

8 ROAD SAFETY ISSUES

8.1 CRASH STATISTICS

This assessment is based on the crash data supplied by the RMS for the five-year period from July 2007 to June 2012 inclusive. The data covers crashes reported to the Police, and includes fatal, injury or vehicle damage only accidents for:

- Harbour St from Hay Street to Bathurst Street including 10m at intersections; and
- Darling Drive from Ultimo Road to Murray Road, including 10m at intersections.

A total of 58 crashes were recorded for Harbour Street and a total of 78 crashes were recorded for Darling Drive in the five year period. Figure 8-32 and Table 8-34 shows crash statistics for the five year period between 2006 and 2010.

Figure 8-32 Five Year Crash History

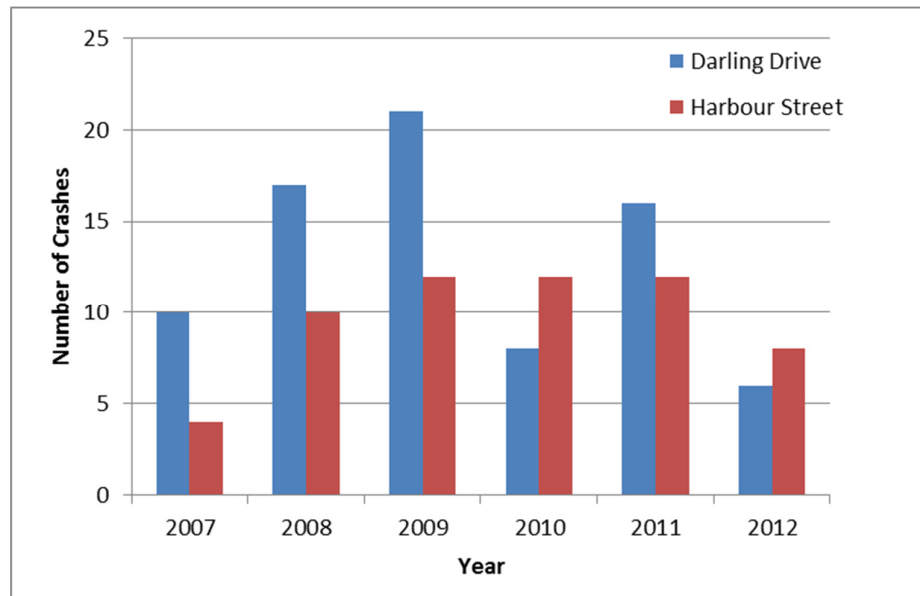


Table 8-34 Highlights of Crash Statistics for Five Years (July 2007- June 2012)

Type of Crash	Harbour Street		Darling Drive	
	Number of Crashes	Percentage	Number of Crashes	Percentage
Total No. of Crashes	58	100%	78	100%
Casualties	34	58.8%	46	59.0%
Non-casualty	24	41.4%	32	41.0%
Intersection, adjacent approaches	10	17.2%	32	41.0%
Rear end	11	19.0%	2	15.4%

	Harbour Street		Darling Drive	
Hit pedestrian	11	19.0%	5	6.4%
Opposing vehicle, turning	3	5.2%	11	14.1%
Fatal	0	0	0	0
Wet Surface	17	29.3%	14	17.9%

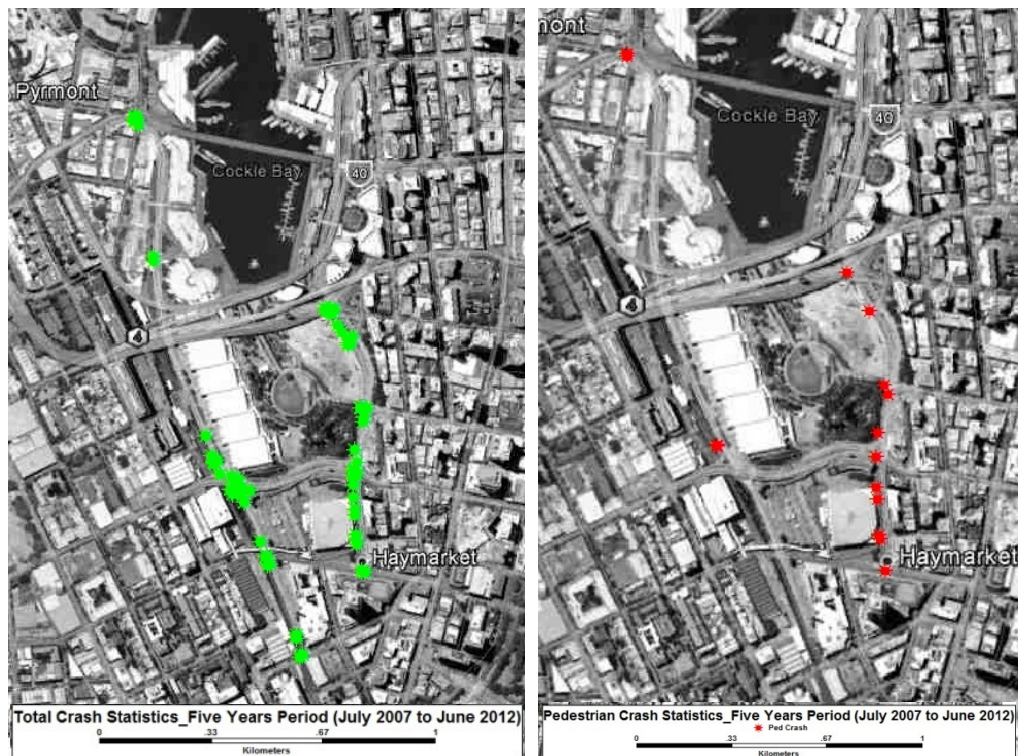
Source: RMS' crash data

Figure 8-32 shows that there is a marked reduction in the number of crashes on both Darling Drive and Harbour Street.

The crash data was plotted on a map to identify potential 'black spots'. Figure 8-33 shows the locations of the crashes recorded by the RMS over a five year period (July 2007 to June 2012). It can be observed that majority of the pedestrian crashes occurred along Harbour Street and the majority occur at the intersections:

- Darling Drive/Pier Street;
- Darling Drive/Hay Street;
- Pier Street/harbour Street/Goulburn Street;
- Harbour Street/Liverpool Street; and
- Harbour Street/Day Street.

Figure 8-33 RMS Crash Data for a Five year period (July 2007 – June 2012)



8.2 PEDESTRIAN SAFETY ON DARLING DRIVE

The crash statistics revealed five (5) crashes involving pedestrians occurred over a span of five years and were observed to occur at the intersections, notably Darling Drive/Murray Street/Pymont Bridge Road and at Darling Drive/Pier Street roundabout.

At the intersection of Darling Drive and Murray Street, pedestrian crossings are integrated with the intersection and have an assigned pedestrian crossing phase in the cycle time while at the Darling Drive / Pier Street roundabout, the pedestrian crossing across is located north of the roundabout and is provided to also cater to the passengers going to and coming from the light rail stop.

The reconfiguration of Darling Drive and the confinement of the loading activities away from Darling Drive are achieved by the transfer of truck parking, loading and queuing within the loading dock facilities. The management of loading activities within the loading docks potentially minimises the risks to other road users on Darling Drive and promotes safety for pedestrians and cyclists. Two new pedestrian crossing facilities will be installed on Darling Drive linking the light rail with the core facilities via enhanced pedestrian links. These crossings are located at a reasonable distance from the loading dock entrance and exits and from the Pier Street roundabout to ensure the proper sight distances are maintained for both the pedestrian crossing and the truck driver.

Pedestrian safety measures are incorporated in the overall management plans for both construction and operation but may need to be constantly reviewed to assess any deficiencies brought about by unforeseen operational changes within the facilities. A more detailed road safety audit may be undertaken to determine future measures to reinforce the safety and ensure minimal risks to road users.

8.3 PEDESTRIAN SAFETY ON HARBOUR STREET

The crash statistics revealed 19% of the crashes on Harbour Street involved a pedestrian of which 5 of the 11 records occurred in the section between Hay Street and Goulburn Street. This section has one way vehicle directional flow and no pedestrian crossing except at the intersection of Pier St/Harbour St/Goulburn. Records from previous studies reported medium to heavy pedestrian activity in the block east of the SEC precinct due to the proximity of Chinatown.

Future proposals associated with the Chinatown Public Domain Plan include provision for a pedestrian crossing facility across Harbour Street south of Goulburn Street. The type of treatment is yet to be finalised but current initiatives are in place to address this issue.

Other pedestrian crashes on Harbour Street were observed to occur at the intersections with Goulburn Street, Liverpool Street, Day Street and Bathurst. These intersections have pedestrian crossing facilities integrated with the signal phasing.

A more detailed road safety audit may be required to assess any gaps and deficiencies at the intersections in order to determine a more appropriate treatment. This aspect of work will be covered as part of the detailed design development prior to construction of the southern precinct.