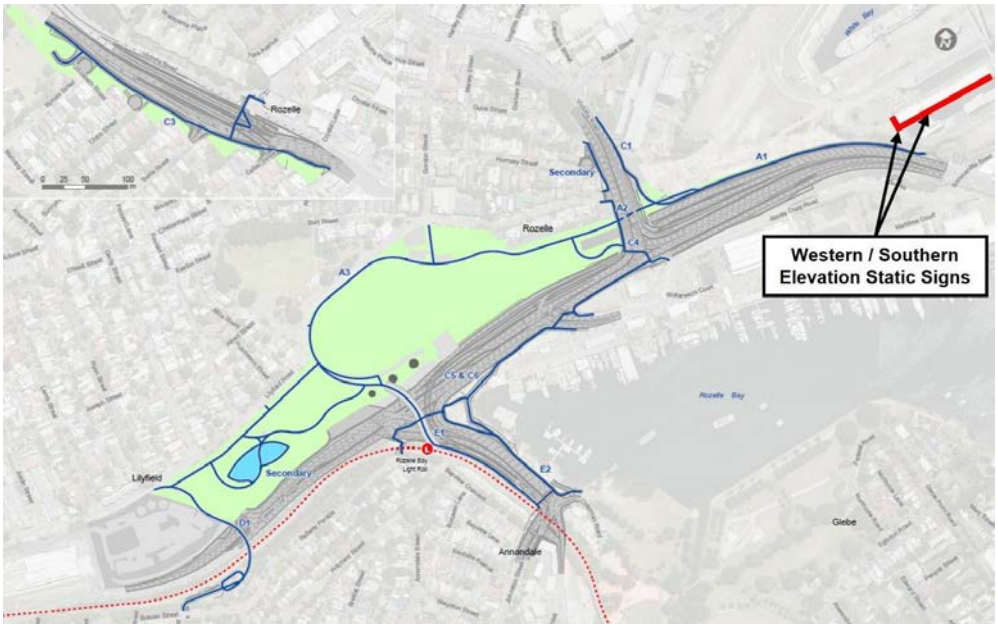
Bays West is located 2km west of the Sydney CBD and comprises 77 hectares of waterfront land, encompassing Glebe Island, the White Bay Power Station, Rozelle Goods Yard and Sydney Fish Markets. The *Place Strategy* creates a long-term vision for urban renewal of the precinct and has a timeframe of around 20 years.

3.1.2 Land Uses

Existing Uses

Existing land uses in Bays West include maritime, industrial, port and commercial uses along the waterways and foreshores. Other land uses near the White Bay Power Station include mixed industry, working harbour uses and transport connections. The *Place Strategy* included the (now open) Rozelle Parklands (former Rozelle Rail Yards), which includes the Rozelle West Motorway Operations Complex, sporting facilities, vast public open space, wetlands, playground and gardens. Internal and external pedestrian and cyclist links were also provided through a shared Victoria Road underpass to the Anzac Bridge shared path, as well as additional bridges over the City West Link to allow for increased accessibility as shown in Figure 3.1.

The static advertising signage is not expected to have any impacts on these active transport links. Much of the existing precinct is not accessible to the public and has limited road access. Key areas include Glebe Island, White Bay, Blackwattle Bay and Rozelle Bay.



Source: Rozelle Interchange Urban Design and Landscape Plan (JHCPB, 2023), Figure 11-4

Figure 3.1: Rozelle Interchange Active Transport Network

Future Uses

The *Place Strategy* proposes 10 sub-precincts throughout Bays West as part of future master planning and rezoning. These are described in Table 3.1.

Table 3.1: 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. The silos may include existing uses and/or new uses. Integration of the silos into the renewal is key.**
Glebe Island Central	Contributes to keeping the waterfront character pristine and providing connections of network links through this zone.
Glebe Island East	Presents a unique opportunity for the evolution of port uses and the integration of green space.
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 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.

The White Bay Power Station (and Metro) sub-precinct has been rezoned as MU1 Mixed Use, E2 Commercial Centre, RE1 Public Recreation and SP1 Special Activities under the Eastern Harbour City SEPP as shown in Figure 3.2.

Source: State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021

Figure 3.2: White Bay Power Station (and Metro) Land Zoning Map

3.1.3 Transport and Movement

Challenges

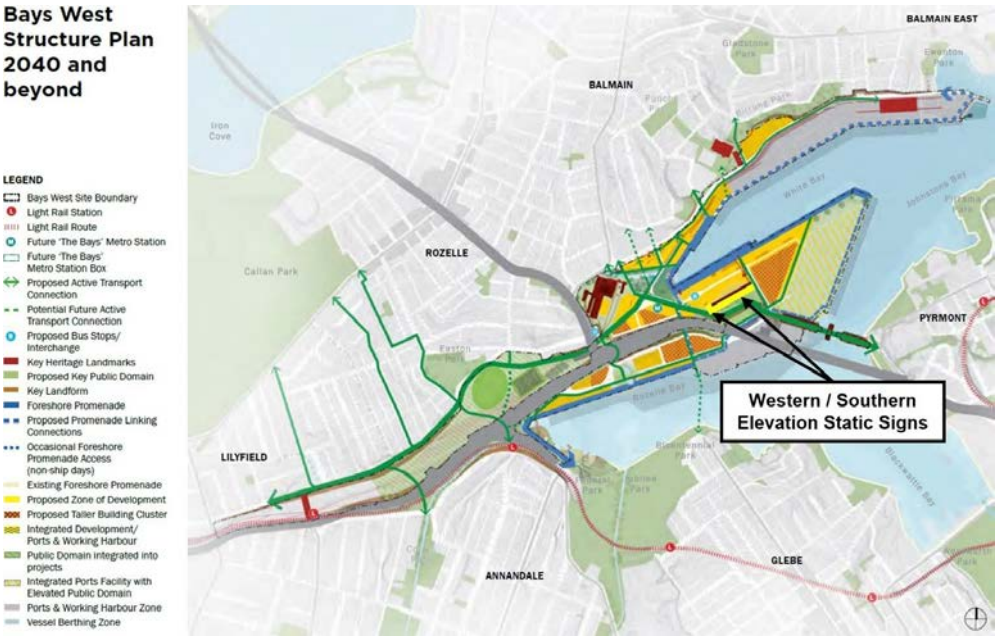
Access to and from Bays West is constrained, with surrounding roads acting as a barrier to and from the precinct, compounded by remnant topography and the reclaimed flat deck. Many of the access roads are already operating at capacity.

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

- It is currently an isolated precinct with limited connectivity between the Sydney CBD/Pyrmont 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 impacts on overall place quality, heritage and culture.

Structure Plan

The structure plan is shown in Figure 3.3. It does not propose any major road works within the vicinity of the signage. Future design is intended to promote walking and cycling and to discourage dependence on private vehicles.



Source: Bays West Place Strategy (Department of Planning and Environment, 2021)

Figure 3.3: Bays West Structure Plan's Response to Transport and Movement

Overall, none of the traffic and transport-related initiatives identified in the Place Strategy and its Structure Plan are affected at all by the advertising signs.

3.2 Bays West Place Based Transport Strategy (2022)

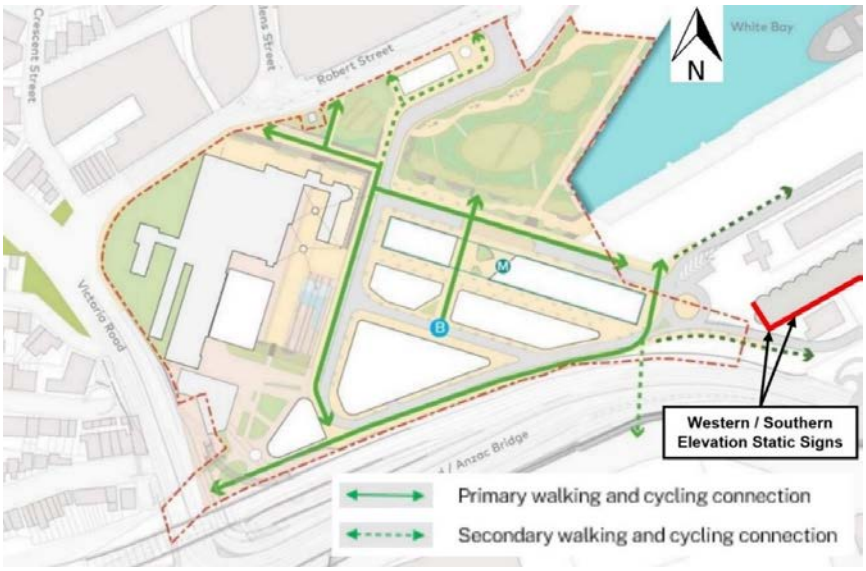
3.2.1 Transport Vision

The *PBTS* provides high-level transport planning analysis which aims to address strategic transport constraints and opportunities in Bays West, underpinned by Transport's Movement and Place Framework and the *Place Strategy*.

The precinct's vision is to improve walking and cycling networks and lower car use with plans for dedicated cycleways, shared paths and pedestrian crossings. It establishes links within Bays West, including to the Glebe Island Silos, and the surrounding regions through increased active and public transport access and connections. The strategy would perform an integration with existing infrastructure, including potentially reactivating the disused Glebe Island Bridge as a major active transport corridor between Rozelle and Pyrmont. The precinct will evolve the transport network to accommodate the increased demand while implementing low (or zero) carbon principles. The currently proposed transport network is detailed in the following sections.

3.2.2 Walking and Cycling

Walking and cycling will be the key transport modes in the precinct and must be encouraged and supported from day one. This will also need to consider the future opportunities presented by the Glebe Island Bridge. The proposed walking and cycling connections are shown in Figure 3.4.



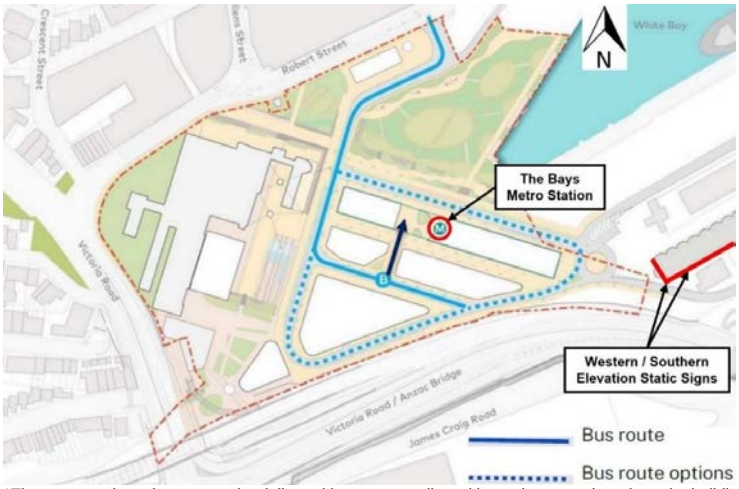
**Connections to Glebe Island are potential and to be further investigated.*
Source: Stage 1 – White Bay Power Station (and Metro) Design Guide (DPE, 2022), Figure 17

Figure 3.4: White Bay Power Station (and Metro) Walking and Cycling Connections

3.2.3 Public Transport

By 2032, 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 renewal of the precinct. The transport interchange will provide seamless connections between buses, metro services and the wider precinct, and is essential for Bays West's success.

As shown in Figure 3.5, the metro station will be located between Glebe Island and the White Bay Power Station with a pedestrian link between the bus interchange and metro. It will provide direct access to the future Bays Waterfront Promenade, which would run north to south along White Bay.

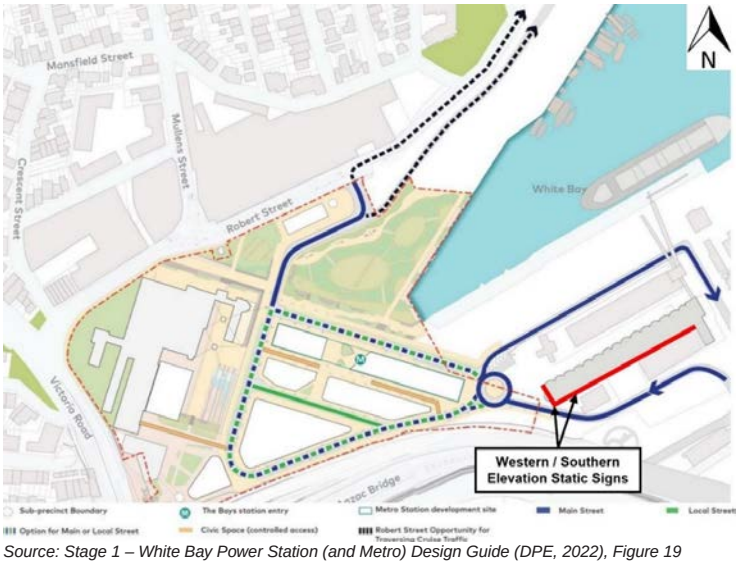


**The transport interchange may be delivered in stages to align with precinct growth and nearby building locations are subject to change.*
Source: Stage 1 – White Bay Power Station (and Metro) Design Guide (DPE, 2022), Figure 18

Figure 3.5: White Bay Power Station (and Metro) Public Transport Services

3.2.4 Street Hierarchy

A hierarchy of street typologies are proposed within the precinct as shown in Figure 3.6 to cater for local and prioritised movement patterns, aligning with the precinct's vision for sustainable mobility. They will be designed to reduce vehicle dominance, with controlled access to minimise traffic impacts and facilitate efficient operations for essential port and maritime activities, including managing vehicle access to the White Bay Cruise Terminal. Internal streets will be designed to discourage through traffic and provide decoupled parking nodes outside of main activity areas by prioritising pedestrians, cyclists, public transport, car share and service vehicles.



Source: Stage 1 – White Bay Power Station (and Metro) Design Guide (DPE, 2022), Figure 19

Figure 3.6: White Bay Power Station (and Metro) Street Hierarchy

Overall, the static signs are inconsequential to the transport strategy and do not conflict with it in any way.

3.3 Green Port Guidelines (2017)

The *Green Port Guidelines* provide some simple strategies and practices to encourage port developers and operators to adopt sustainable approaches and to encourage innovation in design and operation. Table 3.2 outlines relevant sustainability measures for transportation resource consumption in Section 1.5 of the *Green Port Guidelines*.

Table 3.2: Green Port Guidelines Transportation Sustainability Measures

Suggested Measures	Environmental/Social/ Health benefits	Ease of Use/ Implementation	Return on Investment
T1. Encourage the use of alternative modes of transport by employees, in order to reduce the amount of inefficient/individual car travel and therefore greenhouse gas emissions.			
Limit car parking spaces available.	Encourages people to take public transport or carpool and hence reduces greenhouse gas emissions and air pollution.	Can be easily achieved and implemented.	There may be cost savings from freeing up space for other uses and reduced construction costs.
Provide cyclist facilities including secure bicycle storage, showers and changing facilities.	Environmental benefits by reducing the number of cars on the road. Social and health benefits for workers.	Can be easily achieved and implemented.	Additional cost for infrastructure and maintenance, plus increase in water use.
Improve or provide cycle paths and/or footpaths within the site and connect with existing paths.	Environmental benefits by reducing the use of motorised transport, plus health and safety benefits.	Can be easily achieved and implemented.	Additional cost in infrastructure and maintenance – dependent on extent of facilities.
Provide a bus (or other) link to nearby train/bus/ ferry stations.	Environmental benefits by encouraging people to use public transport and hence reducing the number of cars on the road.	Can be easily achieved and implemented.	Ongoing operation costs (employment of driver and vehicle maintenance).
Implement a car share plan for employees/ contractors.	Environmental benefits by reducing the number of cars on the road. Social benefits for workers.	Can be easily achieved and implemented.	Simple to set up and operate – requires minimal time commitment. May also lead to cost savings through reduced parking requirements.
Provide facilities to reduce business travel such as videoconferencing/ teleconferencing.	Reduced travel requirements and associated environmental impacts such as greenhouse gas emissions.	Can be easily achieved and implemented.	Additional cost for facilities, but significant cost savings for many organisations through reduced air travel and other forms of transport to meetings.

Overall, the static signs are inconsequential to the Green Port Guidelines in terms of transport requirements and do not conflict with it in any way.

4. COMPLIANCE ASSESSMENT

4.1 Industry and Employment SEPP, Schedule 5

The assessment against Schedule 5 of the Industry and Employment SEPP is provided in Table 4.1. The criteria are generic, and the details associated with the responses relevant to each criterion are provided.

Table 4.1: Assessment against Industry and Employment SEPP, Schedule 5

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 on-road-related risks apparent in the crash data and all driving risks ahead of the driver would be instantly recognised to the extent they are now because the signs are in the background of the views to these risks.
	Would the proposal reduce the safety for pedestrians or bicyclists?	**No –** There are no 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 will be blocked by the proposal as the signs are elevated on the roadside.

4.2 Transport Advertising Sign Safety Assessment Matrix

Table 4.2 details the assessment against the Transport Advertising Sign Safety Assessment Matrix.

Table 4.2: Assessment against the Transport 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. and therefore does not obscure any view lines to create a hazard.	1	Low
B. Sign positioning relative to travel direction	The signs are be positioned within a driver's ordinary field of view, in the background to driving-relevant information in the foreground. Only glance appreciation is required. The signs are relatively high and the southern elevation sign is significantly wide. The saccade time risk associated with the signs does increase as a driver gets closer to them (i.e. the pavement markings for the M4 diverge from Victoria Road westbound), however, brake lights and indicator lights from vehicles ahead would dominate the driver's awareness zone.	2	Low
C. It distracts a driver at a critical time	The signs are located approximately 180m from the City West Link lane 2/Victoria Road eastbound merge, and the M4/Victoria Road westbound diverge. Various traffic control devices associated with these decision points are provided, including Advance Direction signs for the M4/Victoria Road diverge, that are far more visually prominent to drivers than the advertising signs. Whilst the signs are located within a 'decision point', they are directly in the same forward view as driving decision inputs and the movements of vehicles, pedestrians or cyclists could be recognised simultaneously with a glance to the signs.	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 sign is visible when a driver is in view of the subject signs.	1	Low

4.3 Transport Corridor Outdoor Advertising and Signage Guidelines

Table 4.3 details the assessment against relevant road safety criteria in Section 3 of the *Signage Guidelines*.

Table 4.3: Assessment against relevant Signage Guidelines Road Safety Criteria

Criterion	Response
Road clearance	
a. The advertisement must not create a physical obstruction or hazard. For example: 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?	The signs do not obstruct the movement of pedestrians or bicycle riders or protrude laterally into the transport corridor given they are located high on the building.
Line of sight	
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: **a.** An advertisement must not obstruct the driver's view of the road, particularly of other vehicles, bicycle riders or pedestrians at crossings.	The advertisements do not obstruct the driver's view of the road, other vehicles, bicycle riders or pedestrians at crossings or direct a driver's attention away from the road because a momentary glance to the signs are in the same forward view as vehicles ahead.
b. An advertisement must not obstruct a pedestrian or cyclist's view of the road.	The advertisements do not obstruct a pedestrian or cyclist's view of the road given they are located high above the road.
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.	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 site are provided in **Appendix A**.
d. The advertisement should not distract a driver's attention away from the road environment for an extended length of time. For example: 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.	The proposed advertisement will not obstruct movement of pedestrians or bicycle riders given they are located high on the building. The sign is located and orientated so that only glance appreciation is likely, meaning drivers would not need to turn directly in the ordinary forward view. In any case, drivers would not be motivated to do so. Given that the signs are directly in the forward (but distant) view, drivers would still instantly recognise and react to light, movement or colour ahead such as vehicles changing lanes or braking ahead of them, as they do now.

Criterion	Response
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.	The advertisements do not create headlight reflections in the driver's line of sight given their raised locations and they will not tilt down towards them.
Proximity to decision making points and conflict points	
a. The sign should not be located: 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.	The proposed signs do not meet criteria or (a)(ii). However, these criteria within the guidelines are not based on any causal relationship between static advertising signs and crashes in these locations and hence have no basis in research.
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: 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.	Distraction means that either the driver's view is removed from the forward roadway for a significant period or the cognitive load imposed by the signs is excessive in a road environment that already imposes a prevailing very high cognitive load on drivers. Neither of these conditions exist with the proposal and a driver's view is exactly the same with the signs.
Advertising signage and traffic control devices	
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.	The advertisements will not distract a driver from or reduce the visibility and effectiveness of any traffic control devices because they are in the same view line and in the background of those devices which are in the foreground.
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: 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?	The proposed sign will not interfere with stopping distances to any traffic control devices. Condition A27 of the consent states that advertisements must not be capable of being mistaken: a) For a prescribed traffic control device; b) Or as text providing driving instructions to drivers. It is expected that similar conditions would be imposed for an extension to the consent.

5. TRAFFIC SAFETY ASSESSMENT

5.1 Basis of the Assessment

Given the absence of definitive guidelines and metrics to assess the proposal against, a 'first-principles' traffic safety assessment has been completed in this section of the report considering relevant driving, walking and cycling views to the signs and the likelihood and consequences of new distractions.

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 existing structure that supports the advertising signs (i.e. Glebe Island Silos structure to remain in its current form and function)
- Illumination/lighting levels will comply with the *Signage Guidelines* and maintain existing lighting levels to match the surrounding environment at the site.

5.2 Site Inspections

Site inspections were undertaken on Thursday, 19 December 2024 during day and night-hours (around 2:00pm and 9:15pm respectively). The weather was fine. 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**.

5.3 Review of Crash Data

The most recent five years of crash data between 2019 and 2023 was obtained from Transport and used to assess the crash history within the driver practical viewing ranges to the signs. The practical viewing ranges to the signs are from approximately 455m south-west along the City West Link/ Victoria Road and 555m south-east along the Western Distributor.

As per Rule 287 (3) of the *Road Rules 2014*, crashes are only recorded if they are reported to the police and when:

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

The crash data was mapped by severity and type and is presented in **Appendix B** along with an attributes table. Table 5.1 summarises the number of crashes per year by severity.

Table 5.1: Crash Severity in Proximity to the Site (2019-2023)

Year	Crash Severity					Total
	Fatal	Serious Injury	Moderate Injury	Minor/Other Injury	Non-casualty (towaway)	
2019	-	1	1	-	2	4
2020	-	-	1	2	1	4
2021	-	-	1	1	1	3
2022	-	-	-	-	1	1
2023	-	1	1	1	1	4
Total	**0**	**2**	**4**	**4**	**6**	**16**

As shown in the above table, 10 crashes recorded between 2019 and 2023 resulted in casualties. The data also reveals:

- No fatalities were reported
- Three crashes occurred eastbound towards the western elevation sign. Only one 'lane change left' crash in front of the sign in November 2023 resulted in moderate injury
- Of the 13 crashes that occurred westbound, the last crash was reported in October 2023 and 10 crashes were classified as 'rear end'.

The combined view locations findings indicate a low crash rate (around three crashes per year) given the very high traffic volumes, moderate road complexity and a large number of visual stimuli through these areas. On this basis, drivers are likely to be at a heightened state of awareness moving through these areas and particularly the Rozelle Interchange which opened on 26 November 2023.

The crash data suggests that the view locations are not inherently unsafe driving locations and that this would continue to be expected given no changes are proposed to the signs.

5.4 Approach Sightline Assessments

5.4.1 Description of Relevant Approaches

The relevant approaches proximity to the signs are described in Table 5.2.

Table 5.2: Approach Attributes in Proximity to the Signs

Attribute	City West Link eastbound	Victoria Road eastbound	Victoria Road tunnel eastbound	Western Distributor westbound
Posted speed limit	▪ 60km/h variable	▪ 60km/h variable	▪ 60km/h variable	▪ 60km/h variable
Decision points within view of the sign	▪ Metering signals, approximately 360m before the sign ▪ Lane 2/Victoria Road merge, approximately 180m before the sign	▪ Metering signals/2 lanes merging, approximately 430m before the sign ▪ General lane/bus lane merge, approximately 335m before the sign ▪ City West Link merge, approximately 180m before the sign	▪ 2 lanes merging, approximately 410m before the sign	▪ Weaving associated with the M4/Victoria Road diverge*, approximately 180m after the sign
Approach arrangement	▪ 1 lane	▪ 1 lane	▪ 2 lanes	▪ 4 uninterrupted lanes
Practical advertising observation distance	▪ From 420m south-west of the sign	▪ From 445m south-west of the sign	▪ From 455m south-west of the sign	▪ From 555m south-east of the sign
Minimum duration of visibility	▪ 26 seconds at free-flow speed	▪ 28 seconds at free-flow speed	▪ 27 seconds at free-flow speed	▪ 39 seconds at free-flow speed

* *The presence of various traffic control devices, including Advance Direction signs, associated with this decision point mean that drivers are likely to weave along this viewing range on approach to it.*

5.4.2 Driver Sightline Assessment

Process

In-vehicle observations were undertaken to assess the subject site considering key decision points and the influence on or from traffic control devices. An assessment of still images taken from the driver's perspective with a dash cam 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 proposed location of the advertising sign maintains a driver's ability to observe changes in movement (vehicle changes) or light (brake lights) ahead or to any traffic control devices and is not located as such that it may be confused with or confuse the interpretation of these traffic control devices.

The glance angle away from the forward roadway is also a consideration in relation to when the sign is most likely to be glanced to and how far away the sign glance angle is from the forward roadway.

The driver's cognitive load specific to the driving environment on approach to the proposed sign is also considered. Typically, locations where advertising signs could have a greater influence crash risk are locations where rapid, complex, multi-factor decision making is required.

Assessment of the City West Link eastbound

The eastbound approach along the City West Link is straight and uphill before curving right towards the Anzac Bridge while passing the western elevation sign. Given the height of the sign, it is first visible (but certainly not discernible) from over 900m away at the bicycle overpass after The Crescent signalised intersection. However, it is obstructed by multiple overpasses and poles. The sign and its content are most prominent and in the direct, forward view of drivers after exiting the Victoria Road underpass (420m away).

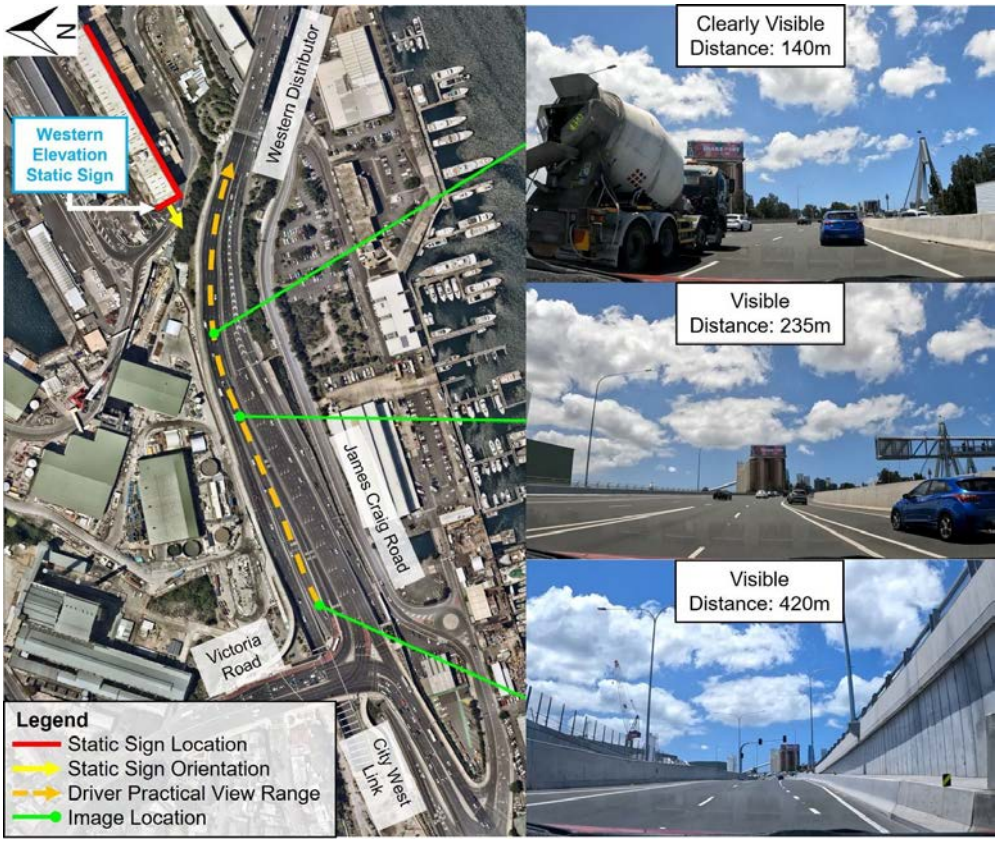
Key decision points include metering signals (360m away), which are the first visual stimuli drivers would recognise and react to as they exit the overpass, and the lane 2 merge with Victoria Road (180m away), with traffic signs and pavement markings provided to assist drivers and adequate sight distance on approach to it.

As a static sign that has been in place for many years, the sign would form part of the generic background for most regular drivers passing through this area and would in most cases not be purposefully recognised.

Even if it was glanced to purposefully, the sign is in the forward view, and a glance to the sign would still allow drivers instantaneous recognition of vehicles changing lanes and/or braking ahead and assess the risk of errant vehicles coming into their path. All colour, movement and light changes would be instantly recognisable with a glance to the sign or to other stimuli in the visual field. For example, a vehicle ahead on Victoria Road indicating left to merge and drivers on the City West Link looking to their right to merge is in the same field of view as a 0.5-second glance to the sign and would be recognised and reacted to in the same way on the 26-second approach to it.

The driver distraction risks along the City West Link eastbound associated with the sign are insignificant in terms of worsening the risk of crashes.

The in-vehicle sightlines along the City West Link eastbound are shown in Figure 5.1.



*Distances measured in Nearmap.

Figure 5.1: In-vehicle viewing range and views along the City West Link eastbound

Assessment of Victoria Road eastbound

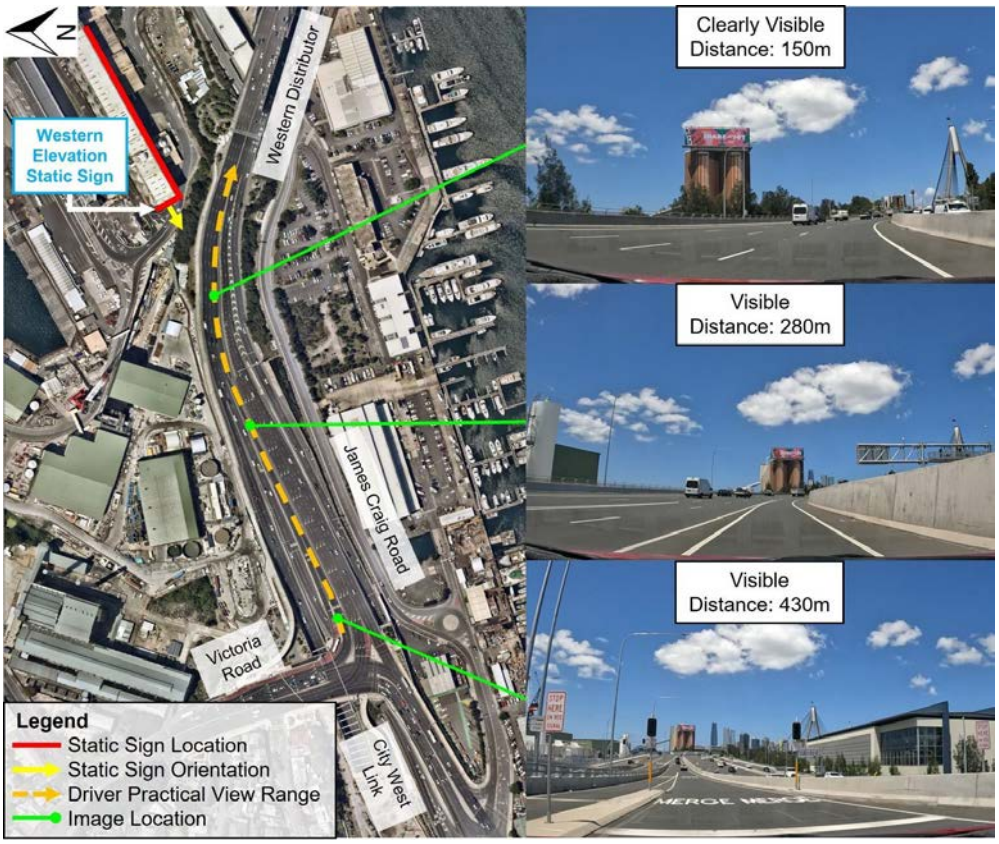
The eastbound approach along Victoria Road is straight and downhill before going uphill and curving right towards the Anzac Bridge while passing the western elevation sign. Two lanes merge at metering signals (approximately 430m away), which are the first visual stimuli drivers would recognise and react to as they turn left at the City West Link signals, with traffic signs, pavement markings and flashing lights provided to assist drivers. There is also the merge with the bus lane (335m away) which has adequate sight distance on approach to it, and the merge with the City West Link (180m away).

As a static sign that has been in place for many years, the sign would form part of the generic background for most regular drivers passing through this area and would in most cases not be purposefully recognised.

Even if it was glanced to purposefully, the sign is in the forward view and a glance to the sign would still allow drivers instantaneous recognition of vehicles changing lanes and/or braking ahead and assess the risk of errant vehicles coming into their path. All colour, movement and light changes would be instantly recognisable with a glance to the sign or to other stimuli in the visual field. For example, a vehicle ahead on the City West Link indicating right to merge and drivers on Victoria Road looking to their left to merge is in the same field of view as a 0.5-second glance to the sign and would be recognised and reacted to in the same way on the 28-second approach to it.

The driver distraction risks along Victoria Road eastbound associated with the sign are insignificant in terms of worsening the risk of crashes.

The in-vehicle sightlines along Victoria Road eastbound are shown in Figure 5.2.



*Distances measured in Nearmap.

Figure 5.2: In-vehicle viewing range and views along Victoria Road eastbound

Assessment of the Victoria Road tunnel eastbound

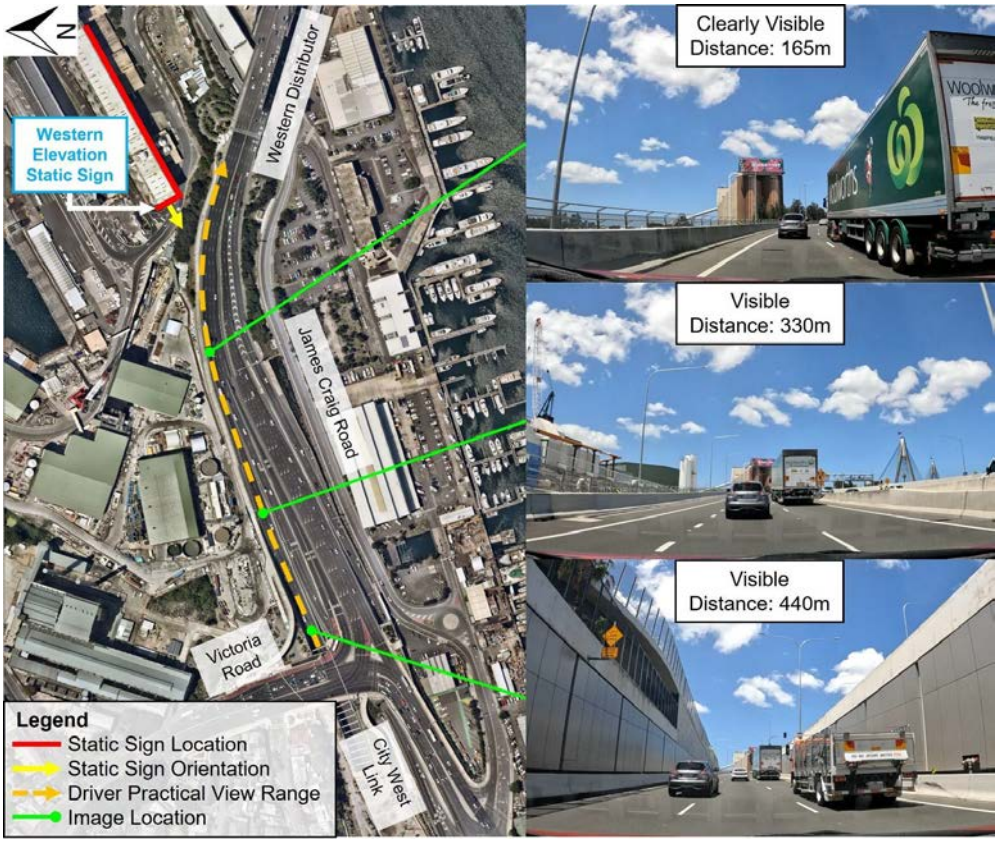
The eastbound approach along the Victoria Road tunnel is straight and uphill before curving right towards the Anzac Bridge while passing the western elevation sign. There are three lanes as drivers exit the tunnel, with lanes 1 and lane 2 merging approximately 410m away, with traffic signs and pavement markings provided to assist drivers and adequate sight distance on approach to it. Then there are two uninterrupted lanes.

As a static sign that has been in place for many years, the sign would form part of the generic background for most regular drivers passing through this area and would in most cases not be purposefully recognised.

Even if it was glanced to purposefully, the sign is in the forward view and a glance to the sign would still allow drivers instantaneous recognition of vehicles changing lanes and/or braking ahead and assess the risk of errant vehicles coming into their path. All colour, movement and light changes would be instantly recognisable with a glance to the sign or to other stimuli in the visual field.

The driver distraction risks along the Victoria Road tunnel eastbound associated with the sign are insignificant in terms of worsening the risk of crashes.

The in-vehicle sightlines along the Victoria Road tunnel eastbound are shown in Figure 5.3.



**Distances measured in Nearmap.*

Figure 5.3: In-vehicle viewing range and views along the Victoria Road tunnel eastbound

Assessment of the Western Distributor westbound

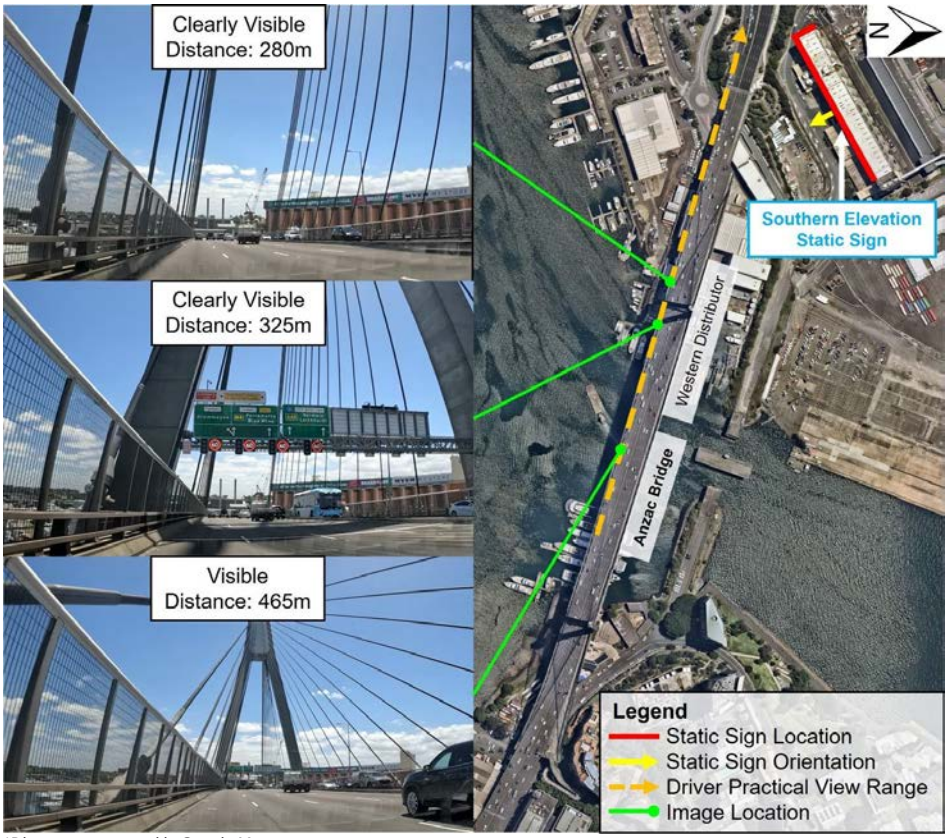
The southern elevation sign from the straight westbound approach along the Western Distributor via the Anzac Bridge is easily visible. The sign can be seen with an obstruction from the Anzac Bridge's truss structure. A clear view of the sign can be seen from 325m away, fully clear of the truss structure and well in advance of the M4/Victoria Road diverge (180m after the sign. The presence of traffic signs, traffic signals and Advance Direction signs and pavement markings associated with this decision point mean that drivers are likely to weave along this viewing range on approach to it. Pavement markings for the M4 diverge are then provided 180m before the sign, by which most drivers would already be in the correct lane, guided by two sets of Advance Direction signs.

As a static sign that has been in place for many years, the sign would form part of the generic background for most regular drivers passing through this area and would in most cases not be purposefully recognised.

Even if it was glanced to purposefully, the sign is in the forward view and a glance to the sign would still allow drivers instantaneous recognition of vehicles changing lanes and/or braking ahead and assess the risk of errant vehicles coming into their path. All colour, movement and light changes would be instantly recognisable with a glance to the sign or to other stimuli in the visual field.

The driver distraction risks along the Western Distributor westbound associated with the sign are insignificant in terms of worsening the risk of crashes.

The in-vehicle sightlines along the Western Distributor westbound are shown in Figure 5.4.



**Distances measured in Google Maps.*

Figure 5.4: In-vehicle viewing range and views along Western Distributor westbound

6. CONCLUSIONS

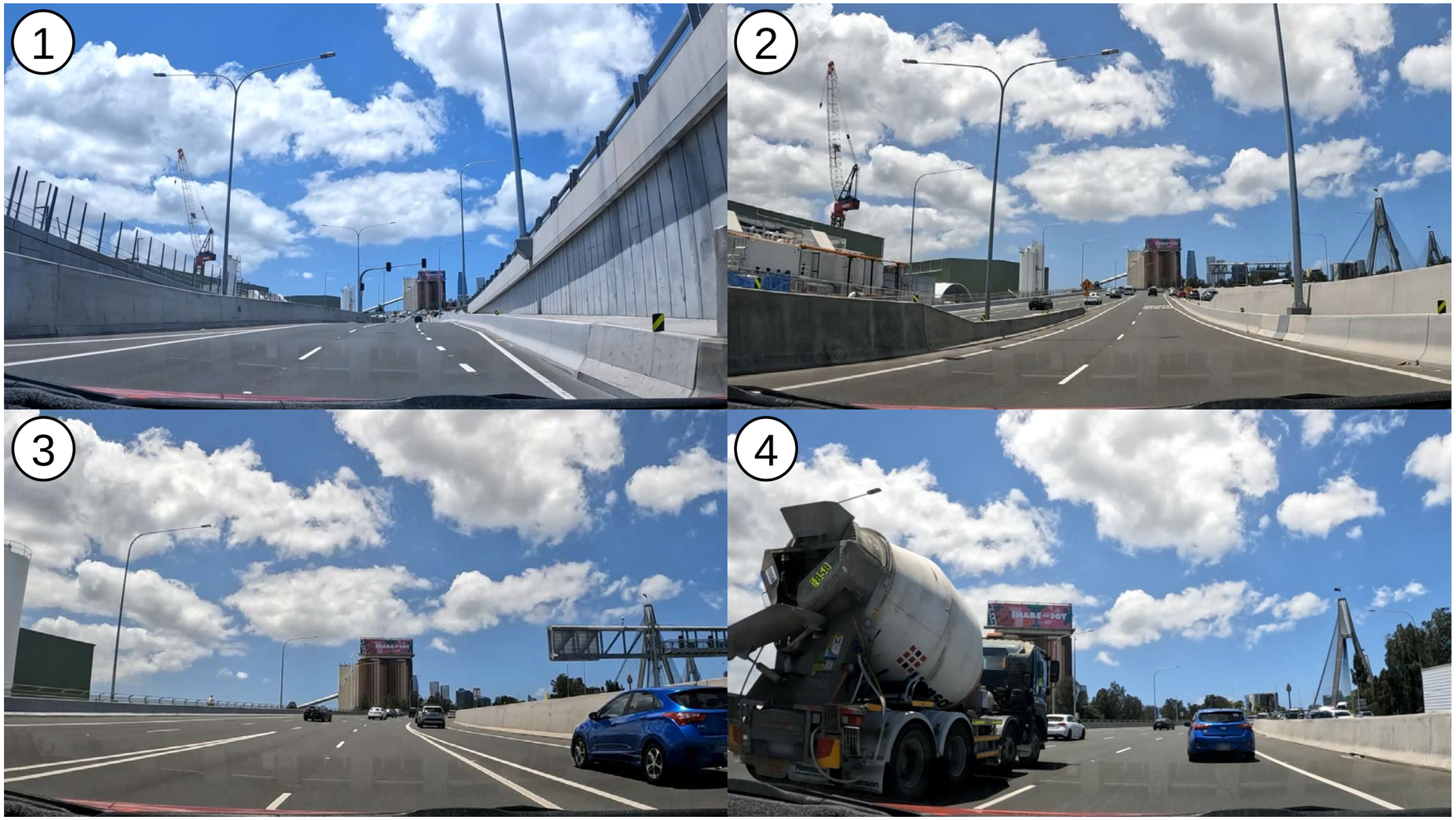
The key conclusions from the traffic safety assessment to enable the ongoing display of the two existing static signs on the western and southern elevations of the Glebe Island Silos in Rozelle are summarised as follows:

- The signs are externally illuminated and will not change in terms of their existing sizes, locations and orientations
- The signs do not obstruct or interfere with the view of or restrict sight distance to any intersections, traffic control devices, vehicles, pedestrians or cyclists given their raised locations on the roadside
- The signs have been there for many years, and for most drivers would be part of the inconsequential driving background. It would be a rare event for them to be purposefully glanced to by a passing driver
- There is no evidence that the signs have in the past reduced the safety of any vehicles, pedestrian or cyclist movements. It is unlikely that they would have reduced movement safety previously, or would in the future, because they are located within a driver's ordinary field of view and only require glance appreciation with a small vertical deviation angle from vehicles ahead
- A review of available five years of crash data within 555m of the site showed a low crash rate within the viewable sight distance to the signs. This is an inherently low crash risk location, most likely because it is a location that demands (and receives) high driver attention, particularly due to the Rozelle Interchange
- The signs comply with the requirements of the Industry and Employment SEPP, Transport for NSW Advertising Sign Safety Assessment Matrix and *Transport Corridor Outdoor Advertising and Signage Guidelines*.

Given the above conclusions, the ongoing display of the signs should be approved.

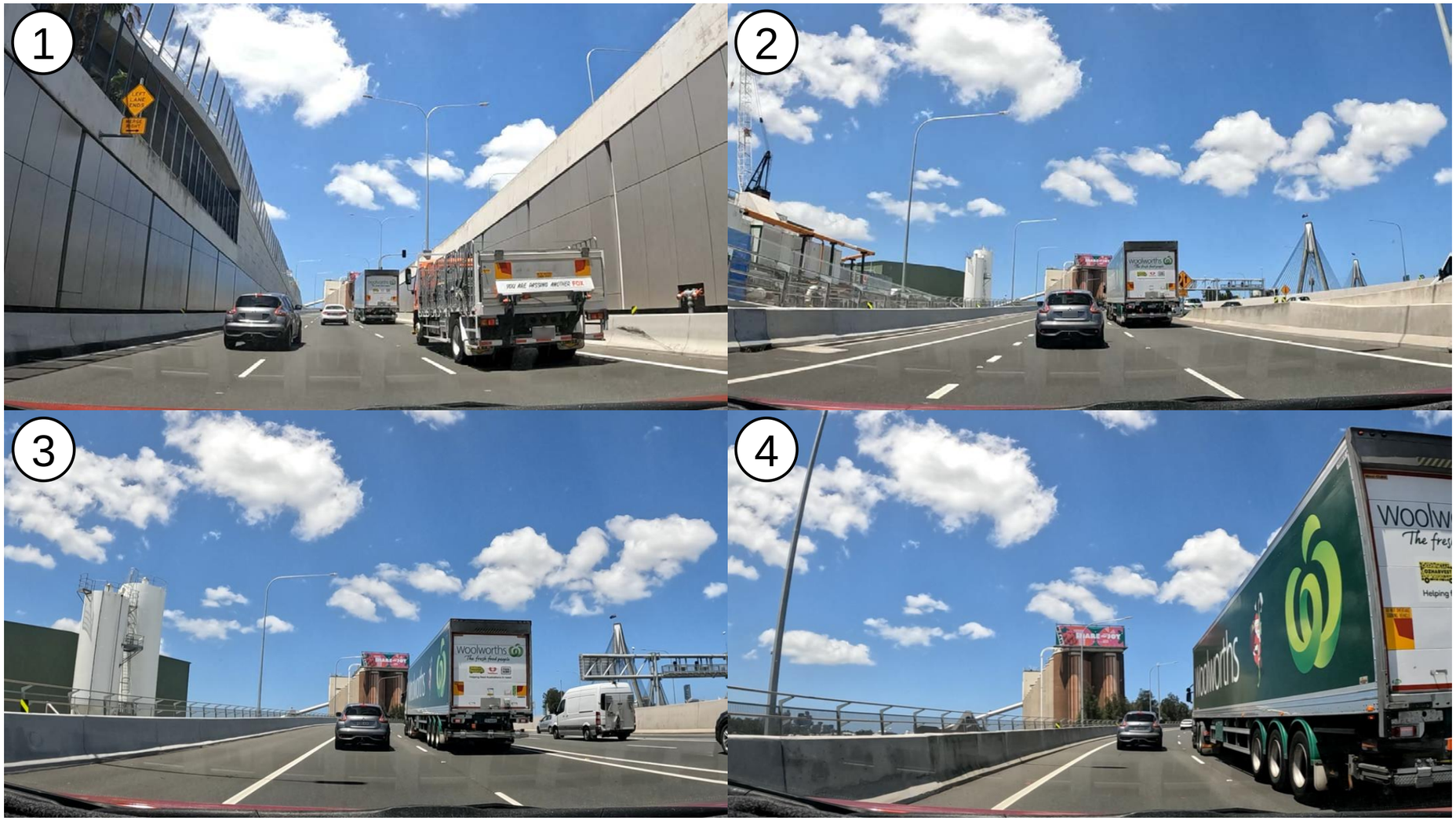
Appendix A: Photo Montages

1. City West Link eastbound to the Western Elevation Sign (Day)



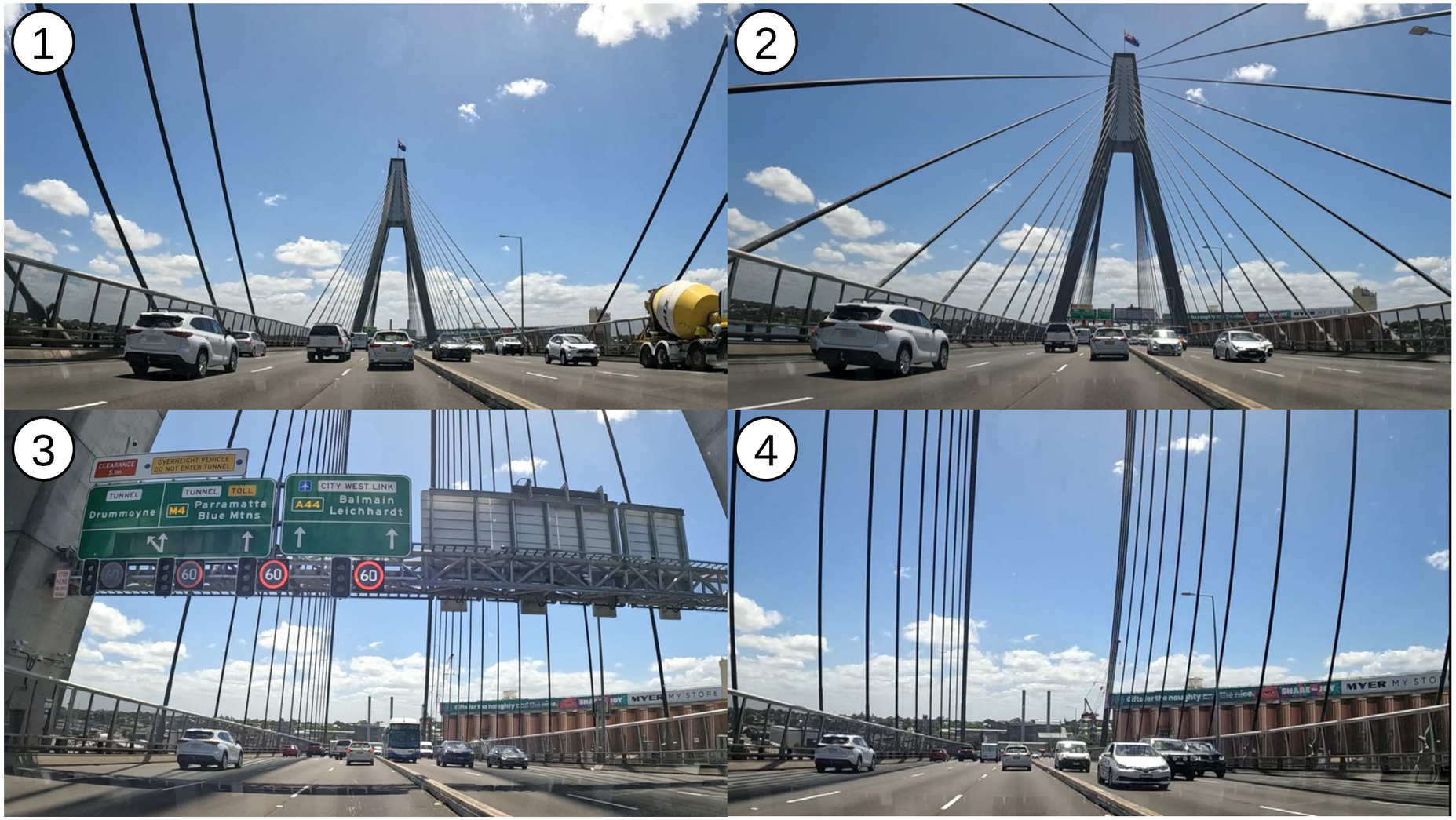
2. Victoria Road eastbound to the Western Elevation Sign (Day)

3. Victoria Road tunnel eastbound to the Western Elevation Sign (Day)

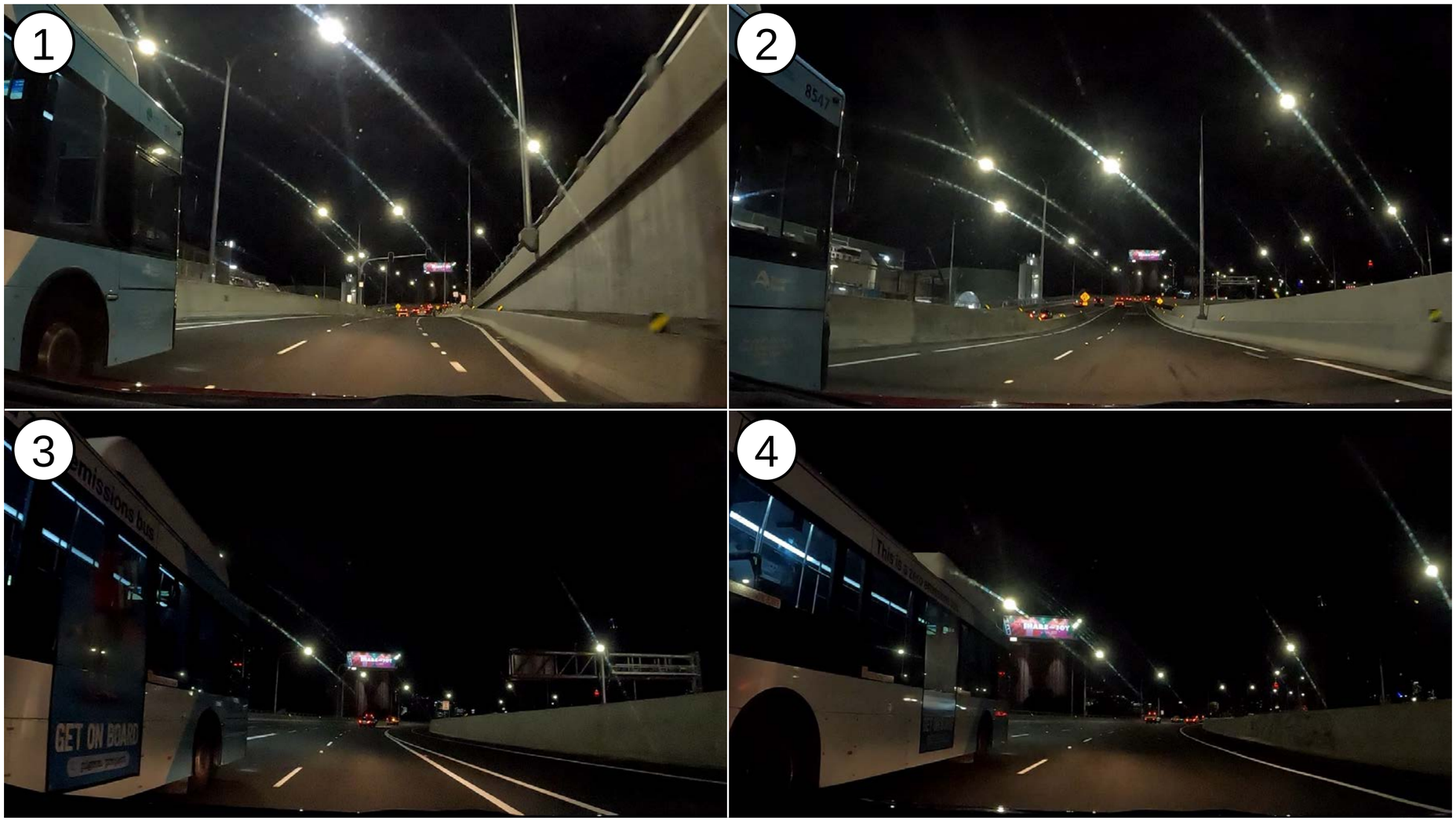


4. Western Distributor westbound to the Southern Elevation Sign – Lane 1 (Day)

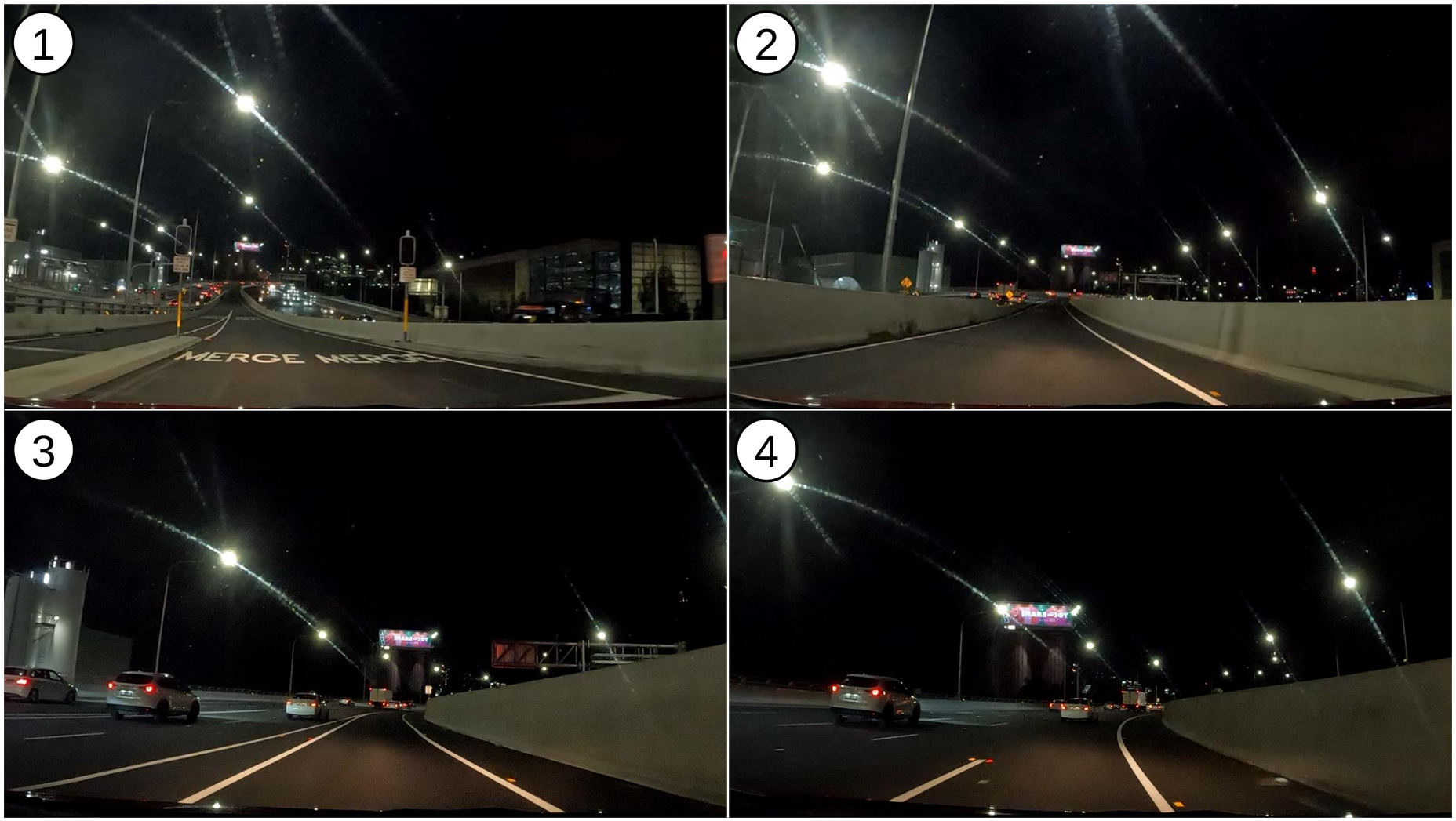
5. Western Distributor westbound to the Southern Elevation Sign – Lane 4 (Day)



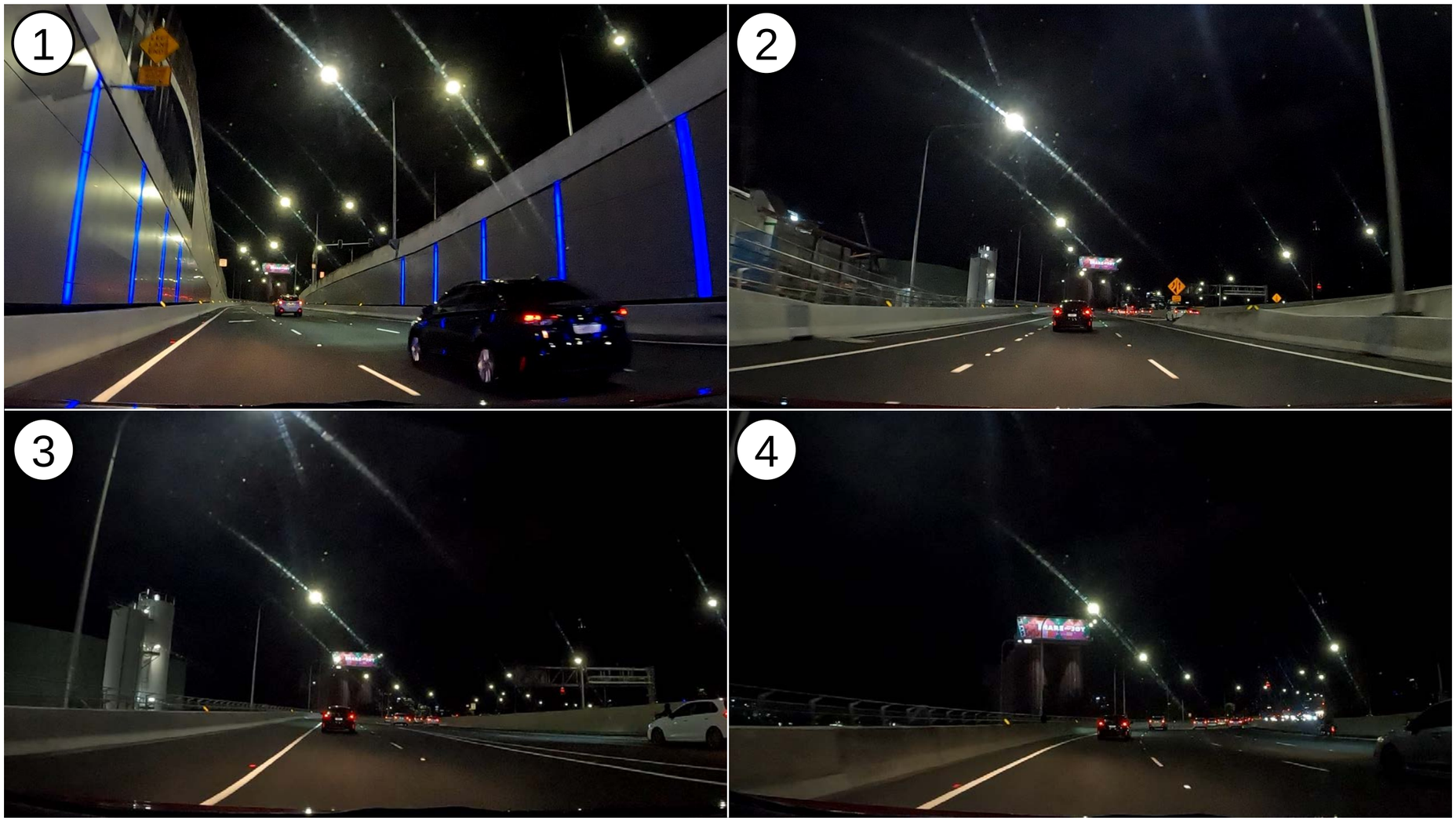
1. City West Link eastbound to the Western Elevation Sign (Night)



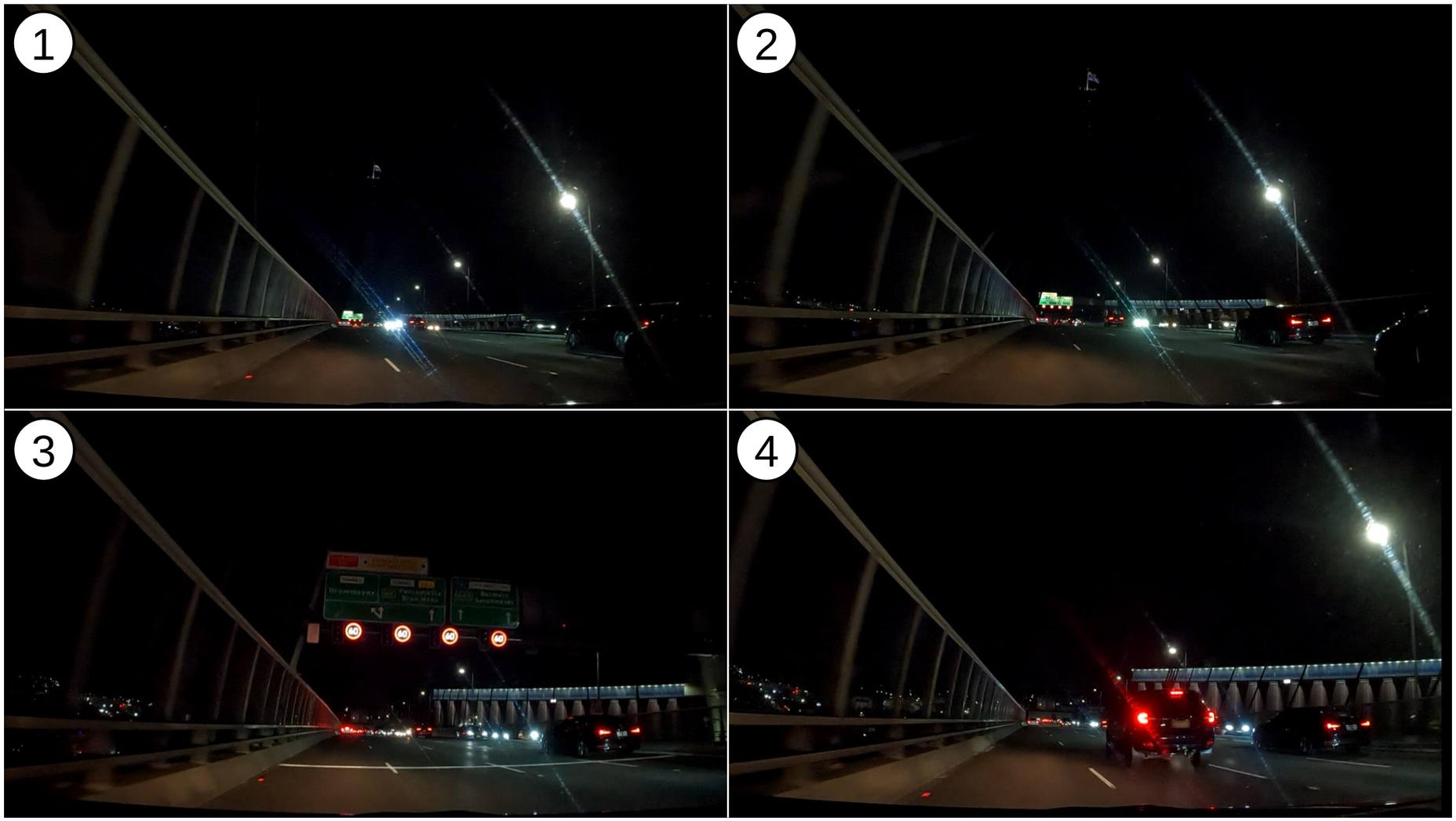
2. Victoria Road eastbound to the Western Elevation Sign (Night)



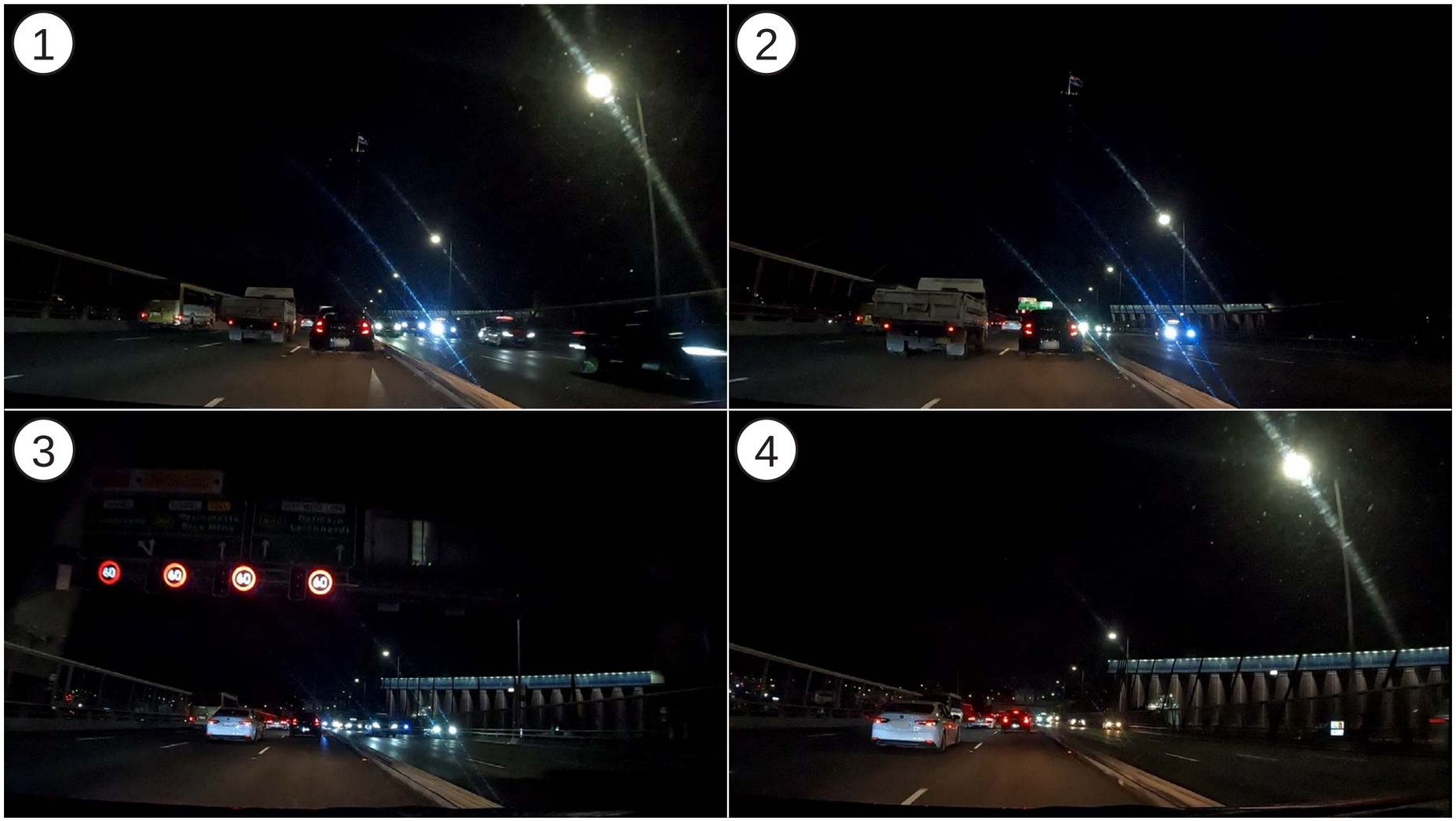
3. Victoria Road tunnel eastbound to the Western Elevation Sign (Night)



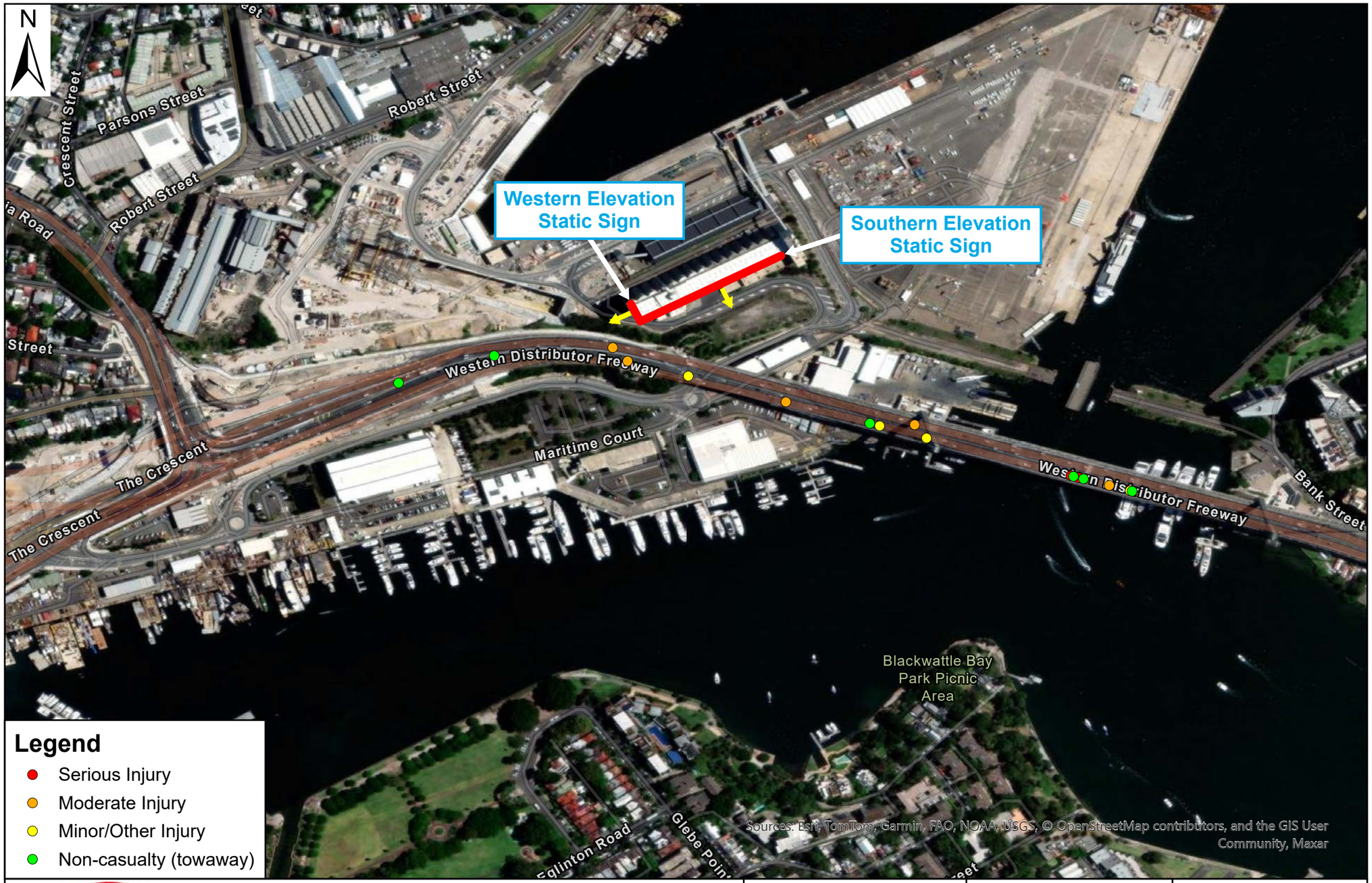
4. Western Distributor westbound to the Southern Elevation Sign – Lane 1 (Night)



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



Appendix B: Crash Data



Legend

- Serious Injury
- Moderate Injury
- Minor/Other Injury
- Non-casualty (towaway)

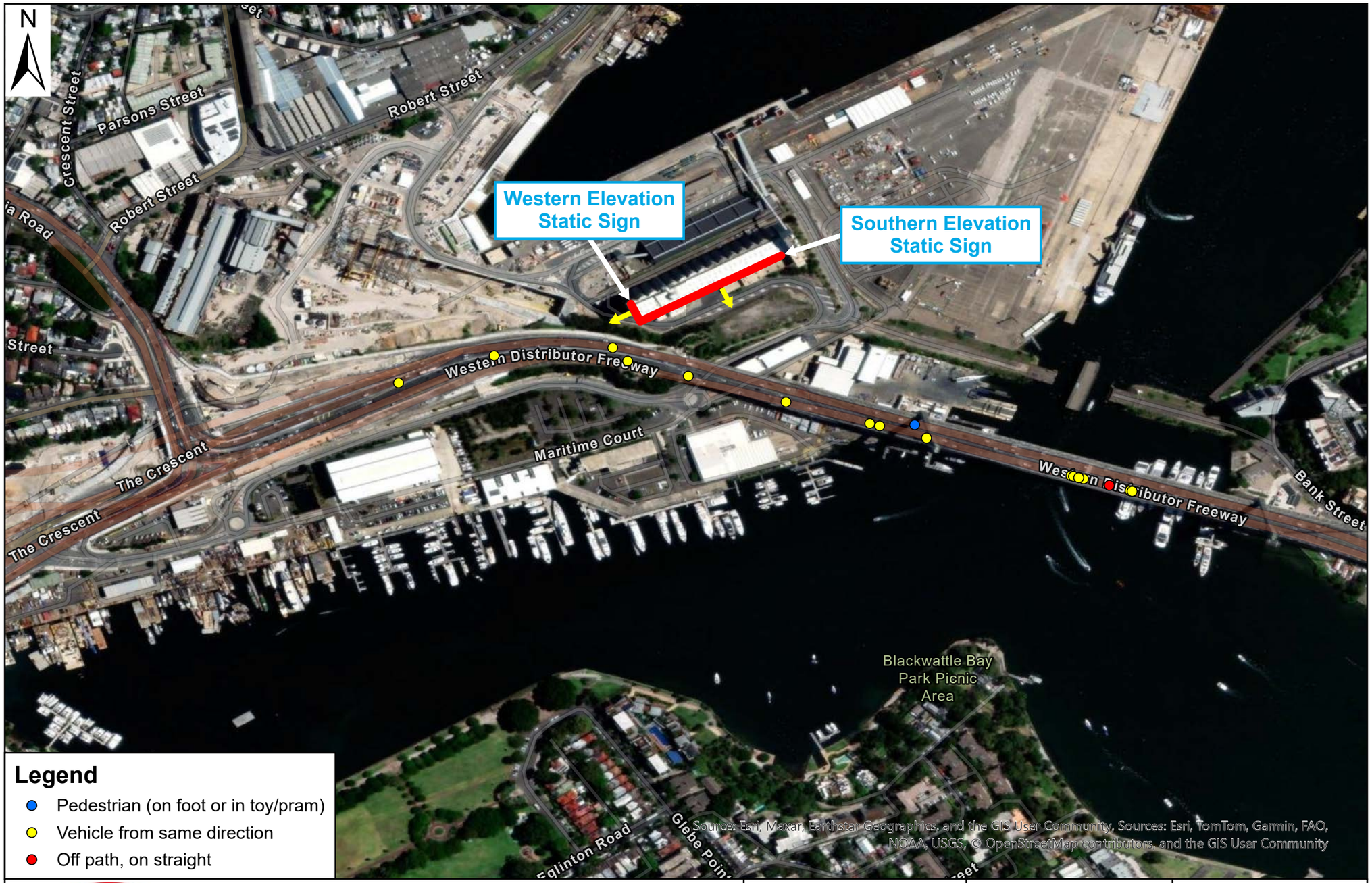
BITZIOS consulting

Gold Coast
Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au

Brisbane
Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au

Sydney
Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557-6202

Project:	Glebe Island Silos Signage TSA 2024
Title:	Crash Severity 2019-2023
Project Number:	P6791
Date:	22/01/2025
Issue:	1



Legend

- Pedestrian (on foot or in toy/pram)
- Vehicle from same direction
- Off path, on straight

BITZIOS consulting

Gold Coast
Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au

Brisbane
Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au

Sydney
Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557-6202

Project:	Glebe Island Silos Signage TSA 2024
Title:	Crash RUM Code Group 2019-2023
Project Number:	P6791
Date:	22/01/2025
Issue:	1

Crash ID	Degree of crash	Degree of crash - detailed	Reporting year	Year of crash	Month of crash	Day of week of crash	Two-hour intervals	Street of crash	Street type	Distance	Direction
1193307	Non-casualty (towaway)	Non-casualty (towaway)	2019	2019	February	Saturday	08:00 - 09:59	VICTORIA	RD	0	Right on the spot
1195626	Non-casualty (towaway)	Non-casualty (towaway)	2019	2019	March	Friday	08:00 - 09:59	VICTORIA	RD	200	East
1200613	Injury	Moderate Injury	2019	2019	March	Monday	22:00 - Midnight	WESTERN	DSTR	0	Right on the spot
1217086	Injury	Serious Injury	2019	2019	October	Friday	12:00 - 13:59	VICTORIA	RD	0	Right on the spot
1236091	Non-casualty (towaway)	Non-casualty (towaway)	2020	2020	July	Wednesday	18:00 - 19:59	VICTORIA	RD	0	Right on the spot
1239299	Injury	Minor/Other Injury	2020	2020	August	Thursday	14:00 - 15:59	VICTORIA	RD	0	Right on the spot
1245374	Injury	Moderate Injury	2020	2020	October	Sunday	10:00 - 11:59	VICTORIA	RD	0	Right on the spot
1246739	Injury	Minor/Other Injury	2020	2020	October	Saturday	18:00 - 19:59	VICTORIA	RD	50	West
1257903	Injury	Minor/Other Injury	2021	2021	March	Wednesday	14:00 - 15:59	VICTORIA	RD	1000	West
1280061	Injury	Moderate Injury	2021	2021	December	Saturday	22:00 - Midnight	VICTORIA	RD	50	East
1281263	Non-casualty (towaway)	Non-casualty (towaway)	2021	2021	December	Sunday	14:00 - 15:59	VICTORIA	RD	0	Right on the spot
1295296	Non-casualty (towaway)	Non-casualty (towaway)	2022	2022	July	Saturday	16:00 - 17:59	VICTORIA	RD	0	Right on the spot
1309091	Non-casualty (towaway)	Non-casualty (towaway)	2023	2023	January	Tuesday	08:00 - 09:59	WESTERN	DSTR	0	Right on the spot
1324365	Injury	Minor/Other Injury	2023	2023	May	Thursday	16:00 - 17:59	VICTORIA	RD	0	Right on the spot
1335989	Injury	Moderate Injury	2023	2023	November	Wednesday	08:00 - 09:59	WESTERN	DSTR	400	East
1339259	Injury	Serious Injury	2023	2023	October	Thursday	22:00 - Midnight	WESTERN	DSTR	0	Right on the spot

Crash ID	Identifying feature	Identifying feature type	Town	Route no.	School zone location	School zone active	Type of location	Latitude	Longitude	LGA	Urbanisation	Conurbation 1
1193307	THE CRESCENT	TO	ROZELLE	165	No	Not a school zone	Divided road	-33.86793	151.17954	Inner West	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1195626	VICTORIA ROAD	OP	ROZELLE	165	No	Not a school zone	Other	-33.86822	151.17853	Inner West	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1200613	ANZAC	BDGE	PYRMONT	165	No	Not a school zone	Divided road	-33.8693	151.18604	Sydney	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1217086	ANZAC	BDGE	PYRMONT	165	No	Not a school zone	Divided road	-33.8692	151.18563	Sydney	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1236091	ANZAC	BDGE	ROZELLE	165	No	Not a school zone	2-way undivided	-33.86921	151.18566	Inner West	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1239299	ANZAC	BDGE	PYRMONT	165	No	Not a school zone	Divided road	-33.86936	151.18626	Sydney	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1245374	ANZAC	BDGE	ROZELLE	165	No	Not a school zone	Divided road	-33.86866	151.18398	Inner West	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1246739	JAMES CRAIG ROAD	OP	ROZELLE	165	No	Not a school zone	Divided road	-33.86815	151.18159	Inner West	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1257903	PYRMONT BRIDGE ROAD	OP	ROZELLE	165	No	Not a school zone	Divided road	-33.8688	151.18411	Inner West	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1280061	JAMES CRAIG ROAD	OP	ROZELLE	165	No	Not a school zone	Divided road	-33.86842	151.18263	Inner West	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1281263	ANZAC	BDGE	ROZELLE	165	No	Not a school zone	Divided road	-33.86865	151.18351	Inner West	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1295296	ANZAC	BDGE	PYRMONT	165	No	Not a school zone	Divided road	-33.86923	151.18577	Sydney	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1309091	ANZAC	BDGE	PYRMONT	165	No	Not a school zone	Divided road	-33.86937	151.18628	Sydney	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1324365	ANZAC	BDGE	ROZELLE	165	No	Not a school zone	Divided road	-33.86868	151.18361	Inner West	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1335989	VICTORIA ROAD	OP	ROZELLE	165	No	Not a school zone	Divided road	-33.86785	151.1808	Inner West	Sydney metro. area	Syd-Newc-Woll Gtr conurbation
1339259	ANZAC	BDGE	PYRMONT	165	No	Not a school zone	Divided road	-33.86922	151.18572	Sydney	Sydney metro. area	Syd-Newc-Woll Gtr conurbation

Crash ID	Alignment	Primary permanent feature	Primary temporary feature	Primary hazardous feature	Street lighting	Road surface	Surface condition	Weather	Natural lighting	Signals operation	Other traffic control	Speed limit	Road classification (admin)
1193307	Straight				Unknown / not stated	Sealed	Dry	Fine	Daylight	Nil	No traffic controls	60 km/h	State
1195626	Straight				Unknown / not stated	Sealed	Dry	Fine	Daylight	Nil	No traffic controls	60 km/h	State
1200613	Straight	Other bridge			On	Sealed	Wet	Raining	Darkness	Nil	No traffic controls	60 km/h	State
1217086	Straight	Other bridge			Off	Sealed	Dry	Fine	Daylight	Nil	No traffic controls	60 km/h	State
1236091	Straight	Other bridge			Unknown / not stated	Sealed	Dry	Fine	Dusk	Nil	No traffic controls	60 km/h	State
1239299	Straight	Other bridge			Off	Sealed	Dry	Fine	Daylight	Nil	No traffic controls	60 km/h	State
1245374	Straight	Other bridge			Off	Sealed	Dry	Fine	Daylight	Nil	No traffic controls	60 km/h	State
1246739	Straight	Other bridge			Nil	Sealed	Wet	Raining	Daylight	Nil	No traffic controls	60 km/h	State
1257903	Straight	Other bridge			Unknown / not stated	Sealed	Dry	Fine	Daylight	Nil	No traffic controls	60 km/h	State
1280061	Straight	Other bridge			Unknown / not stated	Sealed	Wet	Raining	Darkness	Nil	No traffic controls	60 km/h	State
1281263	Straight	Other bridge			Nil	Sealed	Dry	Fine	Daylight	Nil	No traffic controls	60 km/h	State
1295296	Straight	Other bridge			Unknown / not stated	Sealed	Wet	Raining	Daylight	Nil	No traffic controls	60 km/h	State
1309091	Straight	Other bridge			Unknown / not stated	Sealed	Dry	Fine	Daylight	Nil	No traffic controls	60 km/h	State
1324365	Straight	Other bridge			Unknown / not stated	Sealed	Dry	Fine	Darkness	Nil	No traffic controls	60 km/h	State
1335989	Curved	Other bridge			Unknown / not stated	Sealed	Dry	Overcast	Daylight	Nil	No traffic controls	60 km/h	State
1339259	Straight	Other bridge			On	Sealed	Dry	Fine	Darkness	Nil	No traffic controls	60 km/h	State

Crash ID	RUM - code	RUM - description	DCA - code	DCA - description	DCA supplement	First impact type	Key TU type	Other TU type	No. of traffic units involved	No. killed	No. seriously injured	No. moderately injured	No. minor-other injured	Key traffic unit direction of travel
1193307	39	Other same direction	300	Same - other		Other angle	Car (sedan/hatch)	Large rigid	2	0	0	0	0	East
1195626	30	Rear end	301	Same - Rear end		Rear end	Car (sedan/hatch)	Light truck	2	0	0	0	0	East
1200613	73	Off rd rght => obj	704	Right off cway into obj		Vehicle - Object	Car (sedan/hatch)		1	0	0	1	0	West
1217086	30	Rear end	301	Same - Rear end		Rear end	Motorcycle	Car (sedan/hatch)	2	0	1	0	0	West
1236091	30	Rear end	301	Same - Rear end		Rear end	Car (sedan/hatch)	Car (sedan/hatch)	2	0	0	0	0	West
1239299	30	Rear end	301	Same - Rear end		Rear end	Car (sedan/hatch)	Motorcycle	3	0	0	0	1	West
1245374	9	Ped other	0	Ped - other		Vehicle - Pedestrian	Pedal cycle	Ped in toy vehicle	2	0	0	1	0	West
1246739	30	Rear end	301	Same - Rear end		Rear end	4 wheel drive	4 wheel drive	2	0	0	0	1	West
1257903	30	Rear end	301	Same - Rear end		Rear end	Light truck	Large rigid	3	0	0	0	1	West
1280061	30	Rear end	301	Same - Rear end		Rear end	4 wheel drive	Car (sedan/hatch)	4	0	0	1	1	West
1281263	30	Rear end	301	Same - Rear end		Rear end	Passenger van	Station wagon	7	0	0	0	0	West
1295296	30	Rear end	301	Same - Rear end		Rear end	Car (sedan/hatch)	Car (sedan/hatch)	4	0	0	0	0	West
1309091	34	Lane change right	306	Same - Lane change right		Other angle	Other bus	Light truck utility(from 2018)	2	0	0	0	0	West
1324365	30	Rear end	301	Same - Rear end		Rear end	Car (sedan/hatch)	Car (sedan/hatch)	2	0	0	0	1	West
1335989	35	Lane change left	307	Same - Lane change left		Other angle	Car (sedan/hatch)	Other bus	2	0	0	1	0	East
1339259	30	Rear end	301	Same - Rear end		Rear end	Motorcycle	4 wheel drive	2	0	1	0	0	West

Gold Coast
Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562 5377

Brisbane
Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831 4442

Sydney
Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557 6202

W: www.bitziosconsulting.com.au
E: admin@bitziosconsulting.com.au