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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

15 December 2025

Reference: 251075.01DA

Will Sweeney
email: <will.sweeney@au.ey.com>
Attention: Will Sweeney

LETTER OF ADVICE RELATED TO THE WALKING DISTANCE ASSESSMENT AT 11 - 23 RANGERS AVENUE, MOSMAN

Dear Will,

Reference is made to your request to provide a Letter of Advice for the proposed walking distance assessment at 11 - 23 Rangers Avenue, Mosman. This letter addresses the walking distance assessment completed as a part of the application for a residential flat building at the subject site relating to SSD-96272465, specifically addressing the intersection of Spofforth Street / Holt Avenue.

1 Walking Distance Assessment

LTS Surveyors undertook a survey on 11 November 2025 using high-accuracy GPS surveying equipment and physically verified on foot two (2) walking routes to determine the walking distance between the site and the Cremorne Town Centre (provided in **Annexure A**). The definition of "walking distance" under the SEPP Housing 2021 is below.

Walking distance means the shortest distance between two points measured along a route that may be safely walked by a pedestrian using, as far as reasonably practicable, public footpaths and pedestrian crossings.

Both survey routes require pedestrians to cross Spofforth Street at the intersection of Holt Avenue, which the letter accompanying the survey describes as *residential streets with adequate pedestrian safety*. The Walking Route 1 is a distance of 742m, whilst the Walking Route 2 is 668m, which does not use footpaths for the entire length.

In accordance with the definition under the SEPP Housing 2021, Walking Route 2 does not use public footpaths as Bloxsome Lane and Bardwell Lane do not have adequate public footpaths and require pedestrians to walk with the carriageway of Bloxsome Lane and Bardwell Lane.

2 Spofforth Street / Holt Avenue Traffic & Geometric Design

2.1 Traffic Survey Data

Pedestrian crossing difficulty increases in direct proportion to the two-way vehicle volume along the road being crossed. The undersigned commissioned intersection traffic counts at Spofforth Street / Holt Avenue, where the Walking Route(s) cross Spofforth Street on the Thursday 4 December 2025. The survey data is summarised in **Table 1**, whilst full results are presented in **Annexure B**. The data shown below relates to the traffic volumes across Spofforth Street at the required pedestrian walking route location shown in **Annexure A**.

TABLE 1: SPOFFORTH STREET TRAFFIC VOLUMES AT CROSSING LOCATION

Location1	Two-Way Traffic Volume ⁽³⁾	
	AM Peak Hour ⁽¹⁾	PM Peak Hour ⁽²⁾
Spofforth Street	1,012	1,086

Note (1) 8:15am-9:15am
 (2) 3:00pm to 4:00pm
 (3) The summary of traffic volumes only considers traffic volumes that conflict with the pedestrian crossing route. The intersection traffic volumes are higher.

As shown above, the two-way peak hour volumes at the Walking Route crossing location exceeds 1,000 two-way vehicle trips in both the AM and PM peak hour period. These volumes are similar to what is expected along a sub-arterial or arterial road, with collector roads having thresholds of 500 two-way peak hour vehicle trips and local roads having thresholds of 300 two-way peak hour vehicle trips.

It should be noted that Spofforth Street is a classified Regional Road (No.2019) as outlined within TfNSW schedule of Classified and Unclassified Regional Roads and hence these observed traffic volumes reflect the higher order road function of Spofforth Street as a sub-arterial or arterial road.

In addition, intersection turning movements from minor roads have an influence upon pedestrian safety and gap acceptance, which are also relevant considerations to the safety of pedestrians crossing Spofforth Street.

2.2 Geometric Design and Parking Restrictions

The intersection of Spofforth Street / Holt Avenue is a four-way stop controlled intersection with Spofforth Street having priority over Holt Avenue, the relevant road geometry and characteristics of the intersection include the following:

- Spofforth Street is signposted as 50km/h with one lane in each direction;
- The Holt Avenue approaches consist of raised pavement thresholds and one lane in each direction. A localised median separating the Holt Avenue carriageway is located on the eastern approach to the intersection;
- Kerb ramps are provided at all crossing locations;
- Kerb extensions have been provided along both Holt Avenue and Spofforth Street;
- Bus zones exist to the north of Holt Avenue along both sides of Spofforth Street;

- Kerbside parking is permitted along both sides of Holt Avenue prior to the raised pavement threshold;
- Kerbside parking is permitted along both sides of Spofforth Street prior to the kerb extensions;
- The road alignment of Spofforth Street is straight with a slight downgrade;
- The road alignment of Holt Avenue on the approach to Spofforth Street is straight, with a gradient falling heading west to east.

Considering the kerb extensions provided at the proposed Walking Route, the distance for pedestrians to cross Spofforth Street is roughly 9.2m.

3 Relevant Austroads and Australian Standards Excerpts

Reference is made to *Austroads Guide to Road Design Part 4 Section 8.2.2* which states the following about pedestrians crossing roads without pedestrian refuges:

Without a refuge pedestrian delay can become excessive – above about 500 vehicles per hour on a single-lane each-way urban street. A refuge increases the traffic threshold to about 1800 vehicles per hour before pedestrian delay becomes excessive.

This advice is general in nature, but it is evident that two-way volumes at the crossing location along Spofforth Street exceed 500 peak hour vehicle movements and hence further consideration is required to be made on the safety for pedestrian to cross at the intersection of Spofforth Street / Holt Avenue.

More recent analysis has been completed as a part of the June 2025 supplement to AS1742.10. Standards Australia has undertaken a detailed SIDRA analysis to determine vehicle traffic thresholds at which the delay which crossing pedestrians experience becomes excessive, with consideration for crossing widths, number of lanes and other relevant context.

Further, reference is made to the publicly available supplement to AS 1742.10 dated 20/06/2025 (ref #19005493), which provides the following advice:

Austroads Guide to Road Design Part 4 ... Section 8.2.2 provides general guidance on vehicle volumes above which pedestrian delay may be excessive. Table B8.1 provides a more detailed analysis. It is considered that a maximum delay of 30 seconds for pedestrians who wish to cross a road is a reasonable time period and therefore a crossing facility is not generally warranted.

An initial assessment of the ease with which a pedestrian is able to cross the road should be conducted to assist in determining whether further investigations and treatment is required. The delay of Level of Service (LOS) experienced by a pedestrian waiting for a safe gap in a traffic stream based on the volume of traffic is the key factor in determining if pedestrians can safely cross a road.

Table B8.1 - Maximum volumes for Level of Service D for pedestrian crossing delay

Two-lane, two-way road:

Total road width (m)	Maximum volume (veh/hr)	
	Undivided road ¹	Divided road ²
6	1560	3536
7.2	1290	3184
8.4	1087	2854
9.6	929	2564
10.8	804	2310
12	704	2090

Four-lane, two-way road:

Total road width (m)	Maximum volume (veh/hr)	
	Undivided road ¹	Divided road ²
12	744	2504
13.2	653	2238
14.4	578	2014
15.6	516	1820
16.8	463	1656
19.2	380	1384
21.6	–	1176
24	–	1010

NOTES:

¹ If the peak hour volume is greater than the maximum volume indicated in the table for an undivided road, consider treatments such as narrowing the road width with kerb extensions or a pedestrian refuge.

FIGURE 1: TABLE B8.1 OF SUPPLEMENT TO AS1742.10

The subject road (Spofforth Street) is a two-lane two-way road, though the total road width at the crossing location is 9.2m. During peak times, the maximum traffic volume is 1,087 two-way peak hour vehicles based upon an 8.4m wide road, and 929 two-way peak hour vehicle based upon a 9.6m wide road. Extrapolating this data provides a maximum two-way peak hour vehicle of 981 for a 9.2m wide road.

In view of the above both the observed traffic volumes during the AM and PM peak hour period exceed 981 two-way vehicle trips and it can be concluded that the crossing of Spofforth Street at the proposed walking route is unsafe and consideration need to be made for pedestrian infrastructure to improve pedestrian safety across Spofforth Street if it is to be used as a walking route to the town centre.

It should be noted that the above relates to a midblock traffic assessment, rather than an assessment at an intersection, whereby further delay to pedestrians is created due to pedestrian observations to minor road turn movements and also delays associated with turning traffic into and out of minor roads which all influence gaps within the traffic stream. Having consideration to this, maximum vehicle peak hour thresholds are likely to be less than 981 two-way peak hour vehicle trips, although not much less considering the low number of minor road turn movements that oppose the pedestrian route.

Having consideration to the above, a more site-specific assessment of the intersection has been undertaken using SIDRA in the same method as adopted by the supplement to AS1742.10 which indicate the following:

- AM Peak Hour:
 - The pedestrian delay associated with the walking route across Spofforth Street is 40.1 seconds, which is 10.1 seconds above what is deemed to be acceptable and safe for pedestrians;
 - The intersection would need to reduce traffic volumes by 10% for the pedestrian delay to be 30 seconds, which would be acceptable.
 - No consideration has been made to traffic growth within the assessment. Due consideration should also be made to traffic growth along Spofforth Street to determine appropriate pedestrian infrastructure.

- PM Peak Hour:
 - The pedestrian delay associated with the walking route across Spofforth Street is 46.7 seconds, which is 16.7 seconds above what is deemed to be acceptable and safe for pedestrians;
 - The intersection would need to reduce traffic volumes by 14% for the pedestrian delay to be 30 seconds, which would be acceptable.
 - No consideration has been made to traffic growth within the assessment. Due consideration should also be made to traffic growth along Spofforth Street to determine appropriate pedestrian infrastructure.

In view of the above, the walking route to Cremorne Town Centre has not been adequately assessed within SSD-96272465, as no regard has been made to traffic volumes at the intersection of Spofforth Street / Holt Street which is the driving factor behind the determination of pedestrian safety. Notwithstanding this, an assessment has been carried out, and it has been determined that crossing Spofforth Street as proposed by the Walking Route(s) is not safe for pedestrians considering the traffic volumes along Spofforth Street and more specifically at the intersection of Holt Avenue / Spofforth Street.

4 Safety Assessment

The undersigned has reviewed the crossing location and has determined that Spofforth Street carries too much traffic for pedestrians to safely cross without an adequate pedestrian crossing facility (i.e. pedestrian refuge).

Table 2 shows that the average delay and peak hour volumes during the AM and PM peak exceed the thresholds determined in **Section 3**.

TABLE 2: THRESHOLD EXCEEDANCE COMPARISON

Traffic Volumes (vph)	AM Peak Hour (vph)	PM Peak Hour (vph)	AM Peak Hour (Pedestrian Average Delay - seconds)	PM Peak Hour (Pedestrian Average Delay - seconds)
Data	1,012	1,086	40.1	46.7
Threshold	981	981	30	30
Result	Exceeds Threshold	Exceeds Threshold	Exceeds Threshold	Exceeds Threshold

As shown, both the traffic volumes in both the AM and PM peaks, 1,012vph and 1,086vph respectively, exceed the threshold of 981vph at which pedestrian crossing delays become excessive. In real terms, the average delay for a pedestrian to cross is 40.1 seconds and 46.7 seconds in the AM and PM peak hour period respectively which exceeds the threshold of 30 seconds. Hence, it can be concluded that pedestrians who attempt to cross Spofforth Street at this location during peak hours will experience excessive delays whilst waiting for a safe gap. This will result in either of the following outcomes:

- a) the pedestrian will attempt to cross the road in an unsafe gap, or;
- b) the pedestrian will reroute approximately 150m to the west to cross at the signalised pedestrian crossing.

Option (a) fails to achieve the definition of “*walking distance*” which requires that the distance be measured along *a route that may be safely walked by a pedestrian*. Further concern is raised for elderly people, disabled people and children. The analysis in **Section 3** assumes a 1.2m/s walking speed, which these vulnerable pedestrians are not likely to achieve.

Option (b) adds approximately 170m walking distance to the route, via the signalised intersection of Spofforth Street / Military Road which increases the walking distance of Route 1 to approximately 912m and Route 2 to approximately 838m.

In either case, the site is not within 800m walking distance as defined in the SEPP Housing 2021. It is expected that there would be no ample location to cross Spofforth Street north of Holt Road due to the lack of pedestrian infrastructure and likely traffic volumes being consistent or greater than that observed at the intersection of Holt Avenue / Spofforth Street.

4.1 Pedestrian Strike Risk Analysis

There is a risk of a pedestrian strike where a pedestrian accepts an unsafe gap to cross the road. Given the gaps available, it is possible that the pedestrian does not give a vehicle enough time to stop before hitting the pedestrian. The severity of a pedestrian strike is based on the guidance sheet as provided in the *Austrroads Guide to Road Safety Part 6*, which is reproduced as **Figure 2**.

TABLE 3: HOW OFTEN IS THE PROBLEM LIKELY TO LEAD TO A CRASH

Frequency	Likelihood Over Design Life	Austrroads Description
Almost Certain	100%	Occurrence once per Quarter
Likely	45%	Occurrence once per quarter to once per year
Possible	20%	Occurrence once every three years
Unlikely	10%	Occurrence once every three years to once every five years
Rare	2%	Occurrence less than once every seven years.

TABLE 4: LEVEL OF RISK RESULT TABLE

Severity \ Likelihood	Insignificant	Minor Injury	Moderate Injury	Serious Injury	Fatal
Almost Certain	Medium	High	High	Extreme	Extreme
Likely	Medium	Medium	High	Extreme	Extreme
Possible	Low	Medium	High	High	Extreme
Unlikely	Negligible	Low	Medium	High	Extreme
Rare	Negligible	Negligible	Low	Medium	High

Safe System crash outcome threshold

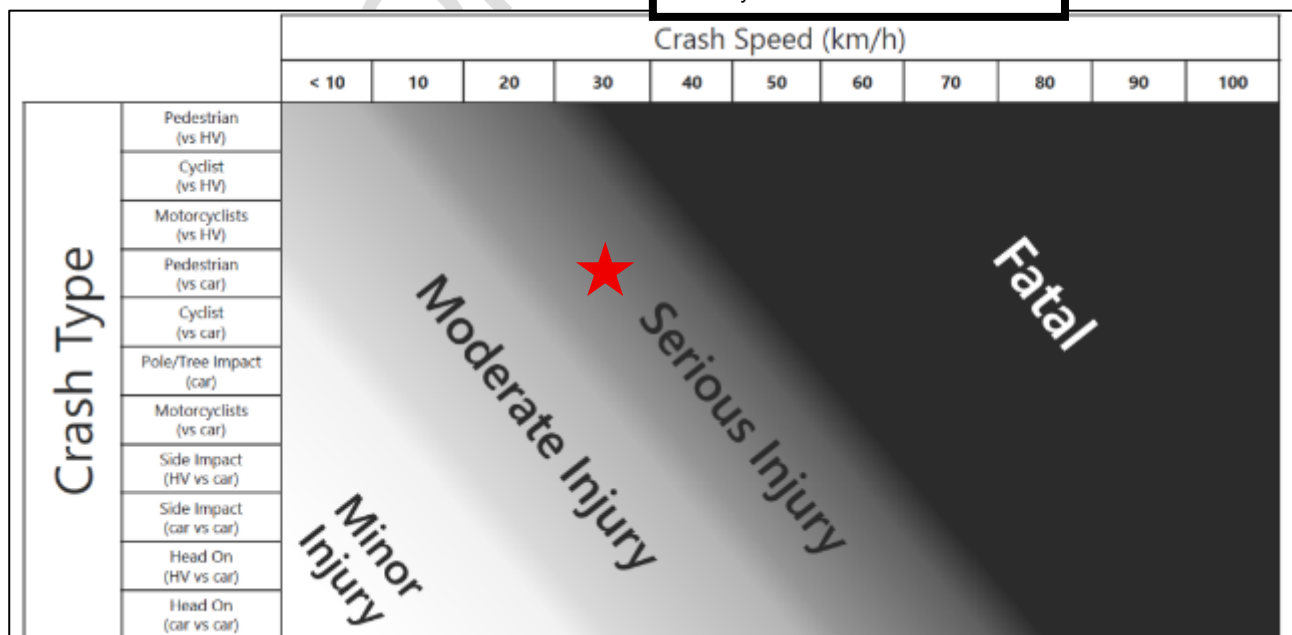


FIGURE 2: SEVERITY GUIDANCE SHEET – AUSTRROADS

A vehicle would likely decelerate in anticipation of a pedestrian strike. It is reasonable to assume that at the point of impact, a vehicle would be traveling approximately 30km/h. As shown, an incident involving a pedestrian and a car at speeds between 30km/h can cause serious injuries. Although the incident may be rare, serious injuries indicate a **medium** risk level and exceeds the Safe System crash outcome threshold.

Implementation of a pedestrian refuge is the logical first step in assisting pedestrians crossing busy streets as it reduces the distance a pedestrian needs to find a gap, but also enables a staged crossing to occur increasing maximum peak hour volume thresholds. However, a refuge at this location would not physically fit without removing parking and the kerb extensions. Other measures such as zebra crossings or signals would not be appropriate given the impact to traffic flow efficiency and the minor roads do not exhibit large traffic volumes to require a signalised intersection. Any design solution to improve pedestrian safety will require input from the Road Authority, which is understood to be both Mosman Council and North Sydney Council.

To summarise, there is a risk of serious injury for pedestrians crossing Spofforth Street in an unsafe gap and there has been no measure proposed to assist pedestrians crossing Spofforth Street at the specified location.

A review of the 5 Year TfNSW Crash Map indicating the following existing crashes at the intersection of Holt Avenue / Spofforth Street:

- 2021 – Serious Injury - Rum Code 10 (cross traffic);
- 2023 - Serious Injury - Rum Code 10 (cross traffic);
- 2021 – Non-casualty towaway, Rum Code 71 (left off carriageway into object / parked vehicle).

In addition to the above, a list of crashes at the intersection of Holt Avenue / Spofforth Street intersection has been provided by the client which is provided in **Annexure C** for reference which indicates that the intersection of Holt Avenue / Spofforth Street has a large crash history having, seven crashes in 2018, ten in 2019, three in 2022, three in 2024 and two in 2025.

5 Summary

The site's walking distance assessment relies on a pedestrian route that crosses Spofforth Street at the intersection with Holt Avenue. Traffic conditions and geometric constraints make this crossing location unsafe for pedestrians, particularly during peak hour periods. As a result, the site is not within 800m walking distance as defined in the SEPP Housing 2021, as the definition of walking distance requires a route that can be safely walked.

- Pedestrian delays to cross Spofforth Street become excessive when two-way traffic volumes exceed 981 vehicles per hour during peak hour periods;
- Both the traffic volumes in the AM and PM peaks, 1,012vph and 1,086ph respectively, exceed the threshold at which pedestrian crossing delays become excessive and unsafe.
- The delay experienced by pedestrians crossing is 40.1 seconds and 46.7 seconds in the AM and PM peak hour respectively which exceeds the threshold of 30 seconds.
- The exceedance of thresholds means that pedestrians will either cross in an unsafe gap or reroute their path to add 170m walking distance.
- There is a risk of serious injury for pedestrians crossing Spofforth Street in an unsafe gap, and there is no proposed measure which will assist pedestrians crossing Spofforth Street at the assessed location.
- Both outcomes undermine compliance with the SEPP definition of "walking distance", as the route is either unsafe or the alternative route exceeds 800m via the signalised intersection of Military Road / Spofforth Street.

Please contact the undersigned on 9521 7199 should you require further information or assistance. The undersigned's CV is provided in **Annexure D** for reference.

Yours faithfully,
M^cLaren Traffic Engineering

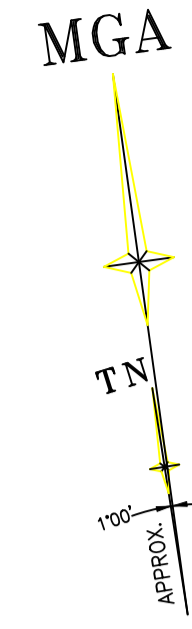


Matthew M^cCarthy
Associate

BE Civil Engineering
Masters of Engineering Science
RMS Accredited Level 3 Road Safety Auditor
RMS Accredited Work Zone Traffic Management Plan Designer and Inspector



**ANNEXURE A: WALKING ROUTES
(1 SHEET)**



LEGEND

EXISTING PRAM CROSSING	●
WALKING ROUTE 1	---
WALKING ROUTE 2	---
DEVELOPMENT SITE	■
TOWN SHOPS	■

LENGTH
 WALKING ROUTE 1 : 742m
 WALKING ROUTE 2 : 668m

BEFORE YOU DIG
 Zero Damage - Zero Harm
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GDA2020

SCALE 1:750 @ A1

Revision	Date	Description	Reference	Revision	Date	Description	Reference
H	00/00/00		00	D	00/00/00		00
G	00/00/00		00	C	00/00/00		001
F	00/00/00		00	B	00/00/00		001
E	00/00/00		00	A	00/00/00		001

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THIS IS THE PLAN REFERRED TO IN MY LETTER DATED: 11/11/2025

Registered Surveyor of NSW

Client: GRAND NOBLE PROJECT 1 PTY LTD
 Drawing title: PLAN SHOWING WALKING DISTANCE TO TOWN CENTRE FROM LOTS 1 & 2 IN DP 748842 AND LOTS 37, 38, 39 & 41 & 42 SEC A DP 2509 KNOWN AS NO.11-23 RANGERS AVENUE, MOSMAN

datum: AHD
 site Area: 3594m²
 LGA: MOSMAN

reference number: 52571 001WD
 scale: 1:750 @ A1
 date of survey: 11/11/2025

SHEET 1 OF 1



**ANNEXURE B: TRAFFIC SURVEY RESULTS
(1 SHEET)**

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Holt Ave and Spofforth St, Mosman

GPS -33.830843, 151.229780

Date:	Thu 04/12/25
Weather:	Fine
Suburban:	Mosman
Customer:	McLaren

North:	Spofforth St
East:	Holt Ave
South:	Spofforth St
West:	Holt Ave

Survey	AM:	6:30 AM-9:30 AM
Period	PM:	2:30 PM-6:30 PM
Traffic	AM:	8:15 AM-9:15 AM
Peak	PM:	3:00 PM-4:00 PM

All Vehicles

Time		North Approach Spofforth St				East Approach Holt Ave				South Approach Spofforth St				West Approach Holt Ave				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:30	6:45	0	2	63	4	0	1	16	1	0	4	53	14	0	0	0	0	786	
6:45	7:00	0	2	85	4	0	2	14	8	0	5	64	14	0	0	0	1	868	
7:00	7:15	0	2	70	2	0	1	9	8	0	5	72	25	0	1	0	2	928	
7:15	7:30	0	3	88	6	0	2	17	8	0	4	82	20	0	2	0	0	1004	
7:30	7:45	0	2	93	4	0	4	18	11	0	3	88	16	0	0	1	0	1055	
7:45	8:00	0	4	103	11	0	5	17	9	0	5	86	15	0	1	0	3	1113	
8:00	8:15	0	5	76	9	0	2	14	15	0	9	121	21	0	0	0	1	1113	
8:15	8:30	0	6	93	2	0	4	15	13	0	9	114	18	0	1	2	6	1126	Peak
8:30	8:45	0	4	102	4	0	2	10	16	0	10	130	16	0	0	1	3	1099	
8:45	9:00	0	0	99	4	0	2	14	15	1	5	101	14	0	1	1	2		
9:00	9:15	0	2	105	8	0	6	13	6	0	11	103	29	0	0	0	3		
9:15	9:30	0	3	104	4	0	7	18	9	0	6	91	13	0	0	0	1		
14:30	14:45	0	6	89	5	0	6	16	10	0	5	111	7	0	1	0	2	1197	
14:45	15:00	0	3	105	4	0	3	34	13	0	7	101	15	0	0	0	1	1285	
15:00	15:15	0	17	114	7	0	2	34	14	0	6	97	21	0	0	1	5	1306	Peak
15:15	15:30	0	7	122	3	0	7	26	11	0	13	126	14	0	0	1	5	1293	
15:30	15:45	0	10	134	4	0	1	36	9	0	4	120	25	0	1	0	2	1278	
15:45	16:00	0	4	98	3	0	6	36	19	0	5	114	17	0	2	1	2	1189	
16:00	16:15	0	7	114	2	0	6	36	13	0	6	109	9	0	0	0	3	1183	
16:15	16:30	0	13	116	3	0	5	35	13	0	3	113	16	0	0	0	3	1197	
16:30	16:45	0	3	104	4	0	3	18	8	0	4	101	8	0	2	0	2	1213	
16:45	17:00	0	8	110	4	0	1	17	16	0	13	110	21	0	1	0	0	1257	
17:00	17:15	0	4	105	4	0	4	19	8	0	10	131	28	0	3	1	2	1237	
17:15	17:30	0	5	134	5	0	3	20	7	0	8	134	15	0	0	0	5	1207	
17:30	17:45	0	8	112	5	0	2	23	7	0	3	106	29	0	0	1	5	1125	
17:45	18:00	0	7	104	7	0	2	13	4	0	8	109	22	0	2	0	3		
18:00	18:15	0	6	111	12	0	1	17	7	0	12	101	16	0	1	3	2		
18:15	18:30	0	6	96	8	0	3	15	8	0	3	99	14	0	1	0	1		



**ANNEXURE C: CRASH DATA FROM RESIDENTS
(10 SHEETS)**

Harrison-Bennett Precinct

Holt Avenue and Spofforth Street Intersection

Crashes (as reported by residents) since 17.3.18

The intersection of Holt Avenue & Spofforth street is a location with frequent vehicle accidents. This is a record of **accidents witnessed and reported by residents to Harrison Precinct** but there may be many more which were not observed particularly during weekdays.

17.3.18	1pm	2 car crash	ambulance, police, tow trucks
12.6.18	9pm	2 vehicle crash	car and van
24.6.18	2pm	2 car crash	tow truck in attendance
2.7.18	440pm	2 car crash	
13.9.18	345pm	2 car crash	
14.9.18	4pm	2 cars	
3.12.18	3pm	2 cars Spofforth St panel	car attempting right turn into Holt eastbound - damage - no police

2019

21.2.19	850pm	2 vehicle crash	
6.5.19	2pm	Head-on crash 2 vehicles	



Harrison Precinct

Holt Avenue and Spofforth Street Intersection Crashes (as reported by residents) since 17.3.18

8.5.19 4pm 2 car accident - no police involved.

11.5.19 4pm 2 car accident. Car was attempting to traverse across Spofforth from Holt to Holt when it was hit by a vehicle heading northbound on Spofforth. Tow truck in attendance.

11.7.19 10am 2 car accident - car was attempting to traverse across Spofforth from Holt to Holt. Tow away



5.10.19 7.30am 2 car accident cnr Holt Ave & Spofforth St



Fri 17.10.19 12pm Subaru Forester cream and white Barina - ambulance arrived
No photo

Harrison Precinct

Holt Avenue and Spofforth Street Intersection Crashes (as reported by residents) since 17.3.18

18.10.19 130pm 2 vehicles T-bone accident on Spofforth - vehicle traversing Holt to Holt.

19.10.19 530pm 2 vehicles Holt & Spofforth - **Police, Fire Brigade**



24.10.19 accident **cyclist** traveling inside of stationary traffic south on Spofforth clipped taxi turning right onto Spofforth from Holt (Cremorne side) - No photo

15.11.19 2 vehicles - T-bone accident - no photo

16.11.19 345pm - T-bone 2 vehicles



Harrison Precinct

Holt Avenue and Spofforth Street Intersection
Crashes (as reported by residents) since 17.3.18

23.1.20 Taxi with flat tyres - caused by hitting "silent cop" (now removed) at center of Holt Ave intersection.



27.2.20 **Accident cnr Cabramatta Road & Spofforth** - vehicle lost control, mounted footpath, hit a pole and tree at the corner of Cabramatta Road



2021

15.1.21

Motorcyclist and car - T-bone crash Spofforth/Holt
Ambulance, police in attendance



22.1.21

Car crash on Holt Ave - outside 140 Holt Ave
Residents reported vehicle being driven at high speed northbound towards Military Road
Car extensively damaged.

2022

24.7.22: 2 vehicle crash - T-bone crash. Extensive damage to both vehicles



10.9.22: 3 vehicle incident Sat 10.9.22 - 130pm



Mon, 3 Oct 2022, 14:33
2 car collision



28 Nov 2023, 10:57

Accident - Sunday previous - reported by Cathy to
to mayor, r.bendall, p.friedrich, s.hughes, s.menzies, l.moline, m.randall

police and ambulance in attendance

6 February 2024

3 car accident at 9 am at Holt ave intersection of Spofforth.

Victim stated she was hit whilst turning right out of Holt on the Mosman side - the car was seriously damaged. Police in attendance.



Fri, 24 May 2024

2 vehicle crash



9.11.24

A serious accident occurred at 4.30pm on Saturday 9th November at the intersection of Holt Avenue and Spofforth Street. Ambulance, Fire Brigade and Police were in attendance. See Minutes of Nov 2024



Monday, 27 October 2025 9:45 PM

Holt Ave & Spofforth St.

3 cars were involved - approx 9am.

Main damage was to a late model sports Mercedes which was undriveable due to damage to the front and passenger side (t-bone collision)

No police were in attendance, no one was physically injured.

Wednesday, 19 November 8:20am

2 cars involved

Extensive damage to both vehicles including a BMW SUV

No police were in attendance, no one was physically injured as far as we are aware.



OTHER intersection accidents.

2 Sept 2024, 13:23

Hi Michiko

Facebook says just past Cabramatta Rd intersection at around 8am.

Cheers

Graham

On Mon, 2 Sept 2024, 9:40 am Harrison-Bennett Precinct, <harrison.precinct@gmail.com> wrote:

I just heard on the ABC traffic report about a big crash this morning causing traffic delays on

Military Rd. I didn't see/hear anything although when I went outside to put my garbage out at 9am I

saw a tow truck with a smashed up black BMW 4-wheel drive on it.

Regards Michiko



**ANNEXURE D: MATTHEW MCCARTHY CV
(1 SHEET)**

Matthew M^cCarthy (Associate)

Experienced consulting traffic engineer within the private sector for the preparation and review of traffic impact assessments for a wide range of land uses and scales. Skilled in traffic modelling and analysis, preparation of road safety audits, traffic and transport planning, provision of detailed design advice for small and large scale developments. Regular appearances as an expert witness in the NSW Land and Environment Court to provide evidence on matters related to traffic, parking and road safety aspects of development.

Qualifications

*Bachelor of Civil Engineering,
University of New South Wales Australia
2013*

*Masters of Engineering Science (Civil)
Majoring in Transport Engineering
University of New South Wales Australia
2015*

*RMS Accredited level 3 Road Safety Auditor (RSA-02-1197)
RMS Accredited Work Zone Traffic Management Plan Designer*

Experience

MCLAREN TRAFFIC ENGINEERING 2016 to date

- Construction Traffic Management Plans
- Concept Parking Designs
- Roundabout Intersection Concept Designs
- SIDRA Intersection Traffic Modelling
- Invarian Rapid Plan
- Expert Advice at Public Meetings
- Preparation of Conditions of Consent
- Preparation & Review of Traffic Impact Assessment
- Expert Witness
- Road Safety Audits
- Signalised Intersection concept designs
- Unsignalised Intersection Concept Designs
- Detailed Design Advice for a variety of Land Uses
- Staff Training
- Preparation of Statement of Facts and Contentions relevant to traffic
- Reviewing and approval of documents and Plan
- Peer Reviews