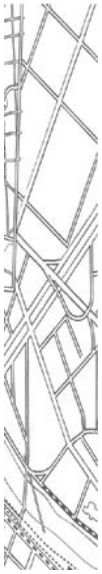

Transport Assessment Report

Potts Hill Reservoirs Site and Associated Land Environmental Assessment

17 June 2008

Prepared for

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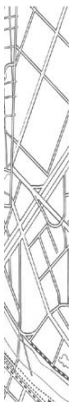

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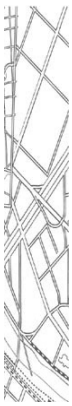
Author: Jason Rudd
Reviewer: Jason Rudd



Contents

1. Introduction

This transport assessment report has been prepared to present the findings of traffic and transport investigations undertaken by Masson Wilson Twiney (MWT) for the proposed redevelopment of Sydney Water land at Potts Hill.

The transport assessment has been prepared taking into consideration the Director General's requirements for the Part 3A Concept Application & Environmental Assessment.

1.1 Site Location

The location of the potential redevelopment site is shown in Figure 1. The potential redevelopment site is directly surrounded by:

- Rookwood Road to the east;
- Brunker Road to the south;
- Cooper Road to the west; and
- Freight rail line and a water pipeline to the north.

To the west of the site is located the Birrong Boys High School and Birrong Girls High School and predominantly residential development.

East of the site is the industrial estate at Chullora containing a Waste Management facility, TAFE NSW South Western Sydney Institute and the Pacific National Rail Sydney Freight Terminal.

North of the site beyond the freight line is the Regents Park residential area and the Carnarvon Golf Club. West of the Site is Birrong residential area and to the south is the Yagoona residential area.

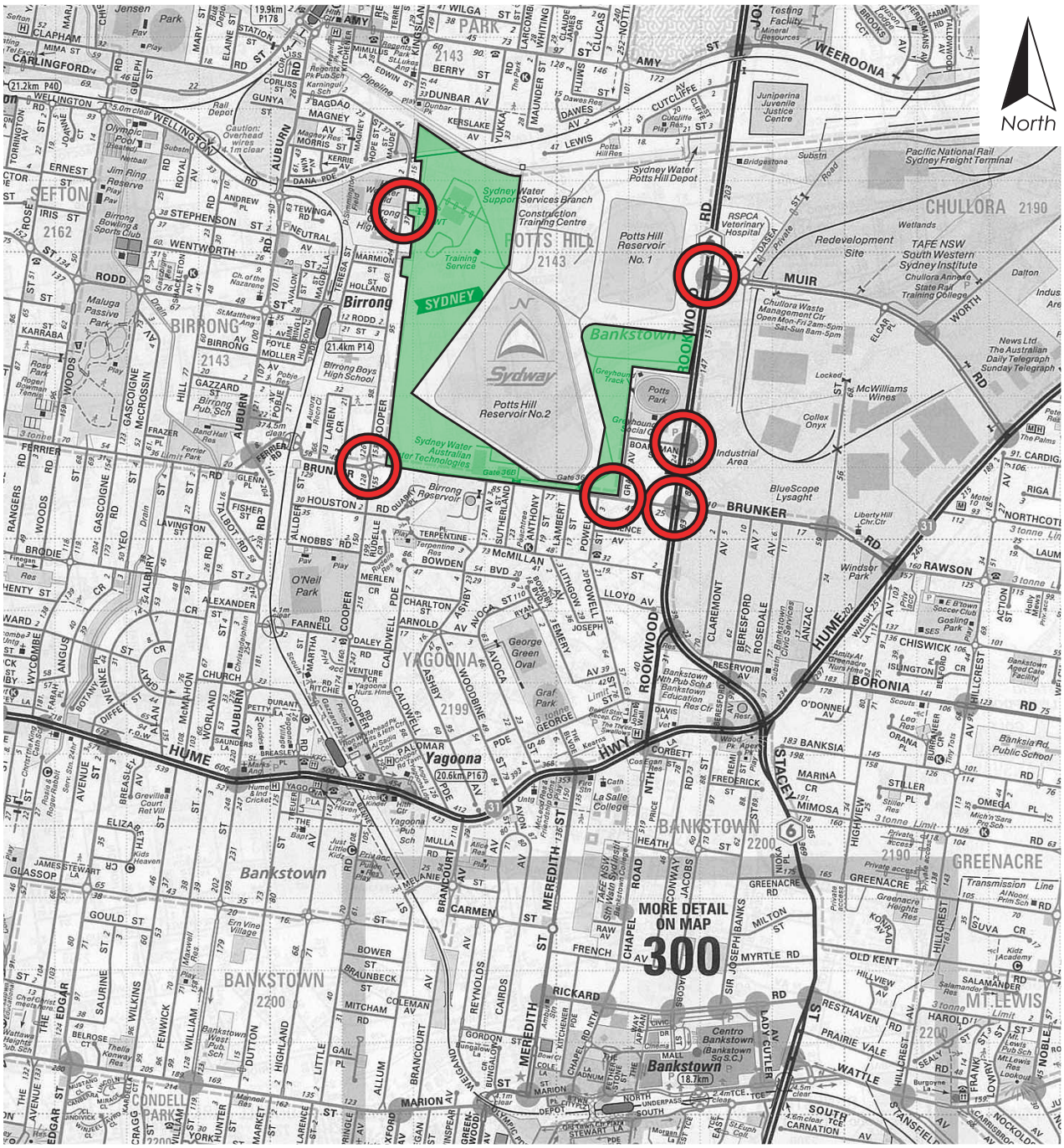
1.2 Existing Vehicle Access

Existing operational access gates to the Sydney Water Potts Hill Site are located on:

- Brunker Road, 1 gate east of Reservoir 2 and 2 gates west of Reservoir 2.
- Cooper Road - 1 gate opposite Birrong Girls High School.
- Rookwood Road south of Muir Road (service access via locked gate).

SITE LOCATION & TRAFFIC SURVEY LOCATIONS

POTTS HILL REDEVELOPMENT



Key

Location of Surveyed Intersections

Surplus Land - Potts Hill Redevelopment Site (approx area)

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Figure 1

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Date: 1 April 2008

Each of the existing SWC site accesses are priority controlled (ie. give way signed) intersections with the public road network.

1.3 Future Land Uses

Concept planning for the Potts Hill redevelopment site has identified the potential for the following land uses:

- Retention / consolidation of Sydney Water operations;
- Employment area; and
- Residential development.

The employment land is proposed to be located to east of the site with residential uses to west separated by the existing reservoir (Reservoir No.2).

1.4 Purpose of this Report

An assessment of the traffic and transport conditions surrounding the redevelopment site has been undertaken to identify:

- existing surrounding road network conditions including any deficiencies / constraints;
- existing pedestrian and cycle facilities and associated constraints, safety and opportunities for improvements;
- existing access to public transport services;
- potential site access opportunities and constraints to redevelopment areas; and
- potential road network improvements to accommodate both existing and potential Potts Hill redevelopment generated traffic.

2. Review of Existing Transport Conditions

2.1 Road Network

2.1.1 Road Hierarchy

It is usual to classify roads according to a road hierarchy, in order to determine their functional role within the road network. Changes to traffic flows on the roads can then be assessed within the context of the road hierarchy.

Roads are classified according to the role they fulfil and the volume of traffic they should appropriately carry. The Roads and Traffic Authority of New South Wales (RTA) has set down the following guidelines for the functional classification of roads.

- **Arterial Road** - typically a main road carrying over 15,000 vehicles per day and fulfilling a role as a major inter-regional link (over 1,500 vehicles per hour)
- **Sub-arterial Road** - defined as secondary inter-regional links, typically carrying volumes between 5,000 and 20,000 vehicles per day (500 to 2,000 vehicles per hour)
- **Collector Road** - provides a link between local roads and regional roads, typically carrying between 2,000 and 10,000 vehicles per day (250 to 1,000 vehicles per hour). At volumes greater than 5,000 vehicles per day, residential amenity begins to decline noticeably.
- **Local Road** - provides access to individual allotments, carrying low volumes, typically less than 2,000 vehicles per day (250 vehicles per hour).

In recent years the RTA has adopted a classification system relating to funding purposes. It defines roads as:

- **State Roads** – performing an important state function for which the RTA funds one hundred percent of the maintenance cost. State roads are essentially arterial roads.
- **Regional Roads** – roads performing a significant regional function and for which the RTA and Council contribute fifty percent each towards maintenance. Regional roads are essentially sub-arterial roads.

- **Local Roads** – roads performing a local or collector function and for which the Council funds one hundred percent of the maintenance cost.

The following is a description of the key roads in the surrounding road network.

Rookwood Road
Rookwood Road between Stacey Street and Joseph Street (ie. along the site's eastern frontage) is classified as a State Road and forms part of Metro Road 6 which connects the Princes Highway at Heathcote with the Cumberland Highway at Carlingford.

Rookwood Road functions as a major arterial road.

In the vicinity of the site Rookwood Road consists of three travel lanes in either direction with all major intersections controlled by traffic signals. Direct access to properties fronting Rookwood Road and minor roads is partially restricted by a central road median.

Rookwood Road carries large volumes of traffic during the peaks and is a favoured north – south freight route through the area. Rookwood Road is managed and maintenance funded by the RTA.

Brunker Road
Brunker Road functions a sub arterial road which connects Hume Highway with Potts Hill and Birrong. Between Rookwood Road and the Hume Highway, Brunker Road is a designated State Road. Between Rookwood Road and Auburn Road, Brunker Road (and the eastern end of Ferrier Street) is designated as a Regional Road by the RTA.

To the west, Brunker Road provides access under the railway line to the south of Birrong Railway Station.

The intersection of Brunker Road and Cooper Road is controlled by a roundabout which has been identified as an intersection with existing poor geometry.

Brunker Road is understood to be a Council managed road.

Graf Avenue / Boardman Street
Graf Avenue and Boardman Street provide a road link between Brunker Road and Rookwood Road between the eastern precinct site and an area of residential development.

These roads are notionally local roads, however, during peak periods they have a higher order road function facilitating a 'rat run' route for vehicles avoiding the traffic lights at Rookwood Road and Brunker Road. This rat running has adverse implications for the existing environmental amenity of these streets.

The intersection of Boardman Street / Rookwood Road is controlled with traffic signals. The intersection of Brunker Road / Graf Avenue is priority controlled (give way signage).

Cooper Road

Cooper Road is a local collector road that runs north – south between the western side of the site and the railway line. Cooper Road is a Council managed road.

Cooper Road connects the Hume Highway at Yagoona with the residential areas in Birrong and the Birrong High Schools. Cooper Road provides a vehicle and pedestrian crossing of the railway line. North of the railway line, Cooper Road connects to Bagdad Street which in turns connects to Auburn Road.

Further details regarding the Cooper Road / Bagdad Street rail crossing are provided in Section 2.4 of this report.

Along the site's frontage, Cooper Road has an undulating alignment which limits sight distances for exiting vehicles in some locations.

2.1.2 Existing Traffic Flows

Daily Traffic Flows

Daily traffic flow volumes (Annual Average Daily Traffic - AADT) along key roads in the Sydney road network are surveyed by the RTA. The most recently published results of the RTA surveys (2002) for roads surrounding the site are:

- Rookwood Road (north of Muir Road): 51,652 vehicles per day
- Brunker Road (east of Auburn Road): 12,499 vehicles per day
- Auburn Road (south of Amy Street): 13,245 vehicle per day

Boardman Street, Graf Avenue and Cooper Road are not RTA survey sites and thus AADT information is not available.

However based on the peak hour traffic surveys described below, the daily traffic flows are estimated to be:

- Boardman Street / Graf Avenue route: 4,000 – 6,000 vehicles per day.
- Cooper Road (north of Brunker Road): 5,000 – 7,000 vehicles per day.

Peak Hour Traffic Flows

To examine traffic conditions at peak times, surveys were undertaken on a Wednesday morning between 7:00am - 9:00am and Wednesday evening between 4:00pm - 6:00pm.

The surveyed intersections were:

- Cooper Road and Sydney Water access road;
- Cooper Road and Brunker Road;
- Rookwood Road and Brunker Road;

- Rookwood Road and Muir Road;
- Rookwood Road / Boardman Street; and
- Brunker Road / Graf Avenue.

The locations of these intersections are shown in Figure 1.

Surveyed peak hour traffic flows along the Cooper Road, Brunker Road, Rookwood Road, Graf Avenue, Boardman Street and the Sydney Water access road are presented in Table 1 below.

A summary of the peak hour turning movements at each surveyed intersection is presented in **Appendix A**.

As shown in Table 1 the peak period traffic flows along the above roads vary depending on the location of the survey and the morning / afternoon peak period.

Hourly flows along these roads are summarised to be:

- Rookwood Road: 3,500 – 5,300 vehicles per hour
- Brunker Road: 960 – 1,800 vehicles per hour
- Cooper Road: 200 – 630 vehicles per hour
- Boardman Street / Graf Avenue: 640 – 200 vehicles per hour

Table 1 - Existing Morning and Evening Peak Hour Traffic Flows (veh/hr)

Road	Location	Direction	Wednesday AM Peak (7.30am to 8.30am)	Wednesday PM Peak (4.00pm to 5.00pm)
Cooper Road	North of Sydney Water	Southbound	187	103
		Northbound	215	109
		Two Way	402	212
Cooper Road	South of Sydney Water	Southbound	189	125
		Northbound	233	97
		Two Way	422	222
Cooper Road	North of Brunker Road	Southbound	309	222
		Northbound	319	205
		Two Way	628	427
Cooper Road	South of Brunker Road	Southbound	104	294
		Northbound	512	114
		Two Way	616	408
Brunker Road	West of Cooper Road	Westbound	326	798
		Eastbound	633	348
		Two Way	959	1,146
Brunker Road	East of Cooper Road	Westbound	551	1133
		Eastbound	1256	520
		Two Way	1,807	1,653
Brunker Road	West of Brunker Road	Westbound	564	970
		Eastbound	715	442
		Two Way	1,279	1,412
Brunker Road	West of Brunker Road	Westbound	749	746
		Eastbound	809	790
		Two Way	1,558	1,536
Rookwood Road	South of Brunker Road	Southbound	1590	1996
		Northbound	2507	1014
		Two Way	4,097	3,010
Rookwood Road	North of Brunker Road	Southbound	1511	2532
		Northbound	2519	978
		Two Way	4,030	3,510
Rookwood Road	South of Muir Road	Southbound	1519	3052
		Northbound	3160	1470
		Two Way	4,679	4,522
Rookwood Road	North of Muir Road	Southbound	1949	2722
		Northbound	3343	1859
		Two Way	5,292	4,581
Muir Road	East of Rookwood Road	Westbound	505	954
		Eastbound	752	235
		Two Way	1,257	1,189
Boardman St / Graf Ave	West of Rookwood	Westbound	42	69
		Eastbound	602	127
		Two Way	644	196
Sydney Water	East of Rookwood Road	Westbound	13	37
		Eastbound	30	3
		Two Way	43	40

The results presented in Table 1 indicate Rookwood Road carries a high volume of traffic during the morning and afternoon peak hour periods with some 3500 – 5300 vehicles per hour. This is consistent with its role as a primary arterial route.

Surveyed peak hour traffic flows along Brunker Road (960 – 1,800 vehicles per hour) are consistent with the road's function as a sub arterial road.

Surveyed peak hour traffic volumes along Boardman Street / Graf Avenue (640 – 200 vehicles per hour) are not consistent with traffic flows for a local street. This reflects the use of these roads as a rat run route.

Surveyed peak hour traffic volumes along Cooper Road (200 – 630 vehicles per hour) are consistent with traffic flows for a local collector street. Peak period traffic flows were surveyed to be higher at the southern end of Cooper Road which reflects the activity generated by the schools and railway station and the distribution of traffic flows to the regional road network namely Brunker Road, Rookwood Road and the Hume Highway.

2.1.3 Intersection Operation

The existing operation of the four surveyed intersections were analysed using the "aaSIDRA" intersection analysis programme.

aaSidra determines the average delay that vehicles encounter, the degree of saturation of the intersection, and the level of service.

The degree of saturation is the ratio of the arrival rate of vehicles to the capacity of the approach. aaSidra provides analysis of the operating conditions which can be compared to the performance criteria set out in **Table 2.**

Table 2 – Level of Service Criteria

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & Spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode.
F	> 70	Extra capacity required	Extreme delay, traffic signals or other major treatment required

Adapted from RTA Guide to Traffic Generating Developments, 1993.

For roundabouts and sign posted intersections, the intersection delay is the delay for the worst movement at the intersection.

The results of the analysis are presented in Table 3 below.

Table 3 – Existing Intersection Performance

Intersection	Control	Wednesday AM Peak		Wednesday PM Peak	
		Delay (secs)	Level of Service	Delay (secs)	Level of Service
Sydney Water Driveway Access / Cooper Road	Priority	13.9	A	12.0	A
Brunker Road / Cooper Road	Roundabout	133.9	**F**	21.6	B
Brunker Road / Rookwood Road	Signals	99.7	**F**	64	**E**
Rookwood Road / Muir Road	Signals	24.3	B	59	**E**
Rookwood Road / Boardman St	Signals	27.7	B	13.6	A
Brunker Road / Graf Ave	Give Way Sign	134	**F**	331.6	**F**

Note: For roundabouts and sign posted intersections, the intersection delay is the delay for the worst movement at the intersection.

From Table 3 it can be seen that the following intersections operate with existing capacity constraints:

- Brunker Road / Cooper Road – Roundabout (AM peak only);
- Brunker Road / Rookwood Road – Signals (AM and PM peaks);
- Brunker Road / Graf Avenue – Give Way Sign (AM and PM peaks) and
- Rookwood Road / Muir Road – Signals (PM peak only).

The aaSIDRA ananlysis has identified an existing capacity constraint at the intersection of Brunker Road and Cooper Road during the AM peak period. The modelled operation has not reflected in observations of intersection operation in peak periods.

The existing geometric design of the roundabout controlled intersection is also atypical with offset approaches.

Notwithstanding these constraints the intersection has not been identified as a high accident intersection (see Section 2.6 below).

Furthermore discussions between Council and Landcom indicated that Council considers that the intersection is operating satisfactorily. It was noted that some queuing occurs nut not to unacceptable levels and the existing roundabout operation provides speed control benefits for both Brunker Road and Cooper Road.

2.1.4 Site Observations

Vehicles appear to be using a 'rat run' between Brunker Road and Rookwood Road via Boardman Street and Graf Avenue. A higher than expected number of vehicles travelling northbound from Brunker Road were observed turning left into Graf Avenue from Brunker Road, turning right into Boardman Street before re-entering Rookwood Road.

The surveyed traffic volumes support this finding with a high reduction of traffic volumes travelling eastbound along Brunker Road and a subsequent increase in traffic volumes travelling northbound along Rookwood Road.

2.2 Public Transport Services

2.2.1 Rail

The site is located within walking distance of both Birrong and Regents Park railway stations.

Birrong Railway Station

- 300m west of the site.
- Serviced by the Bankstown Line.
- Facilities at the station:
  - Commuter car park
  - Wheelchair access car spaces
  - No wheelchair access facilities to station platform such as ramps or lift

During peak commuting periods the service frequency is a train approximately every 15 minutes in each direction. Refer to Table 4 for train frequency.

Table 4: Weekday Frequency of Trains to and from Birrong Station by Destination/Origin

Destinations/Origins / Time Period	Central	Strathfield	Bankstown	Liverpool
Approximate travel time (min)	50	20	7	20
From Birrong:				
AM peak frequency (per hour)	6	1-3	6	2
Midday Frequency (per hour)	4	2	4	2
PM Peak Frequency (per hour)	4-5	2	4	2
To Birrong				
AM peak frequency	4	2-3	6	2
Midday Frequency	4	2	4	2
PM Peak Frequency	5-6	2	4-6	2

(Source: City Rail, December 2005)

Regents Park Railway Station

- Approximately 800m from site
- Serviced by the Bankstown Line and the Inner West Line.

During peak commuting periods the service frequency is a train approximately every 10-15 minutes in both directions. Refer to Table 5 for train frequency.

Table 5: Weekday Frequency of Trains to and from Regents Park Station by Destination/Origin

Destinations/Origins / Time Period	Central	Strathfield	Lidcombe	Bankstown	Liverpool	Campbelltown
Approx. travel time (min)	40-50	15	7	12	22	44
From Regents Park						
AM peak frequency	4-5	4	4	2	2-3	Only 1 service
Midday Frequency	4	2	2	2	1-2	0
PM Peak Frequency	6	4-5	4-5	2	3-4	0
To Regents Park						
AM peak frequency	4-5	4	4	2	2	Only 1 service
Midday Frequency	4	2	2	2	2	0
PM Peak Frequency	6	3-4	3-4	2	2	0

(Source: City Rail, December 2005)

2.2.2 Bus

Potts Hill is located in 'Region 13' serviced by Transit First / Veolia Transport. Routes servicing Potts Hill are:

- 908 Bankstown - Merrylands via Regents Park, Auburn and South Granville
- 909 Bankstown – Parramatta via Auburn Regents Park; and
- 921 Bankstown – Lidcombe via Rookwood Rd.

These routes are shown in **Appendix B**.

Table 6: Bus Frequencies

Route	Route 908	Route 909	Route 912
Travel Path in Potts Hill	Brunker Rd to Auburn Rd	Brunker Rd to Rose St	Rockwood Rd
Weekday			
To Bankstown			
AM Frequency	Every 60 minutes	Every 30 minutes	Every 30 minutes
Midday Frequency	Every 60 minutes	Every 30 minutes	Every 60 minutes
PM Frequency	Every 60 minutes	Every 30 minutes	Every 30 minutes
To Other Destination			
AM Frequency	Every 60 minutes	Every 30 minutes	Every 30 minutes
Midday Frequency	Every 60 minutes	Every 30 minutes	Every 60 minutes
PM Frequency	Every 60 minutes	Every 30 minutes	Every 30 minutes

Veolia Transport provides bus services for both Birrong Boys High School and Birrong Girls High School. These services use Cooper Road to access the school bus zones in Cooper Road.

2.3 Pedestrian / Cycle Facilities

2.3.1 Pedestrian Facilities

Cooper Road

A pedestrian path is located only on the western side of Cooper Road for its entire length. Pedestrian crossing facilities are in the form of a marked foot crossing outside Birrong Girls High School and Birrong Boys High School.

The Cooper Road rail overbridge provides a narrow footpath on the western side of the road. A concrete jersey and steel posted wire fence provides protection of the footpath from the travel lanes. While pedestrian access is provided it is not considered a pedestrian friendly route (see Section 2.4).

Cooper Road is managed by Bankstown City Council.

Brunker Road

A footpath is installed on the northern side of Brunker Road between Cooper Road and Ashby Avenue. A footpath is installed on the southern side of Brunker Road for its entire length.

A pedestrian refuge is installed in Brunker Road on the western side of its intersection with Ashby Avenue. This pedestrian refuge is poorly located as the crest of the hill restricts sight distances for crossing pedestrians to the east.

Rookwood Road

A pedestrian path is installed on the western side of Rookwood Road between Brunker Road and Graf Avenue. Pedestrian phases are installed at the traffic signals at Rookwood Road / Brunker Road. Pedestrian phases are installed across Graf Avenue and the northern side of the traffic controlled intersection of Graf Avenue / Rookwood Road.

Graf Avenue

No pedestrian footpaths are installed either side of the street in Graf Avenue.

Avalon Street – Birrong Station Access

Pedestrian access to Birrong Station is provided via stairs from the southern side of Avalon Street. No lift or ramps are provided thus Birrong does not provide disabled access to the station platform.

A marked foot crossing on Avalon Street at the station entrance is provided. However the crossing lacks protective measures such as pedestrian fences and kerb blisters which would improve safety and definition of the crossing. The proximity of the station access to the Birrong Boys and Girls High Schools would potentially warrant the provision of a raised crossing of Avalon Street at the station.

Avalon Street is a Bankstown City Council managed road.

2.3.2 Cycle Facilities

Along the southern (Brunker Road) and eastern (Rookwood Road) perimeter of the Site is a shared pedestrian / cycle path facility.

Brunker Road to Hume Highway route connects with Ryde-Botany Bay Bike Route. Rookwood Road connects with Auburn Bike Route.

West of Bankstown Rail Line on Brunker Road is a signed route shared path going south to O'Neill Park through to Punchbowl and then linking to Hurstville Bike Route.

North of the Site there is a path adjacent to the water supply pipeline for the Bay to Mountains bike route.

Sealed shoulder routes exist along the M5 and adjacent to Salt Pan Creek.

Bicycle/Parking Lane routes exist west of the site on Auburn Road.

2.4 Cooper Road / Bagdad Street Rail Crossing

As identified above the Cooper Road / Bagdad Street bridge crossing of the railway line provides vehicular, pedestrian and cycle access across the railway line for north – south movements.

The existing geometry and limited pedestrian facilities (namely a path only on western side of the bridge) have been identified through consultation with local government representatives as a potential safety issue.

In order to determine the existing use of the rail crossing, surveys were undertaken of vehicle, pedestrian and cycle movements over the bridge.

The results of the survey are shown in Figure 2.

The surveys indicated that peak pedestrian activity over the bridge is associated with the nearby schools with relatively high pedestrian flows recorded during the periods when students are travelling to school or leaving school. The afternoon peak was surveyed to be the busiest with some 49 pedestrian movements recorded in the 15 minute period between 3:00pm – 3:15pm.

Outside of the peak school student periods, pedestrians flows are extremely low (ie. 2-4 pedestrian movements per hour. All pedestrian movements were observed to occur along the western footpath. No pedestrian was observed using the roadway (ie. eastern side of the road).

Cyclist flows were surveyed to be low (1-2 movements per hour). The low volume of cyclists was observed to utilise both the footpath and the roadway.

Traffic flows over the Cooper Road / Bagdad Street bridge were surveyed to peak at the same time as the pedestrian peak flows. This indicates a significant proportion of traffic using the bridge is associated with access to and from the Birrong high schools.

The surveys indicated that the bridge carries the following peak period traffic flows:

- AM Peak (7:45-8:45am): 498 vehicles / hour
- PM Peak (3:00-4:00pm): 281 vehicles / hour

These flows are consistent with a local collector road function.

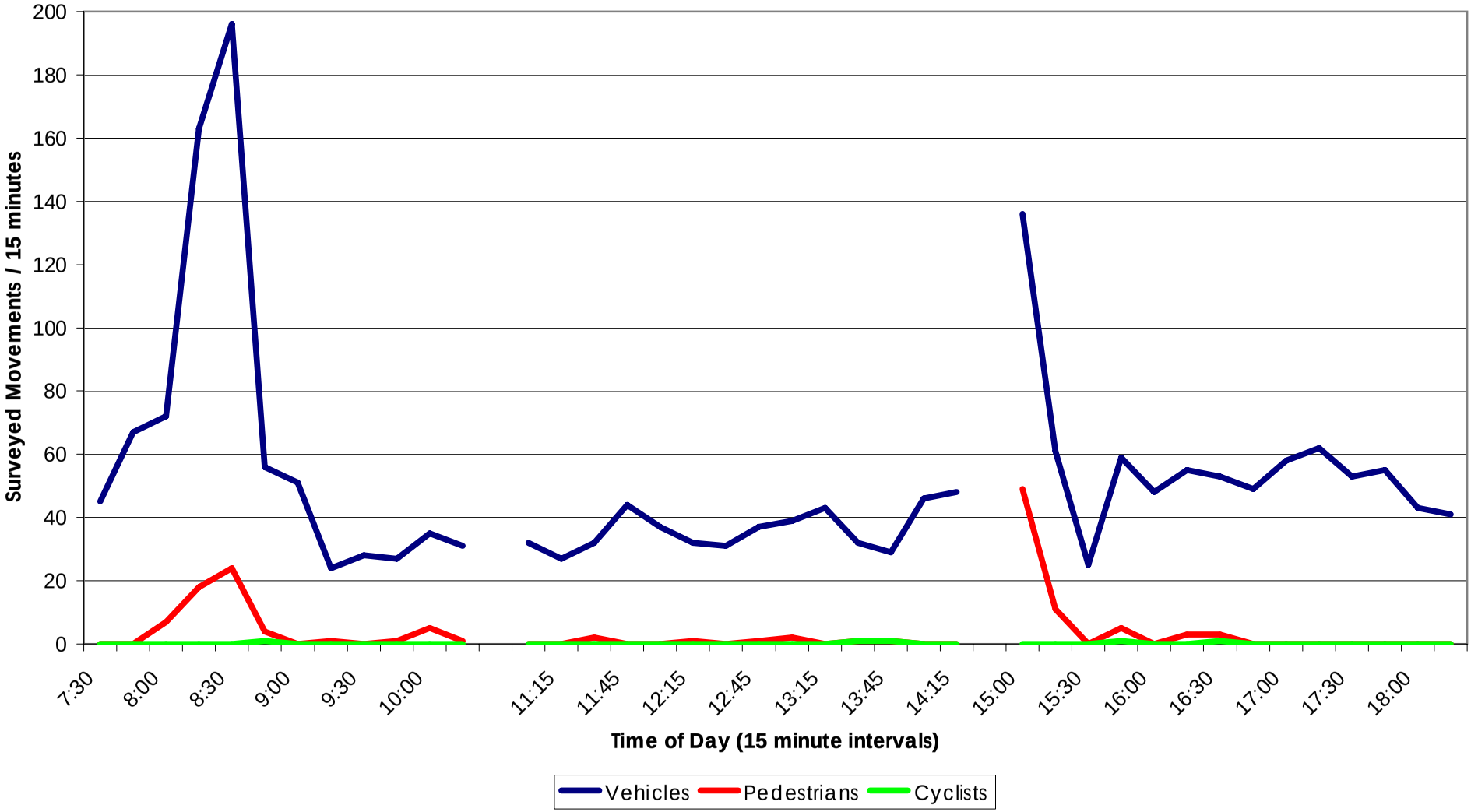
A review of the RTA's accident history records was undertaken for the 5 year period between January 2001 and June 2007. No accidents were recorded during this period at the Cooper Road / Bagdad Street bridge.

2.5 Existing Travel Behaviour

The proposed redevelopment site sits within the Bankstown LGA and Bus Contract Region 13.

Based on information provided by the Ministry of Transport (MoT) relating to public transport use within Contract Region 13, the following provides a summary of existing travel behaviour.

Figure 2 - Cooper Rd / Bagdad St Bridge Crossing



From the Census 2001 Journey to Work (JTW) data the following travel modes were used for the work trips originating in Contract Region 13 (57,105 trips):

- Car as Driver: 63%
- Car as Passenger: 8%
- Train: 18%
- Bus: 1%
- Other: 10%

For JTW trips travelling to Contract Region 13 the following travel modes were used (16,756 trips):

- Car as Driver: 78%
- Car as Passenger: 8%
- Train: 6%
- Bus: 1%

These figures indicate a high reliance on private motor vehicles for travel to and from Contract Region 13.

The JTW data (2001) indicates that 21% of the resident workforce within Contract Region 13 travels to a work destination within the contract area. That is people who live and work within Contract Region 13.

This percentage is relatively high and indicates that with growth in both residential and employment land uses there is potential for a degree of self containment of work trips within the contract region thereby reducing the length of trips.

The JTW data (2001) indicates that 26% of bus trips and 39% other trips (including walk / cycle) were self contained trips. This indicates that for a self contained trip, more people are likely to use bus and other trip modes than they would if their destinations were outside of Contract Region 13.

2.6 Accident History

A review of the RTA accident history for January 2001 to September 2007 was undertaken for the surrounding road network.

The detail results provided by the RTA Crash Analysis Unit are shown in **Appendix C**.

The following are the key findings of the accident analysis for site frontage roads.

Rookwood Road (between Weeroona Rd & Stacey Street)

- accidents tended to be located at or on the approach to intersections;
- concentration of accidents at Brunker Road and Muir Road intersections.

Brunker Road (between Auburn Rd & Claremont Avenue)

- experienced a relatively high number of accidents;
- approximately 45% of accidents involved an injury;
- Accidents concentrations occurred at:
  - Cooper Road intersection (6 accidents)
  - Powell Street intersection (9 accidents)
  - Graf Avenue intersection (19 accidents)
- No accidents recoded involving pedestrians. One accident involved a cyclist.

Cooper Road (between Brunker Road and Auburn Road)

- concentrations of accidents limited to Brunker Road and Marmion Street intersections.
- No accidents recorded involving pedestrians or cyclists.

For both Brunker Road and Cooper Road the majority of accidents involved turning vehicles which indicates potential:

- constraints on sight distances;
- excessive vehicle speeds; and / or
- high volume of turning vehicles at priority controlled intersections.

2.7 Summary of Existing Transport Network Constraints

As identified above there are a number of existing road network, public transport and pedestrian constraints surrounding the proposed Potts Hill redevelopment site.

These constraints include:

- Poor intersection operation and capacity constraints at;
  - Brunker Road / Cooper Road (AM peak)
  - Rookwood Road / Brunker Road (Both AM and PM peaks)
  - Rookwood Road / Muir Road (PM peak)

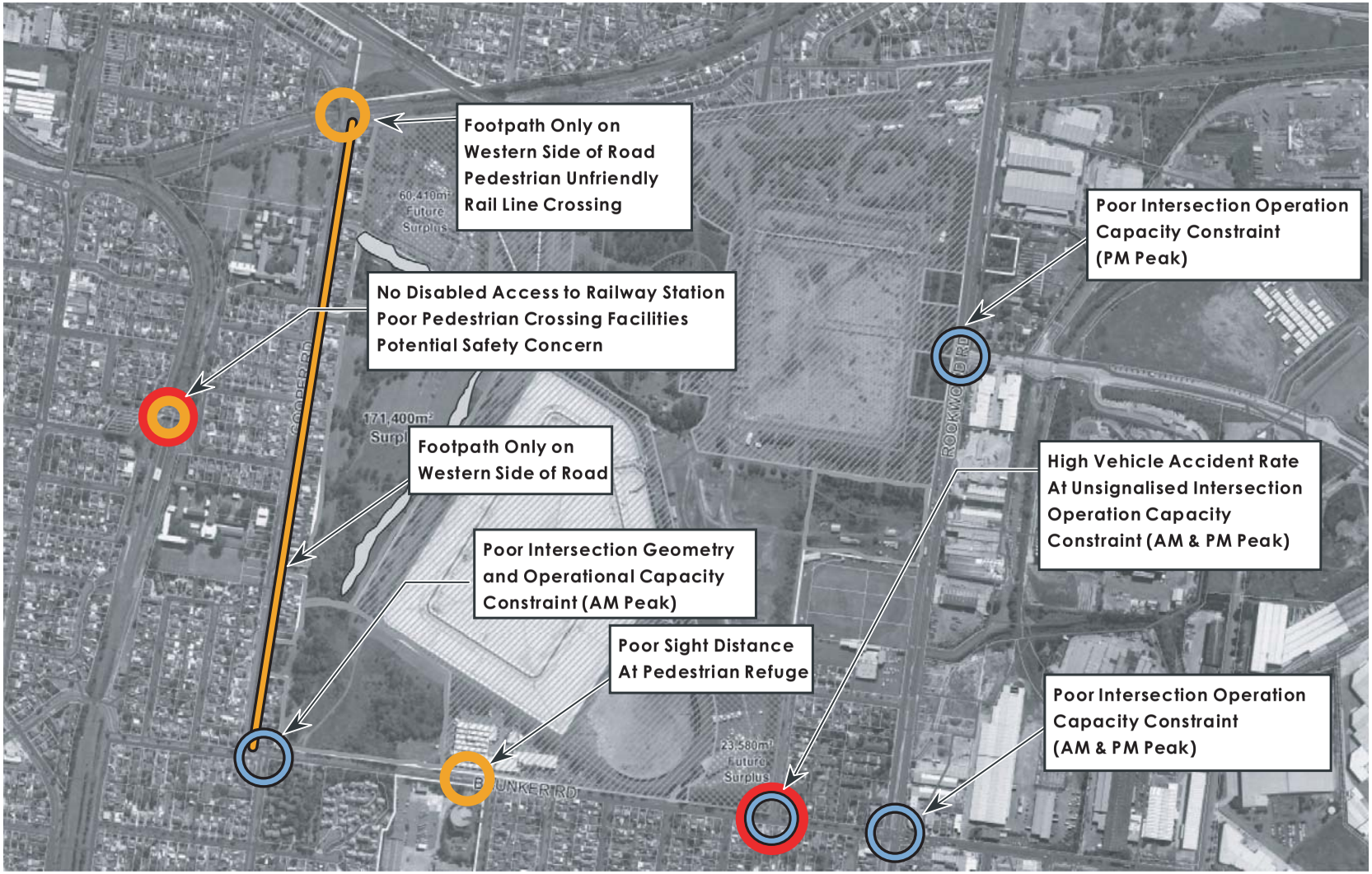
- Poor safety / potential accident locations:
  - Brunker Road / Graf Avenue – vehicle accident history
  - Avalon Street pedestrian crossing at Railway Station – lack of pedestrian protection devices.

- Pedestrian constraints:
  - No disabled access to Birrong Railway Station;
  - Lack of pedestrian path along the eastern side of Cooper Road;
  - Generally pedestrian unfriendly access across rail line bridges and along routes from the potential development site to the stations.

These identified constraints are summarised in Figure 3.

EXISTING TRAFFIC & TRANSPORT CONSTRAINTS

POTTS HILL



North

Key

- Potential Footpath Improvement
- Existing Intersection Constraint
- Existing Pedestrian Constraint
- Safety Constraint

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Figure 3

Filename: 052930di12.ai

Date: 1 April 2008

3. Overview of Proposed Development

3.1 Potential Land Uses

Sydney Water Corporation (SWC) and Landcom propose to redevelop 40 hectares of SWC land at Potts Hill for a combination of employment land, residential land and proposed public open space.

The concept plan (**Appendix D**) clearly defines two distinct precincts for potential redevelopment of SWC land on the Potts Hill site, namely:

- Eastern Precinct = Employment Uses
- Western Precinct = Residential Uses and Public Open Space.

3.1.1 Eastern Employment Precinct

It is proposed that the eastern precinct will be utilised by the following uses:

- Sydney Water Corporation;
- NSW Police;
- Energy Australia; and
- Transgrid.

Each of the proposed uses would involve a relocation of existing facilities elsewhere in Sydney to the Eastern Precinct site.

Sydney Water will operate its field headquarters from the site which is similar to existing operations. The site is currently occupied by approximately 300 Sydney Water staff.

The NSW Police intends to relocate its existing special operations unit from Green Square to the Potts Hill site.

Transgrid will operate an electricity sub station while Energy Australia will operate a depot.

Based on information provided by representatives of the proposed users the following employee numbers for the Eastern Employment Precinct are estimated to be:

- Sydney Water Corporation: 450 employees;
- NSW Police: 400 employees
- Energy Australia: 50 employees; and
- Transgrid: No permanent employees on site.

3.1.2 Residential Western Precinct

The proposed residential development in the western precinct is likely to include a mix of detached dwellings, attached / town house dwellings, medium density and possibly aged care housing uses.

It is proposed that approximately 410 dwellings will be provided including:

- Detached / Attached dwellings: 230 dwellings
- Apartments / Seniors Living: 180 dwellings

For the purpose of estimating the traffic generation potential of the proposed residential uses it has been assumed that all of the 180 apartment / seniors living units will generate traffic at a standard apartment rate. This is conservative and the greater the proportion of seniors living that is developed the lower the peak period traffic generation of the residential site uses.

3.2 Traffic Generation Potential

Traffic generation potential of the proposed employment and residential development will vary depending upon the mix and yield of residential and to a lesser extent employment development on the site.

3.2.1 Eastern Employment Precinct

Based on information provided by representatives of the proposed users the following employee numbers and traffic generation for each use within the Eastern Precinct is estimated in Table 7.

Table 7 – Estimated Traffic Generation – Proposed Eastern Precinct Uses

Use	No. of Employees	Estimated Daily Traffic Generation (vpd)	Estimated Peak Hour Traffic Generation (vph)
Sydney Water Corp	450	1,500	200
NSW Police	400	1,000	160
Energy Australia	50	225	40
Transgrid	0	Odd Truck	Odd Truck
Total	900	2,725	400

The estimated peak hour traffic generation assumes that for the Sydney Water, NSW Police and Energy Australia sites, 40% of all employees arrive or depart the site in the peak hour period. This rate is consistent with RTA guidelines and reflects staggered start and finish times and shift workers associated with proposed site uses. Additional

peak hour generation assumes visitor and service vehicle movement to each of the potential uses.

The generation of an additional 400 vehicles per hour represents an increase in traffic accessing the Eastern Precinct compared to existing conditions.

As a comparison the traffic generation potential of a generic employment precinct (business park) has been considered for the eastern employment precinct. Again traffic generation potential will vary depending upon the type of employment uses, number of employees and peak traffic generating periods. However, planning for the Eastern Creek Employment Area used an employee density of 50 employees / hectare.

For the Eastern Employment Precinct at Potts Hill (12 hectares) this corresponds to a yield of approximately 600 employees.

Utilising the RTA guidelines, a traffic generation rate of 0.4 trips / peak hour / employee would yield a generation of approximately 240 vehicles / hour. Thus the proposed employment uses will generate somewhat higher traffic movements than conventional business park areas.

3.2.2 Residential Western Precinct

RTA guidelines have been used to estimate the traffic generation potential of the residential uses in the western precinct.

The estimated traffic generation is summarised in Table 8.

Table 8 – Estimated Residential Traffic Generation

Dwelling Type	Yield	Peak Hour Traffic Generation Rate (veh/hr)	Peak Hour Traffic Generation (veh/hr)
Detached	185 houses	0.85 trips / dwelling	157
Attached	45 dwellings	0.65 trips / dwelling	29
Apartments	180 dwellings	0.5 trips / dwelling	90
Total	410		276

3.2.3 Existing SWC Traffic Generation

It is noted that based on information provided by SWC, the existing traffic generation characteristics of the Sydney Water land uses of the site are likely to change (decrease) as a result of the proposed redevelopment.

It is estimated that SWC currently generates in the order of 1,000 vehicle trips per day, including staff trips for approximately 300 employees. Traffic generation also include a small proportion of heavy vehicles (approximately 5%). Traffic generation is distributed to and from three site access driveways (1 x Cooper Road + 2 x Brunker Road).

For the purposes of this traffic assessment the estimated employees within the employment precinct have been added to surveyed traffic flows.

However, as noted above, the site currently employs approximately 300 staff. A proportion of the existing staff is likely to be included in the estimated 450 staff for the proposed SWC site in the employment precinct.

Thus the estimated peak hour traffic generation of the employment precinct is likely to be approximately 40% lower than the assessed traffic generation.

However as the exact proportion is not currently known the assessment has considered the implications of an additional 450 SWC employees on the site as a worst case scenario.

3.2.4 Traffic Distribution

Based on expected destinations of potential redevelopment traffic and site access locations), future generation has been distributed to the surrounding road network and assessed (see Section 4).

The assumed traffic distribution used in the traffic assessment is shown in Appendix E.

3.3 Site Access Arrangements

3.3.1 Principles of Site Access

It is proposed that existing access driveways will be retained and utilised for the proposed redevelopment. This strategy will reduce potential adverse implications on the surrounding road network. However, access driveways will need to be designed to accommodate development traffic flows.

Furthermore, multiple site access points have the potential to reduce the effects of site generated traffic at any one location. In this regard, upgrading existing access driveways will assist in reducing traffic pressure on any new site access locations.

In addition there is an operational requirement for both the NSW Police and SWC sites within the Eastern Employment Precinct to have a minimum of two separate routes to and from the external road network.

It is noted that the extent of road frontage of the site along Cooper Road, Rookwood Road and to a lesser extent Brunker Road is limited. This limits the alternatives for site access.

3.3.2 Proposed Site Access Arrangements and Intersection Treatments

The concept plan shown in **Appendix D** indicates the proposed locations of the connections between the internal and external road networks.

The proposed access arrangements are as follows:

- Residential Precinct:
    - Cooper Road – 2 accesses
    - Brunker Road – 1 accesses
- Employment Precinct
    - Brunker Road – 2 access
    - Rookwood Road – 1 access

The location of the accesses at the proposed intersection treatments are shown in Figure 4.

4. Assessment of Proposed Development

4.1 Site Access Arrangements

The following sections (4.1.1 & 4.1.2) provide a description of the proposed site access arrangements for both the employment and residential precincts based on the intersection analysis presented in Section 4.1.3.

4.1.1 Eastern Employment Precinct

The provision of direct site access to the regional road network, namely Rookwood Road and Brunker Road, will avoid the need for implementing residential amenity treatments along Boardman Street / Graf Avenue.

Direct access from the arterial road network will:

- avoid issues associated with amenity on local streets;
- remove conflicts with non site traffic utilising the same access; and
- allow the location of access to best suit the internal design of the eastern precinct sub division (subject to safety and geometric issues with external road network connections.

Under the proposed site access arrangements the largest employment use traffic generators (Sydney Water & Police) will have two direct access routes to the surrounding regional road network via the Rookwood Road Access and the eastern Employment Access on Brunker Road. This will assist in dispersing traffic more evenly to both accesses and thus onto the surrounding road network.

i. Brunker Road – Eastern Access

It is recommended that a 4 way signalised intersection be created along Brunker Road with the existing Sydney Water site access and Lambert Street.

Signalisation of this access will:

- allow full access to and from the site;
- provide adequate intersection capacity to accommodate existing and proposed development traffic flows;

- address existing accident potential associated with Lambert Street turning movements; and
- provide benefits to pedestrian and cycle flows with a dedicated crossing facility of Brunker Road.

ii. Brunker Road – Western Access (Existing Sydney Water Site Access)

This access would be located at the existing main access to the Sydney Water office / administration building which is between the intersection of Sutherland Street and Anthony Street along Brunker Road.

At the proposed access Brunker Road is a 4 lane road (2 lanes in each direction).

As shown in the concept plan this access will remain as a priority controlled driveway intersection.

Under the concept plan it is proposed that Energy Australia will occupy the parcel of land accessed via the western site access. The proposed use is estimate to accommodate approximately 50 employees. This is significantly lower than the existing SWC use of this parcel of land. Thus it is expected that the volume of traffic that will utilise this access will decrease below existing traffic flows.

Thus as the existing access operates satisfactorily, it is recommended that the existing access arrangements be retained.

iii. Rookwood Road (Existing Sydney Water Site Access)

The geometric conditions along Rookwood Road would not prohibit the provision of a signalised intersection at the existing Sydney Water site access immediately north of the Potts Park Greyhound Track.

This intersection would be mid way between the existing signals at Muir Road and Brunker Road and will satisfy the RTA's minimum separation requirements for traffic signals.

The provision of traffic signals would adequately accommodate traffic generated by the proposed employment uses of the site. Furthermore, co-ordination of signal timing with adjacent signalised intersections along Rookwood Road will minimise operational efficiency of the road network along Rookwood Road.

As a minimum, the provision of unsignalised left in / left out access along Rookwood Road where the access driveway currently exists will not generate significant adverse impacts on arterial road network operation or safety. The implications on the site of a left in / left out arrangement are that a greater proportion of vehicles generated by the site will use the Brunker Road access.

4.1.2 Western Residential Precinct

There are several locations along both Brunker Road and Cooper Road which, based on geometric conditions could satisfactorily accommodate access to the residential precinct.

Site access locations have been selected as indicated in the concept plan (**Appendix D**) and Figure 4.

Each proposed access is discussed below.

i. Cooper Road North (Existing Northern Access)

This access is currently one of the main access driveways to the Sydney Water site. The intersection location is adequately offset from adjacent intersections. It is recommended that a roundabout treatment be installed at this access to provide improved speed controls along Cooper Road, particularly on the approach to the schools.

ii. Cooper Road South (Between Rodd Street and Brunker Road)

The intersection location is adequately offset from adjacent intersections. It is recommended that a roundabout treatment be installed at this access to provide improved speed controls along Cooper Road, particularly on the northbound approach to the schools.

Each of the proposed Cooper Road site access intersection treatments (roundabouts) will need to be designed to accommodate bus movements which travel along Cooper Road to access the high schools.

iii. Brunker Road (Existing Sydney Water Site access east of Cooper Road)

This existing access is utilised relatively lightly by vehicles entering and exiting the Sydney Water site.

With residential development the demand for site generated traffic to use this access will be higher than existing use.

This access intersection would be located some 150 metres from the Brunker Road / Cooper Road intersection. This distance is considered sufficient to allow the provision of full access to the site via a roundabout intersection treatment.

4.1.3 Site Access Operation Analysis

Section 3.2 of this report presented the estimated traffic generation potential of the proposed redevelopment to be:

- Employment Precinct: 400 vehicle trips / peak hour
- Residential Precinct: 276 vehicle trips / peak hour

DEVELOPMENT CONCEPT & SITE ACCESS ARRANGEMENTS

POTTS HILL RESERVOIR

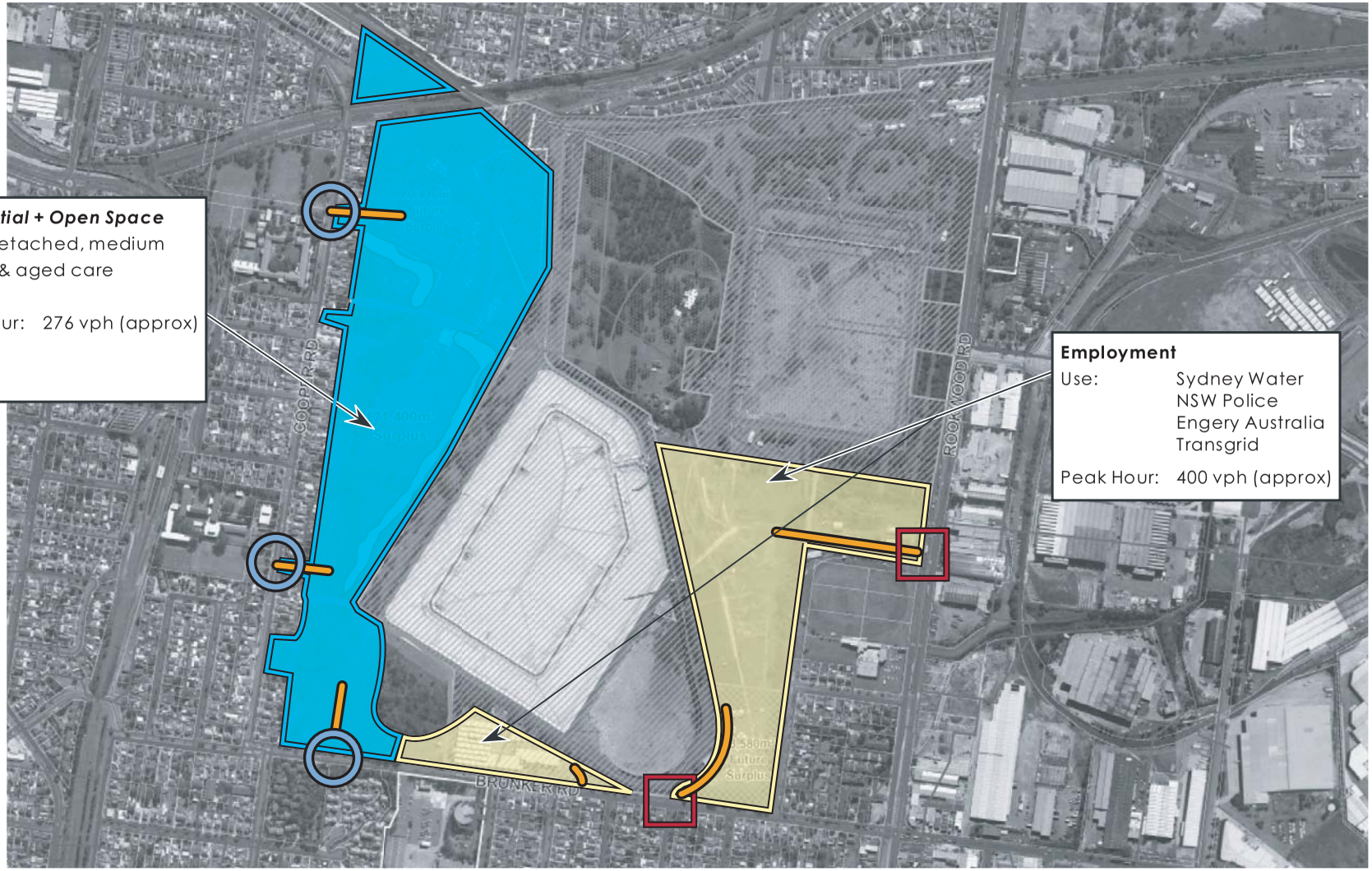

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Figure 4

Filename: 052930di14.ai

Date: 16 April 2008

Based on the estimated traffic generation and distribution of the proposed redevelopment (Appendix E), the operation of the site access arrangements have been assessed using the aaSIDRA modelling software.

The results of the analysis are presented in Table 6.

Table 6 – Site Access Intersection Performance

Intersection	Control	Weekday AM Peak		Weekday PM Peak	
		Delay (secs)	Level of Service	Delay (secs)	Level of Service
Residential Precinct					
Cooper Road North	Roundabout	13	A	12	A
Cooper Road South	Roundabout	13	A	12	A
Brunker Road	Roundabout	22	B	14	A
Employment Precinct					
Brunker Road West	Priority				
- Exit from Site	"	85	F	62	F
- Through on Brunker	"	0	A	0	A
Brunker Road East / Lambert St	Signals	39	C	44	D
Rookwood Road	Signals	18	B	15	B

Note: For roundabouts and sign posted intersections, the intersection delay is the delay for the worst movement at the intersection.
Traffic assessment based on a higher than proposed residential yield generating 276 v/h

For the Brunker Road West Employment Access it is noted that a LoS F is recorded in Table 6.

However, it is noted that the LoS F represents right turns out of the site and thus only apply to a small volume of vehicles. The 95th percentile back of queue was modelled to be 1 vehicle. No delays were modelled for through traffic.

Thus the proposed access intersection treatment is considered satisfactory for the intended use of this parcel of land.

4.2 Road Network Improvements

Based on the surveyed traffic flows, it is considered that the surrounding road network can accommodate the estimated traffic generation of the Potts Hill redevelopment site with the following:

- Intersection capacity improvements; and
- Amenity / traffic calming improvements along Cooper Road.

As noted in the review of existing traffic and transport conditions, there are a number of existing capacity constraints within the network. These constraints will continue to occur with or without redevelopment of SWC land on the Potts Hill site.

4.2.1 Intersection Operation

The traffic generation and distribution of the proposed redevelopment of SWC land has been added to the external road network and the implications to intersection operation analysed using aaSIDRA.

The results are presented in Table 7.

Table 7 – With Redevelopment Intersection Performance (Level of Service – LoS)

Intersection	Control	Weekday AM Peak		Weekday PM Peak	
		Existing	With Development	Existing	With Development
Brunker Road / Cooper Road	Roundabout	F	F	B	C
Brunker Road / Rookwood Road	Signals	F	F	E	E
Rookwood Road / Muir Road	Signals	B	B	E	D
Rookwood Road / Boardman St	Signals	B	C	A	A
Brunker Road / Graf Ave	Priority	F	F	F	F

Note: For roundabouts and sign posted intersections, the intersection delay is the delay for the worst movement at the intersection.
Traffic assessment based on a higher than proposed residential yield generating 276 v/h

The results in Table 7 indicate that the proposed redevelopment would not generate a significant change to existing road network operation at analysed intersections. It is noted that there are a number of existing capacity constraints in the network.

4.2.2 Intersection Improvements

In addition to the site access treatments described above several intersection improvements are considered necessary to address both existing constraints and the potential traffic generation of the redevelopment site.

These intersection improvements include:

- Rookwood Road / Brunker Road – additional turning capacity (potentially double right turn lanes on either Rookwood Road and / or Brunker Road subject to detail design).

Council has noted that the Brunker Road / Cooper Road intersection is currently operating satisfactorily albeit with some delays. The proposed development will generate additional traffic through the intersection however the existing layout is considered acceptable.

The Brunker Road / Graf Avenue intersection currently experiences congestion and capacity constraints primarily as a result of rat running activities. The provision of an intersection treatment to improve capacity such as a roundabout or traffic signals will increase the attractiveness of this route as a rat run and result in further degradation of residential amenity along Graf Avenue and Boardman Street.

No site access to the employment precinct is proposed via Graf Avenue or Boardman Street.

No improvement works are recommended for the Brunker Road / Graf Avenue intersection.

4.2.3 Cooper Road Amenity Impacts

Based on the traffic surveys and traffic generation estimates, Cooper Road has sufficient physical capacity to accommodate traffic generated by the redevelopment of Potts Hill.

The accident history analysis indicates that accidents are concentrated at particular locations, namely the intersections with Brunker Road and Marmion Street. Notwithstanding, recorded accidents were scattered along the length of Cooper Road.

Local traffic calming may not address site specific accident issues but the schools and adjacent residential areas along Cooper Road are sensitive land uses and thus the amenity implications of additional traffic flows along Cooper Road need to be considered.

It is concluded that Cooper Road would benefit from the provision of local traffic calming devices to slow traffic flows and provide improved pedestrian / cycle amenity. Improved amenity will offset the increase in traffic flows.

The provision of roundabout treatments at site accesses along Cooper Road would be an efficient measure of slowing traffic and also facilitating efficient access to the redevelopment site.

Further consultation with Council, residents and local bus service operators will need to be undertaken on an appropriate traffic calming scheme along Cooper Road.

Overall the proposed road upgrades are considered satisfactory to both accommodate the traffic generated by the redeveloped site and to provide improvement to existing road conditions.

4.3 Parking and Loading Provisions

All on site parking and loading / service vehicle provisions will to be provided and designed in accordance with relevant planning (DCP) controls and / or Australian Standard requirements.

The extent and design of on site parking will be determined during detailed design and the project application or DA stage for the proposed development.

4.4 Public Transport Accessibility

As discussed in Section 2 the proposed residential precinct is located within close proximity to Birrong and Regents Park railway stations.

The provision of pedestrian only links between the site and Cooper Road, in additional to the internal vehicle road connection with footpaths will assist in the provision of direct access to the railway stations.

Bus services currently travel along Rookwood Road for the employment precinct and Brunker Road for the residential precinct. These services provide access to the Bankstown town centre and railway station.

Increased employment and residential populations within the catchment of the existing services will assist in maintaining their viability and increase demand for additional services.

4.5 Pedestrian and Cycle Facilities

As discussed in Section 2 there are a number of existing deficiencies with regard to pedestrian facilities surround the site.

The key deficiencies are considered to be:

- Birrong Station
  - No disabled access to station platform; and
  - Lack of pedestrian safety devices associated with the Avalon Street pedestrian crossing at the station access.
- Cooper Road
  - Lack of pedestrian path on the eastern side of the road; and
  - Poor pedestrian amenity and access at the rail over bridge. The width of the pedestrian path across the bridge would only be sufficient to carry a single wheel chair (ie. no passing opportunities).

In addition the existing pedestrian environment at the Brunker Road / Cooper Road roundabout is relatively poor with potential safety concerns for pedestrians crossing the road. These concerns would be addressed with the installation of a signalised intersection treatment as identified above.

To address the existing deficiencies, the following potential works are suggested:

- Birrong Station:
  - Improve pedestrian barriers / fencing along Avalon Street at the station access to direct pedestrians to cross at the marked crossing.
  - Install road narrowing devices (ie. kerb blisters) on the approach to the marked pedestrian crossing to reduce the crossing length for pedestrians.

- o If warranted (dependent upon usage and risk) install a raised crossing at the existing marked crossing.
- o Improve advance warning signage and lighting at the pedestrian crossing.
- o Provide lift access between Avalon Street and the station platform to provide disabled access to the station.

Cooper Road:

- o Install a footpath along the eastern side of Cooper Road.
- o Widen the existing pedestrian path on the western side of the Copper Road rail over bridge. Subject to detail design this could be achieved by providing a cantilever structure on the western side of the bridge to carry a widened footpath.

On site observations have indicated that the pedestrian access to Birrong Station is a high pedestrian activity area, particularly prior to and after school hours.

In comparison the pedestrian access over the rail line at Cooper Road / Bagdad Street has a relatively low utilisation and with no recorded accidents in the last 6 ½ years.

While redevelopment of the Potts Hill site will increase the demand for pedestrian facilities on the surrounding road network on the basis of existing utilisation, it is suggested that priority be given to pedestrian improvement facilities associated with the Birrong station access.

It is noted that the approved Southern Sydney Freight Line (SSFL) project, which involves the construction of an additional dedicated freight line is proposed to commence immediately west of the Cooper Road / Bagdad Street bridge and then run westward.

It is understood that the SSFL is proposing to include underpinning works of the Cooper Road rail bridge. Thus there may be an opportunity to upgrade the rail bridge crossing as part of the SSFL project works.

4.6 Construction Traffic Impacts

Details of the construction methodology are yet to be determined. Construction Traffic Management Plans will be prepared for each stage of construction activity on the proposed development site.

Such plans will need to consider traffic generation, site access arrangements and implications on the operation and safety of the surrounding road network.

5. Summary

This transport assessment has been undertaken to consider the traffic and transport implications of the proposed redevelopment of SWC land on the Potts Hill Reservoirs site.

The Concept Plan seeks to rezone Sydney Water land for the development of employment land on the eastern portion of the site and residential on the western portion of the site.

A review of the existing traffic and transport networks identified a number of existing capacity and amenity constraints surrounding the site.

The traffic generation potential of anticipated development has been estimated to be as follows:

- Employment Land (900 employees) = 400 vehicles per peak hour
- Residential Land (410 dwellings with a mix of detached, medium density and aged care) = 276 vehicle trips per peak hour

Based on the surveyed traffic flows, the surrounding road network can accommodate the estimated traffic generation of the Potts Hill redevelopment site with the following improvements:

- Site access intersection treatments;
- Intersection capacity improvements;
- Amenity / traffic calming improvements along Cooper Road; and
- Provision of improved pedestrian facilities.

While redevelopment of Sydney Water land at Potts Hill will exacerbate the above capacity constraints, the identified improvements are required to address existing constraints and will continue to occur with or without redevelopment.

Appendix A - Summary of Surveyed Peak Hour Traffic Flow

SURVEYED PEAK HOUR TRAFFIC FLOWS (2007)

POTTS HILL REDEVELOPMENT

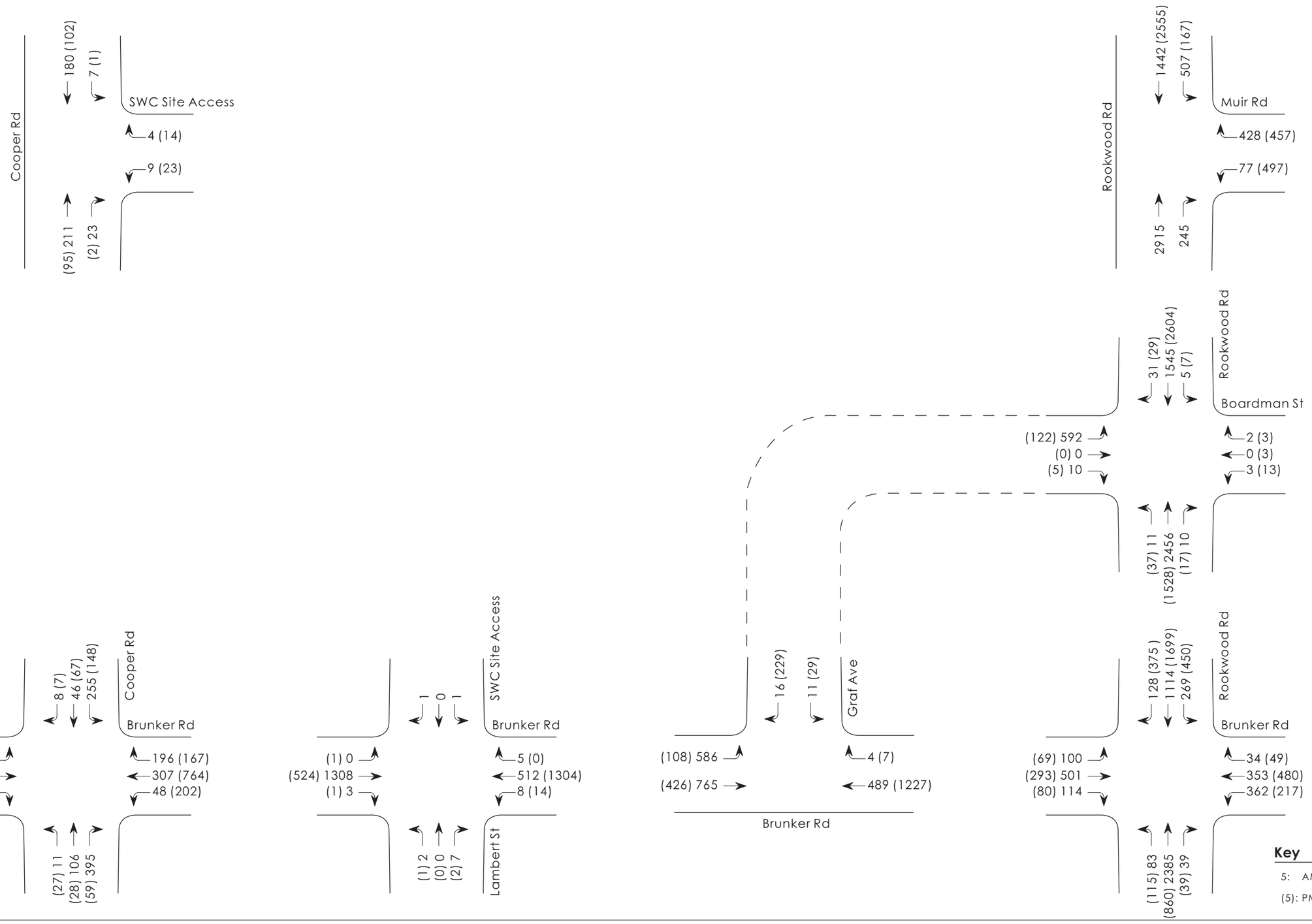

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Figure A-1

Filename: 052930di13.ai

Date: 1 April 2008

Appendix B - Local Bus Routes

(Source http://transmarketing.com.au/TransitFirst/nsnetworkmap.htm)

Appendix C - RTA Accident Data

Roads and Traffic Authority
www.rta.nsw.gov.au
Crash Analysis Unit

Road Traffic Accidents in Sydney

SCOPE OF ACCIDENT STATISTICS

Accident statistics included in this report

The statistics recorded by the Roads and Traffic Authority are confined to those accidents which conform to the national guidelines for reporting and classifying road vehicle accidents. The main criteria are:

1. The accident was reported to the Police
2. The accident occurred on a road open to the public
3. The accident involved at least one moving road vehicle
4. The accident involved at least one person being killed or injured or at least one motor vehicle being towed away.

Reports for some accidents are not received until well into the following year and after the annual accident database has been finalised. These amount to some 2% of recorded accidents and are counted in the following year's statistics.

Preliminary Data

Fatalities will be removed from accident statistics if subsequent Police or Coronial investigation shows that they did not fall within National reporting guidelines. Fatalities will be added from an accident occurring prior to today's date where a person subsequently dies within 30 days or the accident is reported late.

Criteria for reporting accidents

Section 8 (3) of the Traffic Act 1909 required a road accident in New South Wales to be reported to the Police when any person was killed or injured or property damage over $500 was sustained.

On 1 December 1999, the Traffic Act was repealed and replaced by new traffic legislation, including the adoption of the Australian Road Rules. The new traffic legislation is found in the Road Transport (General) Act 1999 and the Road Transport (Safety and Traffic Management) Act 1999 and the regulations made under those Acts.

Rule 287 (3) of the Australian Road Rules requires an accident to be reported to the police when any person is killed or injured; when the drivers involved in the accident do not exchange particulars; or when a vehicle is towed away.

Sydney Client Services

The statistics accompanying this document are confined to those accidents that occurred within Sydney.

This area is comprised of the following Local Government Areas (LGAs):

Ashfield, Auburn, Bankstown, Baulkham Hills, Blacktown, Blue Mountains, Botany Bay, Burwood, Camden, Campbelltown, Canterbury, Concord, Drummoyne, Fairfield, Hawkesbury, Holroyd, Hornsby, Hunters Hill, Hurstville, Kogarah, Ku-ring-gai, Lane Cove, Leichhardt, Liverpool, Manly, Marrickville, Mosman, North Sydney, Parramatta, Penrith, Pittwater, Randwick, Rockdale, Ryde, South Sydney Strathfield, Sutherland, (City of) Sydney, Warringah, Waverley, Willoughby and Woollahra.

Accident statistics for all areas within New South Wales are available from the Roads and Traffic Authority's Information Section, Road Safety Strategy Branch.

CRITERIA FOR DETERMINING SPEEDING AND FATIGUE INVOLVEMENT

Speeding

The identification of speeding (excessive speed for the prevailing conditions) as a contributing factor in road traffic accidents cannot always be determined directly from police reports of those accidents. Certain circumstances, however, suggest the involvement of speeding. The Roads and Traffic Authority has therefore drawn up criteria for determining whether or not an accident is to be considered as having involved speeding as a contributing factor.

Speeding is considered to have been a contributing factor to a road traffic accident if that accident involved at least one *speeding* motor vehicle.

A motor vehicle is assessed as having been *speeding* if it satisfies the conditions described below under (a) or (b) or both.

(a) The vehicle's controller (driver or rider) was charged with a speeding offence; or
the vehicle was described by police as travelling at excessive speed; or
the stated speed of the vehicle was in excess of the speed limit.

(b) The vehicle was performing a manoeuvre characteristic of excessive speed, that is:
while on a curve the vehicle jack-knifed, skidded, slid or the controller lost control; or
the vehicle ran off the road while negotiating a bend or turning a corner and the controller was not distracted by something or disadvantaged by drowsiness or sudden illness and was not swerving to avoid another vehicle, animal or object and the vehicle did not suffer equipment failure.

Fatigue

The identification of fatigue as a contributing factor in road traffic accidents similarly cannot always be determined directly from police reports of those accidents and the following criteria are used to assess its involvement. Fatigue is considered to have been involved as a contributing factor to a road traffic accident if that accident involved at least one *fatigued* motor vehicle controller.

A motor vehicle controller is assessed as having been *fatigued* if the conditions described under (c) or (d) are satisfied together or separately.

(c) The vehicle's controller was described by police as being asleep, drowsy or fatigued.

(d) The vehicle performed a manoeuvre which suggested loss of concentration of the controller due to fatigue, that is:
the vehicle travelled onto the incorrect side of a straight road and was involved in a head-on collision (and was not overtaking another vehicle and no other relevant factor was identified); or
the vehicle ran off a straight road or off the road to the outside of a curve and the vehicle was not directly identified as travelling at excessive speed and there was no other relevant factor identified for the manoeuvre.

SPECIAL NOTE

Pedal Cycle Accidents

It is recognised that a substantial proportion of non-fatal pedal cycle accidents are not reported to police. As the Police Service is the only source of accident notification used in this report, statistics relating to pedal cycle accidents may not accurately reflect the situation.

DEFINITIONS AND EXPLANATORY NOTES

Accident: Any apparently unpremeditated event reported to the police and resulting in death, injury or property damage attributable to the movement of a road vehicle on a road.

Animal rider: A person sittong on/riding a horse or other animal.

Articulated truck: Comprised of articulated tanker, semi-trailer, low loader, road train and B-double.

Bicycle rider: See *Pedal cycle rider.*

Bus: Includes State Transit Authority' bus and long distance/tourist coach.

Car: Includes sedan, station wagon, utility (based on car design), panel van (based on car design), coupe, hatchback, fastback, sports car, taxi-cab, forward control passenger van and four wheel drive vehicle.

Carriageway: That part of the road improved or designed and/or ordinarily used for vehicular movement. When a road has two or more of these portions, divided by a median strip or other physical separation, each of these is a separate carriageway.

Casualty: Any person killed or injured as a result of an accident.

Controller: A person occupying the controlling position of a road vehicle.

Driver: A controller of a motor vehicle other than a motorcycle.

Emergency vehicle: Includes ambulance, fire brigade vehicle, police patrol car (or van) and tow truck.

Fatal accident: An accident for which there is at least one fatality.

Fatality: A person who dies within 30 days of an accident as a result of injuries received in that accident.

Footpath: That part of the road which is ordinarily reserved for pedestrian movement as a matter of right or custom.

Heavy rigid truck: Comprised of rigid lorry and rigid tanker with a tare weight in excess of 4.5 tonnes.

Heavy truck: Comprised of heavy rigid truck and articulated truck.

Injured: A person who is injured as a result of an accident, and who does not die as a result of those injuries within 30 days of the accident.

Injury accident: A non-fatal accident for which at least one person is injured.

Killed: See Fatality.

Light truck: Includes panel van (*not* based on car design), utility (*not* based on car design) and mobile vending vehicle.

Motor vehicle: Any road vehicle which is mechanically or electrically powered but not operated on rails.

Motorcycle: Any mechanically or electrically propelled two or three-wheeled machine with or without side-car. Includes solo motorcycle, motorcycle with sidecar, motor scooter, mini-bike, three-wheeled special mobility vehicle and moped (motorised 'pedal cycle').

DEFINITIONS AND EXPLANATORY NOTES (Continued)

Motorcycle rider: A person occupying the controlling position of a motorcycle.

Motorcycle passenger: A person on but not controlling a motorcycle.

Non-casualty accident: An accident for which at least one vehicle is towed away but there is no fatality or person injured.

Passenger: Any person, other than the controller, who is in, on, boarding, entering, alighting or falling from a road vehicle at the time of the accident, provided a portion of the person is in/on the road vehicle.

Pedal cycle: Any two or three-wheeled device operated solely by pedals and propelled by human power except toy vehicles or other pedestrian conveyances. Includes bicycles with side-car, trailer or training wheels attached.

Pedal cycle rider: A person occupying the controlling position of a pedal cycle.

Pedal cycle passenger: A person on but not controlling a pedal cycle.

Pedestrian: Any person who is not in, on, boarding, entering, alighting or falling from a road vehicle at the time of the accident.

Pedestrian conveyance: Any device, ordinarily operated on the footpath, by which a pedestrian may move, or by which a pedestrian may move another pedestrian or goods. Includes non-motorised scooter, pedal car, skateboard, roler skates, in-line skates, toy tricycle, unicycle, push cart, sled, trolley, non-motorised go-cart, billycart, pram, wheelbarrow, handbarrow, non-motorised wheel-chair or any other toy device used as a means of mobility.

Road: The area devoted to public travel within a surveyed road reserve. Includes a footpath and cycle path inside the road reserve and a median strip or traffic island.

Road vehicle: Any device (except pedestrian conveyance) upon which or by which any person or property may be transported or drawn on a road.

FURTHER INFORMATION

Sydney
For further information concerning traffic accident statistics for Sydney, contact:

The Manager, Road Safety Services
Sydney Client Services
Roads and Traffic Authority
PO Box 558
BLACKTOWN NSW 2148

Telephone: 02 9831 0181
Facsimile: 02 9831 0185
E-mail:rta@rta.nsw.gov.au
Internet: http://www.rta.nsw.gov.au

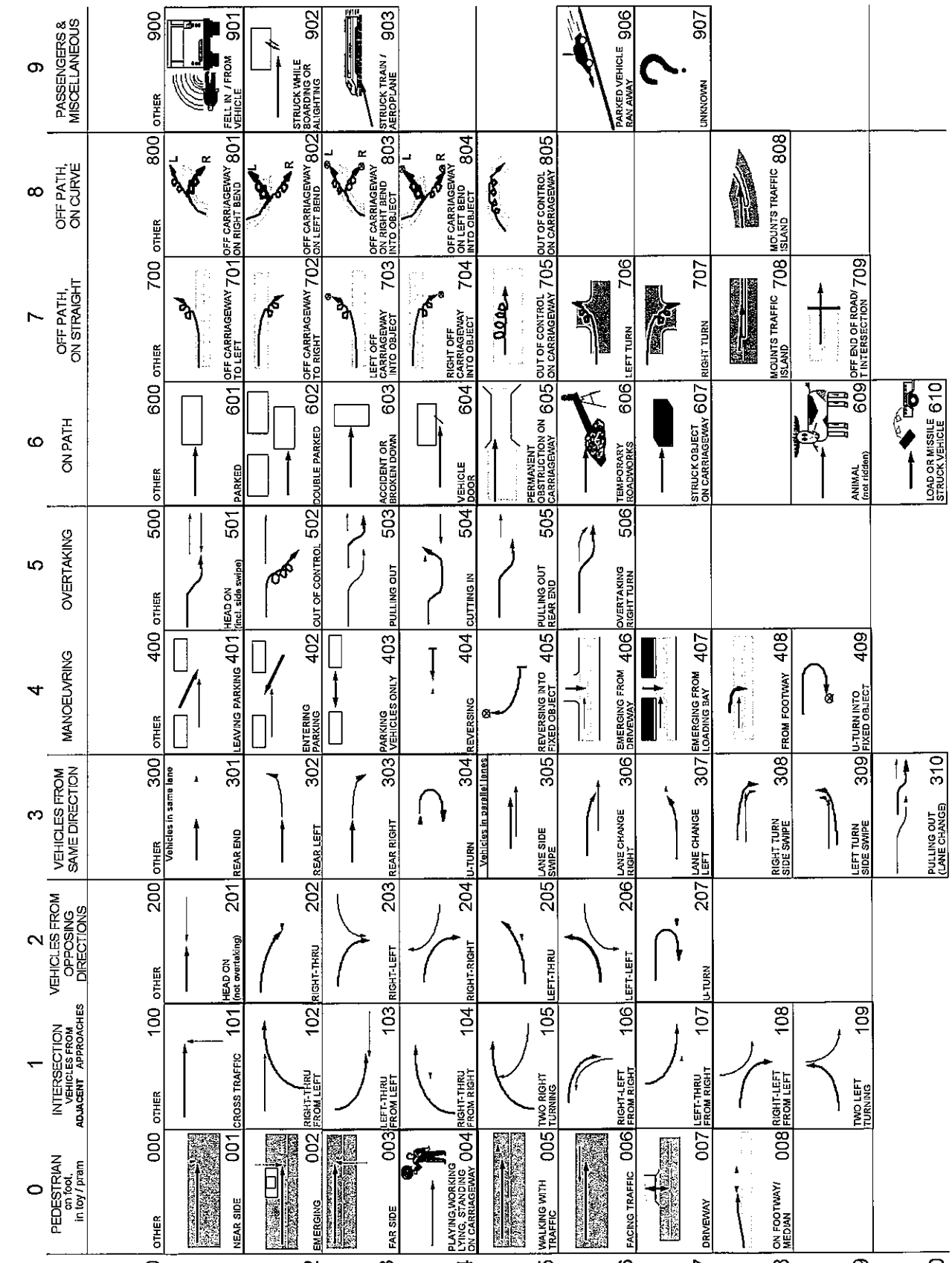
New South Wales
For further information concerning traffic accident statistics for New South Wales, contact:

The Manager, Information Section
Road Safety Strategy Branch
Roads and Traffic Authority
PO Box K198
HAYMARKET NSW 1238

Telephone: 02 9218 6434
Facsimile: 02 9218 6619
E-mail:rta@rta.nsw.gov.au
Internet: http://www.rta.nsw.gov.au

This code is recorded for the*first* impact according to the table below.

Note : The key vehicle is represented by the dark arrow: ⟶ and is recorded as the first vehicle in the accident.



RTA Report, Fields & Value Labels

The Headings, Fields and Value Labels shown in this report are described below. The items are described as they appear, reading line by line, from top to bottom and left to right

SORTING ORDER AND TOTALS
LOCAL GOVERNMENT AREA
- STREET
  - ID FEATURE
  - DIRN (Direction from ID Feature)
  - DIST (Distance from ID Feature)
  - CRASH ID
- Totals for STREET
- (Number of Accidents)
- (Number of Persons Killed)
- (Number of Persons Injured)

Total for LOCAL GOVT AREA
(Number of Accidents)
(Number of Persons Killed)
(Number of Persons Injured)

TOTALS FOR REPORT
The last page of the report presents a Summary of Accident Factors:
Accidents
Casualties
Type of Accident
DCA Crash Group
Weather
Time Groups
McLean Time Periods
Road Surface Condition
Natural Lighting
Road Classification
Accidents & Casualties per Year
Location Type
Speed Limit
Street Lighting
Urbanisation
Day of Week
Holiday Periods

REPORT HEADING
A brief and concise description of the content of the reported accident data contained in the report

REPORT PERIOD
The period in time to which the report relates

LOCAL GOVERNMENT AREA
The Local Government Area in which the crash is said to have occurred

STREET Street Name
The Street in which the crash occurred
STTYPE Street Type
The Type of Street on which the crash occurred
AVE 'Avenue'
BLV 'Boulevard'
BYP 'Bypass'
CH 'Chase'
CIR 'Circle/Circlet'
CL 'Close'
CR 'Crescent'
CT 'Court'
DR 'Drive'
ESP 'Esplanade'
EX 'Expressway'
GNS 'Gardens'
GRV 'Grove'
HWY 'Highway'
LA 'Lane'
MR 'Main Road'
MSC 'Miscellaneous'
PDE 'Parade'
PLA 'Place/Plaza'
PRO 'Promenade'
PWY 'Parkway'
QY 'Quay'
RD 'Road'
SQ 'Square'
ST 'Street'
TCE 'Terrace'
TR 'Trunk Road'
UK 'Unknown'
WAY 'Way'

CRASHID Crash ID
The CRASH Identification Number

DATE Date of Crash
The Date at which the Crash occurred, or if this is not known, the earliest date within a specified range
Display format: dd-mm-yy

TIME Time of Crash
The Time at which the Crash occurred, or if this is not known, the earliest time within a specified range
Display format: hh:mm
00:00 Midnight
Unknown

DIST Distance from ID Feature
The Distance in metres (m) or kilometres (km) from the identifying feature used to locate the crash
AT 'Right on the spot'
UNK 'Unknown Distance'

DIRN Direction from ID Feature
The Direction from the identifying feature to the location of the crash
AT 'Right on the spot'
N 'North'
E 'East'
S 'South'
W 'West'
UNK 'Unknown'

ID FEATURE Identifying Feature
The Name of the Identifying Feature used to locate the crash

IDTYPE Identifying Feature Type
The Type of Identifying Feature that is used to locate the crash
See STTYPE Street Type definition in addition to the following:
BR 'Bridge'
CK 'Creek'
CLB 'Club'
CNR 'Corner'
CPK 'Caravan Park'
EN 'Driveway/Entrance'
FER 'Ferry'
GTE 'Gate/Property Gate'
HN 'House Number'
HOS 'Hospital'
HTL 'Hotel'
LX 'Level Crossing'
MR 'Main Road'
MTL 'Motel'
OP 'Overpass/Overbridge'
OTH 'Other'
PK 'Park/Reserve'
PO 'Post Office'
RIV 'River'
TO 'Turn-off/Exit/Ramp'
TUN 'Subway/Tunnel'
TWN 'Town name'
UK 'Unknown'

DAY Day of Week of Crash
The Day of the Week on which the crash occurred
SUN 'Sunday'
MON 'Monday'
TUE 'Tuesday'
WED 'Wednesday'
THU 'Thursday'
FRI 'Friday'
SAT 'Saturday'

LOC Type of Location
The Type of location at which the crash occurred

Intersection
XJN 'Cross Intersection'
YJN 'Y Intersection'
TJN 'T Intersection'
MJN 'Multi Intersection'
RDB 'Roundabout'

Non-intersection
LJN 'L Junction'
1WY 'One Way Street'
2WY 'Two Way Undivided Street'
DIV 'Divided Road'
S F 'Single Carriageway'
D F 'Dual Carriageway'
OTH 'Other'
UNK 'Unknown'

LGT Street Lighting
The status of Street Lighting at the time of the crash
ON 'On'
OFF 'Off'
NIL 'Nil'
UNK 'Unknown'

WTHR Weather
The Weather conditions at the time of the crash
FINE 'Fine'
RAIN 'Raining'
OCST 'Overcast'
FOG 'Fog or mist'
SNOW 'Snow or Sleet'
OTH 'Other eg Hail'
UNK 'Unknown'

LIM Maximum Speed Limit
The Maximum speed limit applicable at the location of the crash
999 'Unknown'

ALI Alignment of Road
The alignment of the road at the location of the crash
STR 'Straight'
CRV 'Curved'
UNK 'Unknown'

DCA DCA Event
The Definition for Coding Accidents
DCA code that describes the primary event that occurs during the crash

Pedestrian
0 'Other'
1 'Near Side'
2 'Emerging'
3 'Far Side'
4 'Playing, working, lying, standing On Carriageway'
5 'Walking with Traffic'
6 'Facing Traffic'
7 'Driveway'
8 'On Footpath'

Intersection-Vehicles from adjacent approaches
100 'Other'
101 'Cross traffic'
102 'Right-thru from left'
103 'Left-thru from left'
104 'Right-thru from right'
105 'Two right turning'
106 'Right-left from right'
107 'Left-thru from left'
108 'Right-left from left'
109 'Two left turning'

Vehicles from opposing directions
200 'Other'
201 'Head on not overtaking'
202 'Right-thru'
203 'Right-left'
204 'Right-right'
205 'Left-thru'
206 'Left-left'
207 'U-turn'

Vehicles from same direction
300 'Other'
Vehicles in same lane
301 'Rear end'
302 'Rear left'
303 'Rear right'
304 'U-turn'
Vehicles in parallel lanes
305 'Lane side swipe'
306 'Lane change right'
307 'Lane change left'
308 'Right turn side swipe'
309 'Left turn side swipe'

Manoeuvring
400 'Other'
401 'Leaving parking'
402 'Entering parking'
403 'Parking-parked vehicles only'
404 'Reversing in traffic'
405 'Reversing into fixed object'
406 'Emerging from driveway'
408 'From footway'
409 'U-turn into fixed object'

DCA (Continued)

Overtaking
500 'Other'
501 'Head on includes side swipe'
502 'Out of control'
503 'Pulling out'
504 'Cutting in'
505 'Pulling out rear end'
506 'Overtaking right turn'

On Path
600 'Other'
601 'Parked'
602 'Double parked'
603 'Accident or broken down'
604 'Vehicle door'
605 'Struck permanent obstruction on carriageway'
606 'Struck temporary roadway on carriageway'
607 'Struck object on carriageway'
609 'Struck animal not ridden'
610 'Load or missile struck vehicle'

Off Path, on straight
700 'Other'
701 'Off carriageway to left'
702 'Off carriageway to right'
703 'Left off carriageway into object'
704 'Right off carriageway into object'
705 'Out of control on carriageway '
706 'Left turn'
707 'Right turn'
709 'Off end of road or T intersection'

Off Path, on curve
800 'Other'
801 'Off carriageway on right bend'
802 'Off carriageway on left bend'
803 'Off carriageway on right bend into object'
804 'Off carriageway on left bend into object'
805 'Out of control on carriageway'

Passengers and miscellaneous
900 'Other'
901 'Fell in / from vehicle'
902 'Struck while boarding or alighting'
903 'Struck train / aeroplane'
906 'Parked vehicle ran away'
907 'Vehicle movements not known'

DCASUP DCA Supplement
Code added to a DCA code to describe certain aspects of the location, crash type, type of object hit, type of animal
A 'Angle Parking'
C 'Crosswalk, Centre'
D 'Departing'
E 'Entering'
I 'Within Intersection'
K 'Kerb'
L 'Left Turn'
M 'Off Median'
P 'Parked'
R 'Right Turn, Reversing'
S 'Left Turn Slip Lane'
T 'Straight'

U Number of Traffic Units
The actual number of traffic units involved in the crash

K Number Killed
The number of people who died within 30 days of a crash as a result of injuries received in that crash

I Number Injured
The number of people who were injured as a result of a crash and who did not die crash as a result of the injuries within 30 days of the crash

V 1 Key traffic unit type (Vehicle 1)
The unit type corresponding to the 'key' traffic unit involved in the primary event of this crash
CAR 'Car Sedan'
WAG 'Station Wagon'
UTE 'Utility based on car'
PAN 'Panel Van based on car'
TAX 'Taxi Cab'
VAN 'Fwd Control Pass Van'
4WD '4WD vehicle not car'
TRK 'Light truck'
VEN 'Mobile Vending Vehicle'
LOR 'Large Rigid Lorry'
RTKR 'Rigid Tanker'
ATKR 'Articulated Tanker'
SEM 'Semi Trailer/Low Loader'
TRN 'Road Train/B Double'
STA 'STA bus'
CCH 'Tourist coach'
BUS 'Other bus'
PLT 'Self propelled plant'
AMB 'Ambulance'
FIR 'Fire/bush fire vehicle'

V 1 (Continued)

PLC 'Police patrol car/van'
TOW 'Tow truck'
EMG 'Other emergency vehicle'
CHR 'Motorised wheelchair'
OMV 'Other motor vehicle'
M/C 'Motorcycle'
MCC 'Motorcycle with sidecar'
PMC 'Police Motorcycle'
M/S 'Motor Scooter'
MIN 'Mini bike'
MOP 'Moped/Motorised pedal cycle'
P/C 'Pedal Cycle'
BOX 'Box Trailer'
BTR 'Boat Trailer'
FLO 'Horse Float'
STR 'Other Small Trailer'
LTR 'Large Trailer'
CVN 'Caravan'
DTR 'Detached Trailer'
AGR 'Agricultural Implement'
R A 'Ridden Animal'
ADV 'Animal Drawn'
TRN 'Train'
PLN 'Aeroplane'
PED 'Pedestrian'
TOY 'Pedestrian in Toy Vehicle'
UNK 'Unknown Vehicle'

S1 Street of Travel of 'Key' traffic unit
The street on which this unit was travelling with respect to the street/s in the crash
1 'Street of Crash (STREET)'
2 'Identifying Feature (FEATURE)'
9 Unknown'

D1 Direction of Travel of 'Key' traffic unit
The direction of travel of this unit
N 'North'
E 'East'
S 'South'
W 'West'
9 'Unknown'

MANOEUVRE1 Manoeuvre of 'Key' traffic unit (Vehicle 1)
The manoeuvre of this unit immediately prior to its involvement in the crash

Stationary
STATNARY 'Stationary in traffic'
PARKED 'Parked at kerb'
UN/LOAD ' Parked at kerb - Loading/Unloading'
DBLE PARK 'Double parked'
BROK DWN 'Broken down in traffic'

MANOEUVRE1 (Continued)

PRK PATH 'Parked / Stationary on footpath'
OTH PARK 'Parked elsewhere'

Moving Along Roadway
GOING ST 'Proceeding along lane'
PULL OUT 'Pulling out from kerb or parking (forward)'
CHANG LNR 'Veering right / Lane change'
CHANG LNL 'Veering left / Lane change'
MERGING 'Merging'
OPPOSE ST 'Pulling out into opposite stream'
WRONG SD 'Wrong side / Wrong way'
CUT BACK 'Cutting back after overtaking'

Turning or Reversing
TURN RIT 'Turning right'
TURN LEF 'Turning left'
WAIT TRNR 'Waiting to turn right'
WAIT TRNL 'Waiting to turn left'
U TURN 'U-turn'
FDORWARD RD 'Forward (or unspecified) from driveway'
REVERSE RD 'Reverse from driveway'
ALONG PT 'Along footpath'
OTH FORWARD 'Other / unspecified forward'
REVERSE 'Reversing in Lane (Not Parking)'
PARKING 'Reversing to Park'
OTH RVRS 'Other / unspecified reverse'

Pedestrian
CROSS RD 'Walking across carriageway'
RUN X RD 'Running across carriageway '
STAND RD 'Standing on carriageway'
SIR ROAD 'Lying / Sitting on carriageway'
WORK RD 'Working on carriageway'
WORK VEH 'Work on Vehicle on carriageway'
PLAYING 'Playing on carriageway '
ON TOY 'In / On toy vehicle on carriageway '
EDGE WITH 'Moving with traffic'
EDGE AGNST 'Moving against traffic'
OFF KERB 'Step on / Off kerb'
OFF MEDN 'Step on / Off island / Median'
ON PATH 'Footpath / Off carriageway'
UNSPEC PED 'Other pedestrian manoeuvre'

Other
UNSPECIF 'Train or aeroplane manoeuvre'

V 2 Other traffic unit type (Vehicle 2)
The unit type corresponding to the 'other' traffic unit involved in the primary event of this crash
See V 1 Key traffic unit type definition in addition to the following:
When the primary event of the crash involves only one (1) traffic unit, the **first object impacted** by the 'key' vehicle is shown

FIRSTOBJ Type of First Object
The 'object type' classification for the first object impacted by the 'key' traffic unit

Objects
BRIDGE 'Bridge railing / superstructure'
UNDERPASS 'Underpass / Tunnel (wall or pier)'
GUIDE POST 'Guide post'
FENCE 'Guardrail / Fence'
UTILITY POLE 'Utility pole'
TRAFFIC SIGNAL 'Traffic signal pole'
SIGNPOST 'Signpost / Parking meter'
TRAFFIC ISLAND 'Traffic island / Roundabout / Dome / Median strip / Jersey median'
PHONE BOX 'Telephone box / Post box / TCS box / Bus shelter'
ROAD EQUIPMENT 'Road work / Temporary sign / Barrier'
LEVEL CROSSING 'Level crossing gates'
DRAIN/CULVERT 'Drain / Culvert'
EMBANKMENT 'Embankment / Cutting / Rocky outcrop / Boulder'
TREE/BUSH 'Tree / Bush'
BIULDING 'Building'
VEH INTERIOR 'Vehicle interior'
VEH EXTERIOR 'Vehicle exterior'
FALLING OBJECT 'Object falling from moving vehicle'
FIXED OBJECT 'Other fixed object'
OTHER OBJECT 'Other non-fixed object'

Animals
STRAY STOCK 'Straying stock'
DRIVEN STOCK 'Driven / Led stock'
RDRLESS HORSE 'Riderless horse'
KANGAROO 'Kangaroo / Wallaby'
EMU 'Emu'
LARGE ANIMAL 'Other large animal'
CAT 'Cat'
DOG 'Dog'
RABBIT 'Rabbit'
WOMBAT 'Wombat'
SMALL ANIMAL 'Other small animal'

Other
NO OBJECT HIT 'No object hit'
UNKNOWN 'Unknown'

S2 Street of Travel of 'Other' traffic unit
The street on which this unit was travelling with respect to the street/s in the crash
1 'Street of Crash (STREET)'
2 'Identifying Feature (ID FEATURE)'
9 Unknown'

D2 Direction of Travel of 'Other' traffic unit
The direction of travel of this unit
N 'North'
E 'East'
S 'South'
W 'West'
9 'Unknown'

MANOEUVRE2 Manoeuvre of 'Other' traffic unit (Vehicle 2)
The manoeuvre of this unit immediately prior to its involvement in the crash
See MANOEUVRE1 Manoeuvre of Key' traffic unit definition

FEATURE Permanent Feature a Factor
The Permanent Feature of the location that was a factor in the crash

Construction Features
NARROW ROAD 'Narrow roadway'
NARROW BRIDGE 'Narrow or one-lane bridge'
LOW BRIDGE 'Low clearance overhead bridge'
OTHER BRIDGE 'Other bridge'
FLOODWAY 'Floodway or dip'
EMBANKMENT 'Embankment or cutting'
UNDERPASS 'Underpass or tunnel'
RAIL-XING 'Railway level crossing'
GRADE 'Steep grade'
CREST 'Crest'
SPEED HUMP 'Speed hump, slow point or chicane'
FOOTPATH 'Footpath, cycle path or nature strip'
DRIVEWAY 'Driveway or entrance'
CATTLE GRID 'Cattle grid, gate or stock crossing'

Lane Features and Road Controls
BREAKDOWN LANE 'Breakdown lane or road shoulder'
MERG/CLMB LANE 'Climbing or merging lanes'
BUS/TRNST LANE 'Bus or transit lane'
CLEARWAY 'Clearway'
S-LANE/TURNBAY 'S-Lanes or turning bay'

***FEATURE** (Continued)*

BUS STOP 'Bus Stop'
BUS ROADWAY 'Reserved bus roadway'
DOUBLE LINES 'Painted double centre lines'
MEDIAN OPENING 'Mid-block median opening'
INT WITH ISLAND 'Channelised intersection with traffic islands'
FREEWAY RAMP 'Freeway ramp or access road'
SAFETY RAMP 'Safety ramp'
LIGHT TRAFFIC 'Light traffic route'
OTHER PERM FEAT 'Other permanent feature'
UNKNOWN 'Unknown'

DEGREE Degree of Crash
The Severity classification (or degree) of the crash

FATAL 'Fatal Accident'
An accident for which there is at least one fatality.

INJURY 'Injury Accident'
A non-fatal accident for which at least one person is injured.

TOWAWAY 'Towaway Non-injury Accident'
An accident for which at least one vehicle is towed away but there is no fatality or person injured.

SUB-TOTALS
The following sub-totals are provided for Street of Crash and LGA groupings:

CRASHES Number of reported accidents

(K) KILLED Number of persons killed

(I) INJURED Number of persons injured

FATAL CRASH Number of fatal accidents

INJURY CRASH Number of injury accidents

TOWAWAY CRASH Number of towaway accidents

YAMMA
MARJORIE
CHISHOLM
MIMA
WOODS
CLAPHAM
CARLINGFORD
MARY
ELAINE
STATION
ROSE
PARK
REGENT
TERRENE
KINGSLAND
WYATT
WILGA
LARCOMBE
DOWNING
CLUCAS
NOTTINGHILL
PALM
MIMULUS
EDWIN
BERRY
DUNBAR
YUKKA
KERSLAKE
MAUNDER
WHITING
CLAUDE JAMES
SMITH
NOTTINGHILL
AMY
DAWES
CUTCLIFFE
CLIFFE
JOSEPH
LEWIS
WEEROONA
WELLINGTON
CORLISS
GUNYA
MAGNEY
MORRIS
BAGDAD
HOPE
MAUDE
DANA
TEWINGA
ROSE
JOANNE
ERNEST
IRIS
WOODS
ROYAL
WELLINGTON
GASCOIGNE
ANDREW
STEPHENSON
NEUTRAL
WENTWORTH
MARMION
MAGELLA
TERESA
HOLLAND
AVALON
RODD
RODD
RODD
COOPER
SHACKLETON
HILL
BATT
WOODS
GASCOIGNE
MCCROSSIN
BIRRONG
MOLLER
HUDSON
FOYLE
GAZZARD
AUBURN
POBJE
FRAZER
LARIEN
FERRIER
GLENN
FISHER
TALBOT
ALLDER
HOUSTON
QUARRY
COOPER
NOBBS
RUDELLE
MERLEN
TERPENTINE
ASHBY
SUTHERLAND
ANTHONY
LAMBERT
POWELL
PATIENCE
MCMILLAN
BOWDEN
CHARLTON
ARNOLD
AVOCA
RYAN
EMERY
LITHGOW
POWELL
LLOYD
BOARDMAN
GRAF
BRUNKER
WYCOMBE
GASCOIGNE
YEO
ALBURY
LAVINGTON
ALLDER
BRODIE
ALAN
ANGUS
WENKE
ALEXANDER
WARD
GRAY
MCMAHON
WORLAND
FARNELL
DALEY
CALDWELL
BOTANY
MUIR
ANZAC
CLAREMONT
BERESFORD
ROSEDALE
RAWSON
HUME
HUME
HIGHVIEW

LOCAL GOVERNMENT AREA : Auburn

NB: All records for 2006 and beyond are Provisional, incomplete and subject to change. AccNo = YYQxxxxxx

JOSEPH ST

AccNo	Date	Day	Time	Dist	Feature	Loc	Lgt	Sfc	Spd	Aln	DCA	TU	K	I	TU1	S	D	Manoeuvr1	TU2	S	D	Manoeuvr2	Tmp/Haz/Perm Feature	DEGREE
012633471	08-05-01	Tue	20:30	at	**AMY ST**	XJN	On	Wet	80	STR	**102**	2	0	1	**CAR**	2	E	TURNG RITE	**CAR**	1	S	GOING STRT		Injury
062054139	27-06-06	Tue	14:40	at	**AMY ST**	XJN	Off	Dry	80	STR	**101**	2	0	0	**CAR**	1	S	GOING STRT	**CAR**	2	W	GOING STRT		Non-casualty
014679259	14-11-01	Wed	23:33	5m	N **AMY ST**	XJN	On	Dry	80	STR	**301**	2	0	0	**CAR**	1	S	GOING STRT	**CAR**	1	S	GOING STRT		Non-casualty
032813151	20-06-03	Fri	8:20	100m	S **AMY ST**	2WY	Nil	Dry	70	STR	**301**	4	0	3	**BUS**	1	S	GOING STRT	**CAR**	1	S	STATNARY		Injury
044919216	15-10-04	Fri	15:35	100m	S **AMY ST**	DIV	Off	Dry	80	STR	**301**	2	0	1	**LOR**	1	S	GOING STRT	**CAR**	1	S	GOING STRT		Injury
031791921	24-03-03	Mon	6:30	10m	S **AMY ST**	XJN	Off	Dry	60	STR	**301**	2	0	2	**VAN**	1	N	GOING STRT	**VAN**	1	N	STATNARY		Injury
034854253	18-12-03	Thu	8:20	10m	S **AMY ST**	XJN	Off	Dry	80	STR	**301**	2	0	1	**VAN**	1	N	GOING STRT	**CAR**	1	N	STATNARY		Injury
043916868	19-09-04	Sun	12:45	10m	S **AMY ST**	XJN	Off	Dry	70	STR	**301**	3	0	0	**CAR**	1	N	GOING STRT	**CAR**	1	N	STATNARY	Other bridge	Non-casualty
053996913	30-09-05	Fri	16:30	15m	S **AMY ST**	DIV	Off	Dry	70	STR	**306**	2	0	1	**CAR**	1	S	CHANG LN R	**CAR**	1	S	GOING STRT		Injury
011605777	07-01-01	Sun	15:15	30m	S **AMY ST**	DIV	Off	Dry	70	STR	**301**	3	0	1	**CAR**	1	N	GOING STRT	**CAR**	1	N	STATNARY	Other bridge	Injury
032797472	03-04-03	Thu	15:20	50m	S **AMY ST**	2WY	Off	Dry	80	STR	**301**	5	0	0	**SEM**	1	N	GOING STRT	**CAR**	1	N	STATNARY		Non-casualty
013668986	17-09-01	Mon	13:15	at	**CUTCLIFFE AV**	TJN	Off	Dry	80	STR	**703**	1	0	1	**CAR**	1	S	GOING STRT	**UTILITY POLE**					Injury
022711566	02-04-02	Tue	18:20	at	**CUTCLIFFE AV**	TJN	Off	Dry	70	STR	**104**	2	0	1	**CAR**	2	E	TURNG RITE	**CAR**	1	N	GOING STRT		Injury
023739641	30-07-02	Tue	8:00	at	**CUTCLIFFE AV**	TJN	Nil	Dry	70	STR	**104**	2	0	0	**WAG**	2	E	TURNG RITE	**CAR**	1	N	GOING STRT		Non-casualty
031785787	04-02-03	Tue	19:15	at	**CUTCLIFFE AV**	TJN	Off	Dry	80	STR	**202**	2	0	0	**CAR**	1	S	TURNG RITE	**WAG**	1	N	GOING STRT		Non-casualty
032795905	03-04-03	Thu	7:10	at	**CUTCLIFFE AV**	TJN	Off	Dry	80	STR	**202**	2	0	0	**CAR**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT		Non-casualty
032832871	10-06-03	Tue	13:50	at	**CUTCLIFFE AV**	TJN	Off	Dry	70	STR	**104**	2	0	2	**CAR**	2	E	TURNG RITE	**CAR**	1	N	GOING STRT		Injury
032823495	13-06-03	Fri	16:15	at	**CUTCLIFFE AV**	TJN	Off	Dry	60	STR	**104**	2	0	0	**CAR**	2	E	TURNG RITE	**CAR**	1	N	GOING STRT		Non-casualty
034855014	25-11-03	Tue	10:15	at	**CUTCLIFFE AV**	TJN	Off	Dry	80	STR	**202**	2	0	2	**TRK**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT		Injury
034849566	27-11-03	Thu	15:35	at	**CUTCLIFFE AV**	TJN	Off	Dry	70	STR	**202**	2	0	0	**CAR**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT		Non-casualty
041859967	15-01-04	Thu	16:53	at	**CUTCLIFFE AV**	TJN	Off	Dry	70	STR	**202**	3	0	1	**CAR**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT		Injury
041861862	28-01-04	Wed	23:45	at	**CUTCLIFFE AV**	TJN	On	Dry	80	STR	**104**	2	0	0	**CAR**	2	E	TURNG RITE	**CAR**	1	N	GOING STRT		Non-casualty
042912125	31-05-04	Mon	16:25	at	**CUTCLIFFE AV**	TJN	Off	Dry	70	STR	**301**	2	0	0	**CAR**	1	N	GOING STRT	**CAR**	1	N	STATNARY		Non-casualty
051939972	13-01-05	Thu	15:30	at	**CUTCLIFFE AV**	TJN	Off	Dry	70	STR	**104**	2	0	1	**CAR**	2	E	TURNG RITE	**CAR**	1	N	GOING STRT		Injury
053980937	21-07-05	Thu	18:10	at	**CUTCLIFFE AV**	TJN	On	Dry	60	STR	**202**	2	0	0	**CAR**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT		Non-casualty
061025825	20-02-06	Mon	8:00	at	**CUTCLIFFE AV**	TJN	Off	Dry	80	STR	**104**	2	0	0	**CAR**	2	E	TURNG RITE	**TRK**	1	N	GOING STRT	Steep Grade	Non-casualty
061030083	09-03-06	Thu	17:50	at	**CUTCLIFFE AV**	TJN	Off	Dry	70	STR	**306**	2	0	0	**OMV**	1	N	CHANG LN R	**CAR**	1	N	GOING STRT		Non-casualty
063058711	18-07-06	Tue	20:30	at	**CUTCLIFFE AV**	TJN	On	Wet	80	STR	**202**	2	0	0	**CAR**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT	Other bridge	Non-casualty
013660717	29-08-01	Wed	17:10	5m	N **CUTCLIFFE AV**	TJN	Off	Wet	70	STR	**301**	2	0	0	**CAR**	1	S	GOING STRT	**CAR**	1	S	STATNARY		Non-casualty
023745581	30-07-02	Tue	7:55	10m	S **CUTCLIFFE AV**	TJN	Off	Dry	70	STR	**301**	2	0	1	**CAR**	1	N	GOING STRT	**CAR**	1	N	GOING STRT		Injury
031789131	21-02-03	Fri	14:15	200m	S **CUTCLIFFE AV**	DIV	Off	Wet	70	STR	**701**	1	0	0	**CAR**	1	N	GOING STRT	**NO OBJECT HIT**					Non-casualty
012632774	02-05-01	Wed	6:50	20m	S **CUTCLIFFE AV**	DIV	Off	Dry	70	STR	**305**	3	0	0	**4WD**	1	N	GOING STRT	**CAR**	1	N	GOING STRT		Non-casualty
052964079	10-05-05	Tue	15:00	5m	S **CUTCLIFFE AV**	TJN	Off	Dry	80	STR	**301**	2	0	0	**WAG**	1	N	GOING STRT	**CAR**	1	N	GOING STRT		Non-casualty
022724783	12-05-02	Sun	7:00	at	**CUTLIFFE AV**	TJN	Off	Dry	80	STR	**104**	2	0	1	**CAR**	2	E	TURNG RITE	**VAN**	1	N	GOING STRT		Injury
044928409	22-11-04	Mon	17:15	10m	N **LEWIS ST**	TJN	Off	Dry	80	STR	**307**	2	0	1	**LOR**	1	S	CHANG LN L	**CAR**	1	S	GOING STRT		Injury
042881689	23-04-04	Fri	19:10	20m	N **LEWIS ST**	DIV	On	Dry	80	STR	**301**	3	0	0	**CAR**	1	S	GOING STRT	**TRK**	1	S	STATNARY	Mid-block median	Non-casualty
032816189	30-06-03	Mon	17:50	2m	N **LEWIS ST**	TJN	On	Dry	70	STR	**301**	2	0	1	**CAR**	1	S	GOING STRT	**CAR**	1	S	GOING STRT		Injury
033823116	04-08-03	Mon	8:15	40m	N **LEWIS ST**	DIV	Off	Dry	70	STR	**301**	3	0	0	**CAR**	1	S	GOING STRT	**CAR**	1	S	GOING STRT		Non-casualty

033833459	14-09-03	Sun	18:10	30m S	**LEWIS ST**	DIV	On	Dry	70	STR	**307**	2	0	1	**CAR**	1	S	CHANG LN L	**P/C**	1	S	GOING STRT					Injury
041873904	18-03-04	Thu	16:00	at	**LEWIS STREET OT**	DIV	Off	Dry	80	STR	**301**	2	0	0	**CAR**	1	S	CHANG LN L	**CAR**	1	S	GOING STRT			Driveway or entrance		Non-casualty
042887041	21-04-04	Wed	10:40	at	**WEEROONA RD**	XJN	Off	Dry	70	STR	**101**	2	0	0	**CAR**	1	S	GOING STRT	**M/C**	2	W	GOING STRT					Non-casualty
044934623	16-12-04	Thu	18:12	at	**WEEROONA RD**	XJN	Off	Dry	70	STR	**309**	2	0	0	**CAR**	2	W	TURNG LEFT	**UTE**	2	W	GOING STRT			Steep Grade		Non-casualty
061028224	25-02-06	Sat	13:00	at	**WEEROONA RD**	XJN	Off	Dry	80	STR	**101**	2	0	0	**CAR**	2	W	GOING STRT	**CAR**	1	S	GOING STRT					Non-casualty
064076299	12-10-06	Thu	15:55	at	**WEEROONA RD**	XJN	Off	Dry	70	STR	**101**	2	0	0	**CAR**	1	S	GOING STRT	**CAR**	2	W	GOING STRT					Non-casualty
031784169	01-02-03	Sat	21:15	5m N	**WEEROONA RD**	XJN	On	Wet	80	STR	**603**	3	0	1	**CAR**	1	S	GOING STRT	**CAR**	1	S	BROKN DWN					Injury
034853714	05-12-03	Fri	14:15	5m N	**WEEROONA RD**	XJN	On	Wet	80	STR	**301**	2	0	0	**SEM**	1	S	GOING STRT	**CAR**	1	S	STATNARY					Non-casualty
034854536	22-12-03	Mon	9:35	100m S	**WEEROONA RD**	DIV	Off	Dry	80	STR	**305**	4	0	0	**SEM**	1	N	GOING STRT	**CAR**	1	N	STATNARY					Non-casualty
014683044	30-11-01	Fri	10:15	200m S	**WEEROONA RD**	DIV	Off	Wet	60	STR	**601**	2	0	0	**TRK**	1	S	GOING STRT	**LOR**	1	S	PARKED					Non-casualty
044939134	07-08-04	Sat	6:10	50m S	**WEEROONA RD**	DIV	Nil	Dry	70	STR	**301**	2	0	1	**CAR**	1	S	GOING STRT	**4WD**	1	S	STATNARY					Injury

Street Crashes *49* **(K) KILLED** *0* **(I) INJURED** *25* **(TU) Traffic Units** *110* **Fatal Crash** *0* **Injury Crash** *20* **Non-casualty Crash** *29*

ROOKWOOD RD

AccNo	Date	Day	Time	Dist	Feature	Loc	Lgt	Sfc	Spd	Aln	DCA	TU	K	I	TU1	S	D	Manoeuvr1	TU2	S	D	Manoeuvr2	Tmp/Haz/Perm Feature	DEGREE
051946696	14-02-05	Mon	17:10	100m S	**AMY ST**	DIV	Off	Dry	80	STR	**301**	3	0	0	**CAR**	1	S	GOING STRT	**CAR**	1	S	STATNARY		Non-casualty
024762952	05-11-02	Tue	15:00	200m S	**AMY ST**	DIV	Off	Dry	80	STR	**307**	3	0	3	**CAR**	1	S	CHANG LN L	**LOR**	1	S	GOING STRT		Injury
044939275	24-11-04	Wed	15:40	at	**CUTCLIFFE AV**	TJN	Off	Dry	60	STR	**102**	2	0	0	**CAR**	2	E	TURNG RITE	**CAR**	1	S	GOING STRT		Non-casualty

Street Crashes *3* **(K) KILLED** *0* **(I) INJURED** *3* **(TU) Traffic Units** *8* **Fatal Crash** *0* **Injury Crash** *1* **Non-casualty Crash** *2*

WEEROONA RD

AccNo	Date	Day	Time	Dist	Feature	Loc	Lgt	Sfc	Spd	Aln	DCA	TU	K	I	TU1	S	D	Manoeuvr1	TU2	S	D	Manoeuvr2	Tmp/Haz/Perm Feature	DEGREE
012627574	02-04-01	Mon	22:15	2m E	**JOSEPH ST**	XJN	On	Dry	60	STR	**301**	2	0	0	**CAR**	1	W	GOING STRT	**CAR**	1	W	STATNARY		Non-casualty

Street Crashes *1* **(K) KILLED** *0* **(I) INJURED** *0* **(TU) Traffic Units** *2* **Fatal Crash** *0* **Injury Crash** *0* **Non-casualty Crash** *1*

LGA Crashes *53* **(K) KILLED** *0* **(I) INJURED** *28* **(TU) Traffic Units** *120* **Fatal Crash** *0* **Injury Crash** *21* **Non-casualty Crash** *32*

LOCAL GOVERNMENT AREA : Bankstown

NB: All records for 2006 and beyond are Provisional, incomplete and subject to change. AccNo = YYQxxxxxx

AUBURN RD

AccNo	Date	Day	Time	Dist	Feature	Loc	Lgt	Sfc	Spd	Aln	DCA	TU	K	I	TU1	S	D	Manoeuvr1	TU2	S	D	Manoeuvr2	Tmp/Haz/Perm Feature	DEGREE
012649109	15-06-01	Fri	9:25	at	**BAGDAD ST**	TJN	Off	Dry	60	STR	**104**	2	0	1	**CAR**	2	W	TURNG RITE	**CAR**	1	S	GOING STRT		Injury
012650941	30-06-01	Sat	12:15	at	**BAGDAD ST**	TJN	Off	Dry	60	STR	**104**	2	0	0	**CAR**	2	W	TURNG RITE	**CAR**	1	S	GOING STRT		Non-casualty
014677545	06-11-01	Tue	15:00	at	**RODD ST**	RDB	Off	Dry	60	STR	**101**	2	0	0	**4WD**	1	N	GOING STRT	**CAR**	2	W	GOING STRT		Non-casualty
031794383	29-03-03	Sat	21:15	at	**RODD ST**	RDB	On	Wet	50	STR	**101**	2	0	1	**CAR**	1	N	GOING STRT	**CAR**	2	W	GOING STRT		Injury
033825344	24-07-03	Thu	7:40	at	**RODD ST**	RDB	Off	Dry	60	STR	**101**	2	0	0	**TRK**	2	N	GOING STRT	**CAR**	1	W	GOING STRT		Non-casualty
042888452	05-04-04	Mon	17:45	at	**RODD ST**	RDB	Off	Wet	60	STR	**301**	3	0	1	**CAR**	1	S	GOING STRT	**CAR**	1	S	STATNARY		Injury
042885752	05-05-04	Wed	17:11	at	**RODD ST**	RDB	Off	Dry	60	STR	**101**	3	0	0	**UTE**	2	E	GOING STRT	**CAR**	1	N	GOING STRT		Non-casualty
044935837	17-12-04	Fri	6:43	at	**RODD ST**	RDB	Off	Dry	60	STR	**101**	2	0	0	**LOR**	1	N	GOING STRT	**CAR**	2	W	GOING STRT		Non-casualty
062059444	03-05-06	Wed	14:30	at	**RODD ST**	RDB	Off	Dry	50	STR	**101**	2	0	1	**WAG**	2	W	GOING STRT	**VAN**	1	S	GOING STRT		Injury

Street Crashes *9* **(K) KILLED** *0* **(I) INJURED** *4* **(TU) Traffic Units** *20* **Fatal Crash** *0* **Injury Crash** *4* **Non-casualty Crash** *5*

BAGDAD ST

AccNo	Date	Day	Time	Dist	Feature	Loc	Lgt	Sfc	Spd	Aln	DCA	TU	K	I	TU1	S	D	Manoeuvr1	TU2	S	D	Manoeuvr2	Tmp/Haz/Perm Feature	DEGREE
044936887	12-12-04	Sun	20:45	50m E	**AUBURN RD**	2WY	On	Wet	50	STR	**304**	2	0	0	**CAR**	1	E	U-TURNING	**WAG**	1	E	GOING STRT	Painted double centre	Non-casualty

Street Crashes *1* **(K) KILLED** *0* **(I) INJURED** *0* **(TU) Traffic Units** *2* **Fatal Crash** *0* **Injury Crash** *0* **Non-casualty Crash** *1*

BOARDMAN ST

AccNo	Date	Day	Time	Dist	Feature	Loc	Lgt	Sfc	Spd	Aln	DCA	TU	K	I	TU1	S	D	Manoeuvr1	TU2	S	D	Manoeuvr2	Tmp/Haz/Perm Feature	DEGREE
041864133	02-02-04	Mon	16:12	5m W	**ROOKWOOD RD**	TJN	Off	Dry	50	STR	**301**	2	0	1	**VAN**	1	E	GOING STRT	**CAR**	1	E	STATNARY		Injury

Street Crashes *1* **(K) KILLED** *0* **(I) INJURED** *1* **(TU) Traffic Units** *2* **Fatal Crash** *0* **Injury Crash** *1* **Non-casualty Crash** *0*

BRUNKER RD

AccNo	Date	Day	Time	Dist	Feature	Loc	Lgt	Sfc	Spd	Aln	DCA	TU	K	I	TU1	S	D	Manoeuvr1	TU2	S	D	Manoeuvr2	Tmp/Haz/Perm Feature	DEGREE
043916733	10-09-04	Fri	16:51	at	**ASHBY AV**	TJN	Off	Dry	60	STR	**104**	2	0	0	**CAR**	2	N	TURNG RITE	**CAR**	1	W	GOING STRT	Steep Grade	Non-casualty
052980014	20-04-05	Wed	7:25	at	**ASHBY AV**	TJN	Off	Wet	50	STR	**104**	2	0	1	**CAR**	2	N	TURNG RITE	**UTE**	1	W	GOING STRT		Injury
012626288	03-04-01	Tue	16:10	30m	E **ASHBY AV**	2WY	Off	Dry	60	STR	**301**	2	0	0	**OMV**	1	E	GOING STRT	**CAR**	1	E	GOING STRT		Non-casualty
024767802	19-11-02	Tue	5:20	30m	E **ASHBY AV**	2WY	Nil	Dry	50	STR	**305**	2	0	1	**4WD**	1	E	GOING STRT	**P/C**	1	E	GOING STRT		Injury
021706316	26-02-02	Tue	23:20	20m	W **ASHBY AV**	2WY	On	Dry	60	STR	**301**	2	0	0	**CAR**	1	W	GOING STRT	**CAR**	1	W	GOING STRT		Non-casualty
063075766	30-09-06	Sat	0:12	5m	W **ASHBY AV**	TJN	On	Dry	60	STR	**303**	2	0	0	**CAR**	1	E	GOING STRT	**CAR**	1	E	WAIT TRN R	Crest	Non-casualty
021700468	15-02-02	Fri	14:45	at	**CLAREMONT AV**	TJN	Off	Dry	60	STR	**202**	2	0	0	**WAG**	1	E	TURNG RITE	**CAR**	1	W	GOING STRT		Non-casualty
034856645	09-12-03	Tue	12:30	at	**CLAREMONT AV**	TJN	Off	Dry	60	STR	**101**	2	0	0	**TRK**	2	N	GOING STRT	**CAR**	1	W	GOING STRT		Non-casualty
033823258	06-08-03	Wed	8:30	10m	E **CLAREMONT AV**	TJN	Off	Dry	60	STR	**301**	3	0	1	**CAR**	1	W	GOING STRT	**CAR**	1	W	GOING STRT		Injury
012644539	20-06-01	Wed	8:25	at	**COOPER RD**	RDB	Off	Dry	60	STR	**101**	2	0	1	**CAR**	2	N	GOING STRT	**M/C**	1	W	GOING STRT	Steep Grade	Injury
043901614	05-07-04	Mon	12:00	at	**COOPER RD**	RDB	Off	Dry	50	CRV	**108**	2	0	1	**CAR**	1	E	TURNG RITE	**LOR**	2	S	TURNG LEFT		Injury
044925765	18-10-04	Mon	9:30	at	**COOPER RD**	RDB	On	Wet	60	STR	**703**	1	0	0	**CAR**	1	W	GOING STRT	**UTILITY POLE**					Non-casualty
061031423	15-03-06	Wed	9:30	at	**COOPER RD**	RDB	Off	Wet	60	CRV	**101**	2	0	0	**TRK**	1	W	GOING STRT	**CAR**	2	S	GOING STRT	Steep Grade	Non-casualty
023749792	16-09-02	Mon	16:45	100m	E **COOPER RD**	2WY	Nil	Dry	60	STR	**301**	3	0	0	**CAR**	1	W	GOING STRT	**CAR**	1	W	GOING STRT	Crest	Non-casualty
042894382	18-06-04	Fri	18:45	100m	E **COOPER RD**	2WY	On	Dry	50	STR	**301**	3	0	0	**OMV**	1	W	GOING STRT	**CAR**	1	W	STATNARY		Non-casualty
041873205	24-02-04	Tue	19:00	10m	E **COOPER RD**	RDB	On	Wet	50	STR	**703**	1	0	0	**TRK**	1	E	GOING STRT	**UTILITY POLE**					Non-casualty
052973878	09-06-05	Thu	0:05	200m	E **COOPER RD**	2WY	On	Dry	60	STR	**601**	2	0	0	**CAR**	1	E	GOING STRT	**CAR**	1	E	PARKED		Non-casualty
034840985	01-10-03	Wed	18:10	20m	E **COOPER RD**	2WY	On	Wet	60	STR	**301**	3	0	0	**CAR**	1	W	GOING STRT	**TRK**	1	W	GOING STRT		Non-casualty
013663829	12-09-01	Wed	7:05	30m	E **COOPER RD**	2WY	Off	Wet	60	STR	**703**	1	0	0	**CAR**	1	E	GOING STRT	**UTILITY POLE**				Steep Grade	Non-casualty
031782738	02-02-03	Sun	23:30	30m	E **COOPER RD**	DIV	On	Wet	60	STR	**704**	2	0	0	**CAR**	1	E	GOING STRT	**CAR**	1	S	OTHR PARKG		Non-casualty
031782466	04-01-03	Sat	16:45	3m	E **COOPER RD**	RDB	Off	Dry	60	STR	**301**	2	0	0	**LOR**	1	W	GOING STRT	**CAR**	1	W	STATNARY		Non-casualty
013660629	28-08-01	Tue	8:30	50m	E **COOPER RD**	2WY	Off	Dry	50	STR	**301**	3	0	0	**TRK**	1	W	GOING STRT	**CAR**	1	W	STATNARY	Crest	Non-casualty
054022963	30-06-05	Thu	17:10	100m	W **COOPER RD**	2WY	On	Wet	60	STR	**207**	2	0	0	**4WD**	1	E	U-TURNING	**CAR**	1	W	GOING STRT	Driveway or entrance	Non-casualty
052976733	29-03-05	Tue	16:25	80m	W **COOPER RD**	2WY	Off	Dry	60	STR	**301**	2	0	1	**M/C**	1	W	GOING STRT	**4WD**	1	W	GOING STRT		Injury
062047393	25-04-06	Tue	15:30	30m	E **GRAE AV**	2WY	Nil	Dry	60	STR	**308**	2	0	1	**CAR**	1	W	TURNG RITE	**CAR**	1	W	GOING STRT	Driveway or entrance	Injury
012647472	22-06-01	Fri	8:00	at	**GRAF AV**	TJN	Off	Dry	50	STR	**104**	2	0	1	**TRK**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT		Injury
021698437	04-02-02	Mon	16:50	at	**GRAF AV**	TJN	Off	Wet	60	STR	**104**	2	0	2	**CAR**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT		Injury
023748671	31-07-02	Wed	17:30	at	**GRAF AV**	TJN	Nil	Dry	60	STR	**104**	2	0	1	**CAR**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT		Injury
024762825	31-10-02	Thu	8:25	at	**GRAF AV**	TJN	Nil	Dry	60	STR	**104**	2	0	0	**CAR**	2	S	TURNG RITE	**TRK**	1	E	GOING STRT		Non-casualty
024779603	07-12-02	Sat	15:30	at	**GRAF AV**	TJN	Nil	Dry	60	STR	**101**	2	0	0	**CAR**	2	S	GOING STRT	**CAR**	1	E	GOING STRT		Non-casualty
024771443	10-12-02	Tue	8:15	at	**GRAF AV**	TJN	Off	Wet	60	STR	**104**	2	0	0	**CAR**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT		Non-casualty
032807594	08-05-03	Thu	19:00	at	**GRAF AV**	TJN	On	Dry	60	STR	**104**	2	0	0	**CAR**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT		Non-casualty
032806038	12-05-03	Mon	17:55	at	**GRAF AV**	TJN	On	Dry	60	STR	**104**	2	0	0	**CAR**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT		Non-casualty
032812669	12-06-03	Thu	7:00	at	**GRAF AV**	TJN	Off	Wet	60	STR	**104**	2	0	0	**CAR**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT		Non-casualty
034859019	22-07-03	Tue	6:30	at	**GRAF AV**	TJN	On	Dry	60	STR	**104**	2	0	1	**UTE**	2	S	TURNG RITE	**TRK**	1	E	GOING STRT		Injury
034848696	29-10-03	Wed	17:10	at	**GRAF AV**	TJN	Off	Dry	60	STR	**104**	2	0	1	**UTE**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT		Injury
034863449	10-12-03	Wed	18:42	at	**GRAF AV**	TJN	Off	Dry	60	STR	**104**	2	0	1	**CAR**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT		Injury
042881518	20-04-04	Tue	16:15	at	**GRAF AV**	TJN	Off	Dry	60	STR	**104**	2	0	1	**CAR**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT		Injury
043902635	26-07-04	Mon	6:45	at	**GRAF AV**	TJN	Off	Dry	60	STR	**104**	2	0	0	**CAR**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT	Steep Grade	Non-casualty

043914508	17-09-04	Fri	8:15	at	**GRAF AV**	TJN	Off	Dry	50	STR	**102**	2	0	0	**CAR**	2	S	TURNG RITE	**CAR**	1	W	GOING STRT		Non-casualty
051958631	14-03-05	Mon	9:00	at	**GRAF AV**	TJN	Off	Dry	60	STR	**202**	2	0	1	**UTE**	1	W	TURNG RITE	**CAR**	1	E	GOING STRT		Injury
052967598	02-05-05	Mon	8:40	at	**GRAF AV**	TJN	On	Dry	60	STR	**104**	2	0	1	**CAR**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT		Injury
054004309	07-11-05	Mon	15:55	at	**GRAF AV**	TJN	Off	Dry	60	STR	**104**	2	0	0	**CAR**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT		Non-casualty
064091868	13-12-06	Wed	17:10	at	**GRAF AV**	TJN	Off	Dry	60	STR	**104**	2	0	0	**CAR**	2	S	TURNG RITE	**CAR**	1	E	GOING STRT		Non-casualty
024759124	31-10-02	Thu	8:45	50m E	**GRAF AV**	2WY	Off	Dry	60	STR	**404**	2	0	1	**CAR**	1	W	REVERSING	**CAR**	1	E	STATNARY		Injury
041877847	17-02-04	Tue	13:45	50m E	**GRAF AV**	2WY	Off	Dry	60	STR	**703**	1	0	1	**CAR**	1	E	GOING STRT	**UTILITY POLE**				Footpath, cycle path	Injury
012634571	09-05-01	Wed	8:35	300m W	**GRAF AV**	2WY	Off	Dry	60	STR	**303**	2	0	1	**4WD**	1	W	GOING STRT	**TRK**	1	W	WAIT TRN R	Driveway or entrance	Injury
062049265	26-05-06	Fri	13:00	10m E	**LAMBERT ST**	TJN	Off	Dry	60	STR	**301**	3	0	1	**CAR**	1	W	GOING STRT	**CAR**	1	W	STATNARY		Injury
021709978	24-03-02	Sun	15:50	5m E	**LAMBERT ST**	TJN	Off	Dry	60	STR	**201**	2	0	1	**CAR**	1	W	WRONG SIDE	**CAR**	1	E	GOING STRT		Injury
024764728	15-11-02	Fri	16:30	10m W	**LARIEN CR**	TJN	On	Wet	60	CRV	**707L**	1	0	0	**CAR**	1	W	TURNG RITE	**GUARDRAIL OR FENCE**				Steep Grade	Non-casualty
012659194	13-06-01	Wed	8:18	at	**POWELL ST**	TJN	Off	Dry	60	STR	**104**	3	0	0	**CAR**	2	N	TURNG RITE	**CAR**	1	W	GOING STRT		Non-casualty
024764378	28-10-02	Mon	17:00	at	**POWELL ST**	TJN	Off	Dry	50	STR	**104**	2	0	1	**CAR**	2	N	TURNG RITE	**CAR**	1	W	GOING STRT		Injury
032808327	30-05-03	Fri	16:15	at	**POWELL ST**	TJN	Off	Dry	60	STR	**107**	2	0	0	**CAR**	2	N	TURNG LEFT	**CAR**	1	W	GOING STRT		Non-casualty
034849546	26-11-03	Wed	10:15	at	**POWELL ST**	TJN	Off	Dry	60	STR	**106**	2	0	0	**TRK**	1	E	TURNG RITE	**TRK**	2	N	TURNG LEFT		Non-casualty
041894944	12-03-04	Fri	18:00	at	**POWELL ST**	TJN	Off	Wet	50	STR	**104**	2	0	0	**CAR**	2	N	TURNG RITE	**CAR**	1	W	GOING STRT	Steep Grade	Non-casualty
051949473	16-02-05	Wed	8:50	at	**POWELL ST**	TJN	Off	Dry	60	STR	**104**	2	0	1	**CAR**	2	N	TURNG RITE	**CAR**	1	W	GOING STRT	Steep Grade	Injury
024770545	14-12-02	Sat	9:50	5m E	**POWELL ST**	TJN	Off	Dry	60	STR	**703**	1	0	0	**CAR**	1	E	GOING STRT	**UTILITY POLE**					Non-casualty
014669913	08-10-01	Mon	9:30	2m W	**POWELL ST**	TJN	Off	Dry	60	STR	**303**	2	0	1	**TRK**	1	E	GOING STRT	**WAG**	1	E	WAIT TRN R		Injury
051956798	28-01-05	Fri	17:50	5m W	**POWELL ST**	TJN	Off	Dry	50	STR	**303**	2	0	0	**CAR**	1	E	GOING STRT	**4WD**	1	E	WAIT TRN R		Non-casualty
061035421	26-02-06	Sun	6:20	20m E	**ROOKWOOD RD**	2WY	Off	Dry	60	STR	**703**	1	0	3	**CAR**	1	W	GOING STRT	**UTILITY POLE**					Injury
063078309	23-06-06	Fri	16:25	45m E	**ROOKWOOD RD**	OTH	Off	Dry	60	CRV	**301**	2	0	1	**CAR**	1	E	GOING STRT	**WAG**	1	E	STATNARY		Injury
042890222	23-04-04	Fri	18:25	100m W	**ROOKWOOD RD**	2WY	On	Dry	60	STR	**703**	2	0	1	**CAR**	1	E	GOING STRT	**TRK**	1	E	PARKED		Injury
022729958	15-06-02	Sat	11:00	10m W	**ROOKWOOD RD**	XJN	Off	Dry	60	STR	**301**	3	0	2	**TRK**	1	W	GOING STRT	**CAR**	1	W	STATNARY		Injury
023773811	16-09-02	Mon	19:05	30m W	**ROOKWOOD RD**	2WY	On	Dry	60	STR	**306**	2	0	1	**CAR**	1	W	CHANG LN R	**TRK**	1	W	GOING STRT		Injury
032799121	10-04-03	Thu	8:00	30m W	**ROOKWOOD RD**	2WY	Off	Dry	50	STR	**304**	2	0	0	**TRK**	1	W	U-TURNING	**CAR**	1	W	GOING STRT	Steep Grade	Non-casualty
054008048	14-11-05	Mon	18:45	35m W	**ROOKWOOD RD**	DIV	On	Dry	60	STR	**406**	2	0	0	**CAR**	1	N	DRWY FRWRD	**CAR**	1	W	GOING STRT	Driveway or entrance	Non-casualty
014694513	03-08-01	Fri	11:15	40m W	**ROOKWOOD RD**	2WY	Off	Dry	60	STR	**703**	1	0	3	**UTE**	1	W	GOING STRT	**UTILITY POLE**					Injury
022718007	26-04-02	Fri	15:20	45m W	**ROOKWOOD RD**	2WY	Off	Dry	60	STR	**603**	2	0	1	**CAR**	1	W	GOING STRT	**WAG**	1	W	BROKN DWN	Driveway or entrance	Injury
061025071	06-02-06	Mon	7:50	5m W	**ROOKWOOD RD**	XJN	Off	Dry	60	STR	**301**	3	0	0	**CAR**	1	W	GOING STRT	**TRK**	1	W	STATNARY	Driveway or entrance	Non-casualty
042887194	05-05-04	Wed	7:35	10m E	**SUTHERLAND ST**	TJN	Off	Dry	50	STR	**303**	2	0	0	**CAR**	1	W	GOING STRT	**TRK**	1	W	WAIT TRN R	Driveway or entrance	Non-casualty

Street Crashes *70* **(K) KILLED** *0* **(I) INJURED** *37* **(TU) Traffic Units** *141* **Fatal Crash** *0* **Injury Crash** *31* **Non-casualty Crash** *39*

COOPER RD

AccNo	Date	Day	Time	Dist	Feature	Loc	Lgt	Sfc	Spd	Aln	DCA	TU	K	I	TU1	S	D	Manoeuvr1	TU2	S	D	Manoeuvr2	Tmp/Haz/Perm Feature	DEGREE
023759357	09-09-02	Mon	13:50	at	**GIRLS HIGH SCH**	2WY	Off	Dry	40	STR	**401**	2	0	0	**CAR**	1	N	PULLNG OUT	**CAR**	1	N	GOING STRT	Steep Grade	Non-casualty
063075369	11-08-06	Fri	11:09	at	**HOUSTON RD**	XJN	Off	Dry	60	STR	**202**	2	0	0	**4WD**	1	S	TURNG RITE	**TRK**	1	N	GOING STRT	Crest	Non-casualty
034F03394	17-10-03	Fri	14:35	at	**MARMION ST**	TJN	Off	Dry	50	STR	**304**	2	1	0	**CAR**	1	S	U-TURNING	**TOW**	1	S	GOING STRT		Fatal
043904233	01-08-04	Sun	15:30	at	**MARMION ST**	TJN	Off	Dry	50	STR	**901**	1	0	1	**CAR**	1	N	PULLNG OUT	**NO OBJECT HIT**					Injury
062049345	29-05-06	Mon	8:30	at	**MARMION ST**	TJN	Off	Dry	60	STR	**303**	2	0	0	**CAR**	1	S	GOING STRT	**CAR**	1	S	WAIT TRN R		Non-casualty
021710148	27-03-02	Wed	14:35	5m N	**MARMION ST**	TJN	Off	Dry	40	STR	**303**	2	0	1	**TRK**	1	S	GOING STRT	**CAR**	1	S	WAIT TRN R		Injury
053983513	23-07-05	Sat	11:50	75m N	**MARMION ST**	2WY	Off	Dry	50	STR	**202**	3	0	0	**CAR**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT	Driveway or entrance	Non-casualty
012633902	09-04-01	Mon	14:55	25m S	**MARMION ST**	2WY	Off	Dry	60	STR	**703**	3	0	0	**CAR**	1	N	GOING STRT	**WAG**	1	N	PARKED		Non-casualty
021700146	11-02-02	Mon	18:40	at	**NUMBER 112 HN**	2WY	Off	Dry	60	STR	**506**	2	0	0	**CAR**	1	S	OPPOSE STR	**CAR**	1	S	TURNG RITE	Driveway or entrance	Non-casualty
012629585	20-04-01	Fri	19:00	at	**NUMBER 124 HN**	2WY	On	Wet	50	STR	**703**	1	0	0	**CAR**	1	S	GOING STRT	**UTILITY POLE**					Non-casualty
021706449	05-03-02	Tue	11:45	at	**NUMBER 141 HN**	2WY	Off	Wet	50	STR	**301**	2	0	1	**CAR**	1	N	GOING STRT	**CAR**	1	N	GOING STRT		Injury
041862339	09-01-04	Fri	14:43	at	**RODD ST**	TJN	Off	Dry	50	STR	**104**	2	0	1	**CAR**	2	E	TURNG RITE	**CAR**	1	N	GOING STRT		Injury
033843713	08-06-03	Sun	4:30	50m N	**RODD ST**	2WY	On	Wet	50	STR	**704**	1	0	1	**CAR**	1	N	GOING STRT	**TRAFFIC ISLAND /**					Injury
061026341	05-02-06	Sun	6:00	400m S	**RODD ST**	2WY	Off	Dry	60	STR	**704**	2	0	0	**CAR**	1	N	GOING STRT	**TRK**	1	S	PARKED		Non-casualty

Street Crashes *14* **(K) KILLED** *1* **(I) INJURED** *5* **(TU) Traffic Units** *27* **Fatal Crash** *1* **Injury Crash** *5* **Non-casualty Crash** *8*

FERRIER RD

AccNo	Date	Day	Time	Dist	Feature	Loc	Lgt	Sfc	Spd	Aln	DCA	TU	K	I	TU1	S	D	Manoeuvr1	TU2	S	D	Manoeuvr2	Tmp/Haz/Perm Feature	DEGREE
034859195	16-11-03	Sun	18:00	158m E	**AUBURN RD**	2WY	Nil	Wet	60	CRV	**201**	2	0	1	**CAR**	1	E	WRONG SIDE	**TRK**	1	W	GOING STRT	Other bridge	Injury

Street Crashes *1* **(K) KILLED** *0* **(I) INJURED** *1* **(TU) Traffic Units** *2* **Fatal Crash** *0* **Injury Crash** *1* **Non-casualty Crash** *0*

HOLLAND ST

AccNo	Date	Day	Time	Dist	Feature	Loc	Lgt	Sfc	Spd	Aln	DCA	TU	K	I	TU1	S	D	Manoeuvr1	TU2	S	D	Manoeuvr2	Tmp/Haz/Perm Feature	DEGREE
034842434	05-10-03	Sun	18:50	10m W	**COOPER RD**	TJN	On	Wet	50	STR	**706R**	1	0	0	**CAR**	2	N	TURNG LEFT	**FENCE & BUILDING**					Non-casualty

Street Crashes *1* **(K) KILLED** *0* **(I) INJURED** *0* **(TU) Traffic Units** *1* **Fatal Crash** *0* **Injury Crash** *0* **Non-casualty Crash** *1*

JOSEPH ST

AccNo	Date	Day	Time	Dist	Feature	Loc	Lgt	Sfc	Spd	Aln	DCA	TU	K	I	TU1	S	D	Manoeuvr1	TU2	S	D	Manoeuvr2	Tmp/Haz/Perm Feature	DEGREE
053987295	24-08-05	Wed	22:40	2.0km S	**GEORGES AV**	DIV	On	Dry	80	STR	**301**	3	0	0	**CAR**	1	S	GOING STRT	**CAR**	1	S	GOING STRT		Non-casualty
013666258	18-09-01	Tue	8:20	100m S	**LEWIS ST**	DIV	Off	Dry	80	STR	**301**	2	0	0	**CAR**	1	N	GOING STRT	**CAR**	1	N	GOING STRT		Non-casualty
022725613	01-06-02	Sat	16:15	300m S	**LEWIS ST**	DIV	Off	Dry	80	STR	**603**	2	0	0	**CAR**	1	N	GOING STRT	**TRK**	1	N	BROKN DWN	Crest	Non-casualty
043908844	20-08-04	Fri	14:30	20m N	**MUIR RD**	DIV	Off	Dry	40	STR	**301**	2	0	0	**CAR**	1	S	GOING STRT	**CAR**	1	S	STATNARY	Roadworks / detour /	Non-casualty
024776671	15-10-02	Tue	8:30	50m S	**MUIR RD**	DIV	Nil	Dry	80	STR	**301**	3	0	1	**CAR**	1	N	GOING STRT	**CAR**	1	N	GOING STRT		Injury

Street Crashes *5* **(K) KILLED** *0* **(I) INJURED** *1* **(TU) Traffic Units** *12* **Fatal Crash** *0* **Injury Crash** *1* **Non-casualty Crash** *4*

LAMBERT ST

AccNo	Date	Day	Time	Dist	Feature	Loc	Lgt	Sfc	Spd	Aln	DCA	TU	K	I	TU1	S	D	Manoeuvr1	TU2	S	D	Manoeuvr2	Tmp/Haz/Perm Feature	DEGREE
063063363	10-08-06	Thu	20:35	10m S	**BRUNKER RD**	TJN	On	Dry	60	STR	**707L**	1	0	1	**CAR**	1	S	TURNG RITE	**TREES OR BUSHES**					Injury

Street Crashes *1* **(K) KILLED** *0* **(I) INJURED** *1* **(TU) Traffic Units** *1* **Fatal Crash** *0* **Injury Crash** *1* **Non-casualty Crash** *0*

NTH STACEY ST

AccNo	*Date*	*Day*	*Time*	*Dist*	*Feature*	*Loc*	*Lgt*	*Sfc*	*Spd*	*Aln*	*DCA*	*TU*	*K*	*I*	*TU1*	*S*	*D*	*Manoeuvr1*	*TU2*	*S*	*D*	*Manoeuvr2*	*Tmp/Haz/Perm Feature*	*DEGREE*
012631461	28-04-01	Sat	15:30	at	**ROOKWOOD RD**	XJN	Off	Dry	60	CRV	**202**	2	0	1	**WAG**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT		Injury

Street Crashes *1* **(K) KILLED** *0* **(I) INJURED** *1* **(TU) Traffic Units** *2* **Fatal Crash** *0* **Injury Crash** *1* **Non-casualty Crash** *0*

POWELL ST

AccNo	*Date*	*Day*	*Time*	*Dist*	*Feature*	*Loc*	*Lgt*	*Sfc*	*Spd*	*Aln*	*DCA*	*TU*	*K*	*I*	*TU1*	*S*	*D*	*Manoeuvr1*	*TU2*	*S*	*D*	*Manoeuvr2*	*Tmp/Haz/Perm Feature*	*DEGREE*
034856433	06-11-03	Thu	23:00	10m S	**BRUNKER RD**	TJN	On	Dry	50	CRV	**803R**	2	0	0	**CAR**	1	N	GOING STRT	**CAR**	1	S	PARKED		Non-casualty

Street Crashes *1* **(K) KILLED** *0* **(I) INJURED** *0* **(TU) Traffic Units** *2* **Fatal Crash** *0* **Injury Crash** *0* **Non-casualty Crash** *1*

RODD ST

AccNo	*Date*	*Day*	*Time*	*Dist*	*Feature*	*Loc*	*Lgt*	*Sfc*	*Spd*	*Aln*	*DCA*	*TU*	*K*	*I*	*TU1*	*S*	*D*	*Manoeuvr1*	*TU2*	*S*	*D*	*Manoeuvr2*	*Tmp/Haz/Perm Feature*	*DEGREE*
042887031	19-04-04	Mon	13:40	60m W	**COOPER RD**	2WY	Off	Dry	50	STR	**3**	2	0	1	**CAR**	1	E	GOING STRT	**PED**	1	N	RUN X ROAD		Injury
043914054	05-09-04	Sun	19:40	80m W	**COOPER RD**	2WY	On	Wet	50	STR	**704**	2	0	0	**VAN**	1	W	GOING STRT	**VAN**	1	E	PARKED		Non-casualty
024773883	27-10-02	Sun	16:30	at	**NUMBER 13 HN**	2WY	Nil	Dry	50	STR	**704**	1	0	0	**CAR**	1	E	GOING STRT	**GUARDRAIL OR FENCE**					Non-casualty
064108005	26-09-06	Tue	13:50	at	**NUMBER 15 HN**	2WY	Off	Dry	50	STR	**704**	2	0	0	**CAR**	1	E	GOING STRT	**UTE**	1	W	PARKED		Non-casualty
041861446	22-01-04	Thu	20:10	at	**NUMBER 21 HN**	2WY	On	Wet	50	CRV	**804R**	1	0	0	**CAR**	1	E	GOING STRT	**SIGNPOST OR PARKING**					Non-casualty
041871107	08-03-04	Mon	12:40	at	**RAILWAY OP**	2WY	Off	Dry	50	CRV	**201**	2	0	0	**CAR**	1	E	WRONG SIDE	**CAR**	1	W	GOING STRT	Underpass or tunnel	Non-casualty

Street Crashes *6* **(K) KILLED** *0* **(I) INJURED** *1* **(TU) Traffic Units** *10* **Fatal Crash** *0* **Injury Crash** *1* **Non-casualty Crash** *5*

ROOKWOOD RD

AccNo	Date	Day	Time	Dist	Feature	Loc	Lgt	Sfc	Spd	Aln	DCA	TU	K	I	TU1	S	D	Manoeuvr1	TU2	S	D	Manoeuvr2	Tmp/Haz/Perm Feature	DEGREE
022724654	01-05-02	Wed	16:00	at	**BOARDMAN ST**	TJN	Off	Dry	70	STR	**202**	2	0	2	**VAN**	1	S	TURNG RITE	**WAG**	1	N	GOING STRT		Injury
053994857	26-09-05	Mon	11:00	at	**BOARDMAN ST**	TJN	Off	Wet	60	STR	**202**	2	0	0	**TRK**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT		Non-casualty
063073056	19-09-06	Tue	16:50	at	**BOARDMAN ST**	TJN	On	Dry	70	STR	**207**	2	0	0	**CAR**	1	N	U-TURNING	**CAR**	1	S	GOING STRT		Non-casualty
064078793	16-10-06	Mon	18:00	at	**BOARDMAN ST**	TJN	Off	Dry	70	STR	**202**	2	0	4	**CAR**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT		Injury
033843679	12-02-03	Wed	14:00	100m N	**BOARDMAN ST**	DIV	Nil	Dry	60	STR	**301**	4	0	1	**TRK**	1	N	GOING STRT	**CAR**	1	N	STATNARY		Injury
013670215	30-05-01	Wed	16:00	10m N	**BOARDMAN ST**	TJN	Off	Dry	70	STR	**301**	3	0	0	**TRK**	1	S	GOING STRT	**CAR**	1	S	STATNARY		Non-casualty
023738147	26-07-02	Fri	18:15	10m N	**BOARDMAN ST**	TJN	On	Dry	70	STR	**301**	2	0	0	**UTE**	1	S	GOING STRT	**CAR**	1	S	GOING STRT		Non-casualty
053991761	10-09-05	Sat	9:45	10m N	**BOARDMAN ST**	TJN	Off	Dry	70	STR	**301**	2	0	0	**TRK**	1	S	GOING STRT	**CAR**	1	S	STATNARY		Non-casualty
071099959	03-02-07	Sat	18:10	10m N	**BOARDMAN ST**	TJN	Off	Dry	70	STR	**307**	4	0	0	**OMV**	1	S	CHANG LN L	**4WD**	1	S	GOING STRT		Non-casualty
013647893	04-07-01	Wed	14:40	120m N	**BOARDMAN ST**	DIV	Off	Dry	80	STR	**603**	2	0	0	**TRK**	1	N	GOING STRT	**CAR**	1	N	BROKN DWN		Non-casualty
042885626	29-04-04	Thu	1:15	150m N	**BOARDMAN ST**	DIV	On	Dry	80	STR	**704**	1	0	0	**CAR**	1	N	GOING STRT	**SIGNPOST OR PARKING**					Non-casualty
061036826	04-01-06	Wed	14:35	150m N	**BOARDMAN ST**	2WY	Nil	Dry	80	STR	**307**	2	0	0	**CAR**	1	N	CHANG LN L	**VAN**	1	N	GOING STRT		Non-casualty
024755968	15-10-02	Tue	10:15	250m N	**BOARDMAN ST**	DIV	Off	Dry	70	STR	**305**	2	0	1	**SEM**	1	S	GOING STRT	**CAR**	1	S	GOING STRT	Steep Grade	Injury
021726102	18-12-01	Tue	6:50	400m N	**BOARDMAN ST**	DIV	Off	Dry	80	STR	**907**	1	0	1	**CAR**	1	N	OTH FRWARD	**UTILITY POLE**					Injury
023747372	27-08-02	Tue	15:30	5m N	**BOARDMAN ST**	TJN	Off	Dry	70	STR	**301**	2	0	1	**CAR**	1	S	GOING STRT	**CAR**	1	S	GOING STRT		Injury
013657917	08-08-01	Wed	8:05	800m N	**BOARDMAN ST**	DIV	Off	Dry	80	STR	**400**	2	0	0	**TRK**	1	N	OTHR REVRS	**TRK**	1	N	STATNARY	Steep Grade	Non-casualty
021724469	26-02-02	Tue	17:30	40m S	**BOARDMAN ST**	DIV	Off	Dry	60	STR	**301**	2	0	1	**CAR**	1	S	GOING STRT	**CAR**	1	S	STATNARY		Injury
033840805	03-09-03	Wed	9:25	50m S	**BOARDMAN ST**	DIV	Off	Dry	80	STR	**201**	3	0	1	**CAR**	1	N	WRONG SIDE	**CAR**	1	S	GOING STRT		Injury
034842564	17-10-03	Fri	18:45	at	**BP SERVICE SN**	DIV	On	Dry	70	STR	**406**	2	0	0	**WAG**	1	N	DRWY FRWRD	**LOR**	1	N	DRWY FRWRD	Driveway or entrance	Non-casualty
011608305	18-01-01	Thu	19:15	at	**BRUNKER RD**	XJN	Off	Wet	60	STR	**101**	2	0	0	**CAR**	1	S	GOING STRT	**CAR**	2	W	GOING STRT		Non-casualty
014681825	27-11-01	Tue	14:00	at	**BRUNKER RD**	XJN	Off	Dry	70	STR	**202**	3	0	0	**TRK**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT		Non-casualty
021701223	18-01-02	Fri	22:07	at	**BRUNKER RD**	XJN	On	Dry	70	STR	**202**	2	0	1	**CAR**	1	S	TURNG RITE	**M/C**	1	N	GOING STRT		Injury
023764071	27-06-02	Thu	21:00	at	**BRUNKER RD**	XJN	On	Dry	70	STR	**102**	2	0	0	**CAR**	2	E	TURNG RITE	**CAR**	1	S	GOING STRT		Non-casualty
031787446	12-02-03	Wed	10:45	at	**BRUNKER RD**	XJN	On	Dry	70	STR	**101**	2	0	0	**CAR**	1	N	GOING STRT	**CAR**	2	W	GOING STRT		Non-casualty
032797523	05-04-03	Sat	18:30	at	**BRUNKER RD**	XJN	On	Dry	70	STR	**202**	2	0	2	**CAR**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT		Injury
032804087	30-04-03	Wed	21:30	at	**BRUNKER RD**	XJN	On	Dry	60	STR	**101**	2	0	0	**TRK**	1	N	GOING STRT	**CAR**	2	W	GOING STRT		Non-casualty
032829618	30-06-03	Mon	8:40	at	**BRUNKER RD**	XJN	Off	Dry	70	STR	**202**	3	0	6	**CAR**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT		Injury
033816344	02-07-03	Wed	17:25	at	**BRUNKER RD**	XJN	On	Wet	70	STR	**202**	2	0	0	**CAR**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT	Other hazardous	Non-casualty
033829801	07-08-03	Thu	21:30	at	**BRUNKER RD**	XJN	On	Dry	70	STR	**202**	3	0	1	**CAR**	1	N	TURNG RITE	**WAG**	1	S	GOING STRT		Injury
034850421	30-10-03	Thu	16:35	at	**BRUNKER RD**	XJN	On	Dry	60	STR	**202**	3	0	0	**CAR**	1	N	TURNG RITE	**CAR**	1	S	GOING STRT		Non-casualty
041869975	09-02-04	Mon	9:30	at	**BRUNKER RD**	XJN	Off	Dry	70	STR	**101**	2	0	0	**VAN**	1	S	GOING STRT	**CAR**	2	E	GOING STRT		Non-casualty
044935787	16-12-04	Thu	16:00	at	**BRUNKER RD**	XJN	Off	Dry	60	STR	**202**	2	0	0	**CAR**	1	N	TURNG RITE	**CAR**	1	S	GOING STRT		Non-casualty
051957312	25-03-05	Fri	18:45	at	**BRUNKER RD**	XJN	Off	Dry	60	STR	**202**	2	0	2	**WAG**	1	N	TURNG RITE	**CAR**	1	S	GOING STRT		Injury
053982051	15-07-05	Fri	5:00	at	**BRUNKER RD**	XJN	On	Dry	70	STR	**101**	2	0	2	**CAR**	1	S	GOING STRT	**CAR**	2	W	GOING STRT		Injury
053982118	18-07-05	Mon	9:30	at	**BRUNKER RD**	XJN	Off	Dry	70	STR	**1**	2	0	1	**CAR**	1	N	GOING STRT	**PED**	1	E	RUN X ROAD		Injury
061031251	10-03-06	Fri	6:45	at	**BRUNKER RD**	XJN	Off	Dry	70	STR	**202**	2	0	1	**UTE**	1	S	TURNG RITE	**CAR**	1	N	GOING STRT		Injury
062F06179	24-04-06	Mon	12:55	at	**BRUNKER RD**	XJN	Off	Dry	70	STR	**202**	2	1	1	**VAN**	1	S	TURNG RITE	**LOR**	1	N	GOING STRT		Fatal
062047673	19-05-06	Fri	6:50	at	**BRUNKER RD**	XJN	Off	Dry	60	STR	**101**	2	0	2	**TRK**	2	W	GOING STRT	**WAG**	1	N	GOING STRT		Injury
063075319	06-07-06	Thu	7:55	at	**BRUNKER RD**	XJN	Off	Dry	60	STR	**308**	2	0	0	**SEM**	2	W	TURNG RITE	**CAR**	2	W	GOING STRT		Non-casualty

063061724	01-08-06	Tue	8:00		at	**BRUNKER RD**	XJN	Off	Dry	70	STR	**101**	2	0	0	**CAR** 1 S GOING STRT	**CAR** 2 E GOING STRT								Non-casualty
064095592	11-12-06	Mon	15:40		at	**BRUNKER RD**	XJN	Off	Dry	70	STR	**202**	2	0	2	**LOR** 1 S TURNG RITE	**4WD** 1 N GOING STRT								Injury
072113636	12-04-07	Thu	14:00		at	**BRUNKER RD**	XJN	Off	Dry	60	STR	**301**	2	0	0	**CAR** 1 N GOING STRT	**CAR** 1 N GOING STRT								Non-casualty
013671869	02-05-01	Wed	17:40	100m	N	**BRUNKER RD**	DIV	On	Dry	60	STR	**301**	2	0	0	**TRK** 1 S GOING STRT	**TRK** 1 S STATNARY								Non-casualty
064078678	10-10-06	Tue	16:50	100m	N	**BRUNKER RD**	DIV	Off	Dry	60	STR	**301**	3	0	0	**CAR** 1 S GOING STRT	**TRK** 1 S GOING STRT								Non-casualty
062045808	28-04-06	Fri	17:45	15m	N	**BRUNKER RD**	DIV	Off	Dry	70	STR	**301**	4	0	0	**CAR** 1 S GOING STRT	**CAR** 1 S STATNARY								Non-casualty
033840956	28-09-03	Sun	5:08	200m	N	**BRUNKER RD**	DIV	Nil	Dry	70	STR	**703**	1	0	0	**CAR** 1 N GOING STRT	**TREES OR BUSHES**								Non-casualty
031802121	17-03-03	Mon	14:50	20m	N	**BRUNKER RD**	DIV	Off	Dry	70	STR	**301**	2	0	1	**LOR** 1 S GOING STRT	**SEM** 1 S GOING STRT								Injury
012639436	27-05-01	Sun	5:45	23m	N	**BRUNKER RD**	DIV	On	Dry	60	STR	**305**	2	0	0	**CAR** 1 N GOING STRT	**CAR** 1 N GOING STRT								Non-casualty
032820485	10-06-03	Tue	9:30	37m	N	**BRUNKER RD**	DIV	Off	Dry	60	CRV	**307**	2	0	0	**SEM** 1 S CHANG LN L	**CAR** 1 S GOING STRT								Non-casualty
021709787	20-03-02	Wed	6:45	500m	N	**BRUNKER RD**	DIV	Off	Dry	80	STR	**301**	3	0	1	**TRK** 1 N GOING STRT	**CAR** 1 N STATNARY			Crest					Injury
042887036	21-04-04	Wed	7:35	500m	N	**BRUNKER RD**	DIV	Off	Dry	80	STR	**301**	2	0	0	**TRK** 1 N GOING STRT	**BUS** 1 N STATNARY			Bus Stop					Non-casualty
043912624	31-08-04	Tue	5:55	5m	N	**BRUNKER RD**	XJN	On	Dry	70	STR	**302**	2	0	0	**CAR** 1 S GOING STRT	**CAR** 1 S WAIT TRN L								Non-casualty
011624171	03-03-01	Sat	15:00	700m	N	**BRUNKER RD**	2WY	Off	Dry	70	STR	**301**	2	0	0	**CAR** 1 S GOING STRT	**UTE** 1 S STATNARY								Non-casualty
041866334	20-02-04	Fri	5:45	72m	N	**BRUNKER RD**	DIV	Off	Dry	60	STR	**305**	2	0	1	**M/C** 1 N GOING STRT	**BUS** 1 N STATNARY								Injury
024790683	12-12-02	Thu	13:50	100m	S	**BRUNKER RD**	DIV	Nil	Dry	60	STR	**309**	2	0	0	**TRA** 1 S TURNG LEFT	**WAG** 1 S GOING STRT			Driveway or entrance					Non-casualty
044955313	24-12-04	Fri	18:15	100m	S	**BRUNKER RD**	DIV	Off	Wet	60	STR	**703**	1	0	1	**CAR** 1 S GOING STRT	**UTILITY POLE**								Injury
023760865	23-09-02	Mon	15:30	10m	S	**BRUNKER RD**	XJN	Off	Dry	70	STR	**301**	3	0	2	**CAR** 1 N GOING STRT	**CAR** 1 N STATNARY								Injury
041867541	21-02-04	Sat	12:30	10m	S	**BRUNKER RD**	XJN	Off	Dry	60	STR	**301**	3	0	1	**CAR** 1 N GOING STRT	**CAR** 1 N STATNARY								Injury
011627457	28-03-01	Wed	19:00	150m	S	**BRUNKER RD**	DIV	On	Dry	60	STR	**703**	2	0	0	**TRK** 1 N GOING STRT	**CAR** 1 N PARKED								Non-casualty
011615861	10-02-01	Sat	21:30	200m	S	**BRUNKER RD**	DIV	On	Wet	60	STR	**302**	2	0	1	**TRK** 1 N GOING STRT	**CAR** 1 N TURNG LEFT			Driveway or entrance					Injury
024773846	15-10-02	Tue	12:54	20m	S	**BRUNKER RD**	DIV	Off	Dry	70	STR	**3**	2	0	1	**CAR** 1 N GOING STRT	**PED** 1 W CROSS ROAD								Injury
043916653	03-09-04	Fri	17:34	250m	S	**BRUNKER RD**	DIV	On	Dry	60	STR	**306**	3	0	0	**UTE** 1 S CHANG LN R	**CAR** 1 S GOING STRT								Non-casualty
021709373	14-02-02	Thu	16:15	500m	S	**BRUNKER RD**	DIV	Off	Dry	70	STR	**301**	3	0	4	**CAR** 1 N GOING STRT	**CAR** 1 N STATNARY								Injury
013660755	29-08-01	Wed	17:10	50m	S	**BRUNKER RD**	DIV	Off	Wet	60	STR	**301**	2	0	0	**CAR** 1 S CHANG LN R	**WAG** 1 S STATNARY			Steep Grade					Non-casualty
024756816	11-10-02	Fri	16:45	50m	S	**BRUNKER RD**	DIV	Off	Dry	70	STR	**301**	2	0	0	**CAR** 1 N GOING STRT	**UTE** 1 N STATNARY			Driveway or entrance					Non-casualty
042890976	02-06-04	Wed	14:49	5m	S	**BRUNKER RD**	TJN	Off	Dry	70	STR	**301**	2	0	0	**CAR** 1 N GOING STRT	**CAR** 1 N STATNARY								Non-casualty
064080521	02-11-06	Thu	21:40	5m	S	**BRUNKER RD**	XJN	On	Wet	60	STR	**301**	2	0	1	**CAR** 1 N GOING STRT	**WAG** 1 N STATNARY								Injury
014680443	23-10-01	Tue	15:00	75m	S	**BRUNKER RD**	DIV	Off	Dry	60	STR	**301**	3	0	0	**UTE** 1 S GOING STRT	**CAR** 1 S GOING STRT								Non-casualty
023742362	25-07-02	Thu	13:00		at	**DASEA ST**	TJN	Off	Dry	80	STR	**907**	2	0	1	**CAR** 2 W OTH FRWARD	**CAR** 1 S OTH FRWARD								Injury
042882462	05-04-04	Mon	14:45	20m	N	**DASEA ST**	DIV	Off	Wet	80	STR	**301**	4	0	0	**CAR** 1 N GOING STRT	**CAR** 1 N STATNARY								Non-casualty
061041045	17-02-06	Fri	14:30	12m	S	**DASEA ST**	DIV	Nil	Dry	50	STR	**406**	2	0	0	**CAR** 1 W DRWY FRWRD	**CAR** 1 W GOING STRT			Driveway or entrance					Non-casualty
014686746	15-12-01	Sat	7:30	330m	S	**DASEA ST**	DIV	Off	Wet	80	STR	**703**	1	0	2	**CAR** 1 S GOING STRT	**TREES OR BUSHES**								Injury
044941919	08-08-04	Sun	8:50	20m	S	**LEWIS ST**	DIV	Off	Dry	60	STR	**301**	3	0	0	**TRK** 1 S GOING STRT	**CAR** 1 S STATNARY			Roadworks / detour /					Non-casualty
023753603	17-09-02	Tue	5:45		at	**MUIR RD**	TJN	On	Wet	80	STR	**202**	2	0	1	**SEM** 1 N TURNG RITE	**CAR** 1 S GOING STRT								Injury
024780894	18-10-02	Fri	13:30		at	**MUIR RD**	TJN	Nil	Dry	70	STR	**202**	2	0	1	**TRK** 1 N TURNG RITE	**WAG** 1 S GOING STRT								Injury
032817451	26-06-03	Thu	8:05		at	**MUIR RD**	TJN	Off	Dry	70	STR	**202**	2	0	1	**CAR** 1 N TURNG RITE	**WAG** 1 S GOING STRT								Injury
033830409	02-09-03	Tue	17:10		at	**MUIR RD**	TJN	Off	Dry	80	STR	**202**	2	0	0	**CAR** 1 N TURNG RITE	**VAN** 1 S GOING STRT								Non-casualty
042879915	07-04-04	Wed	15:30		at	**MUIR RD**	TJN	Off	Dry	70	STR	**202**	2	0	0	**CAR** 1 N TURNG RITE	**UTE** 1 S GOING STRT								Non-casualty
042909296	23-05-04	Sun	14:55		at	**MUIR RD**	TJN	Off	Dry	60	STR	**202**	2	0	1	**CAR** 1 N TURNG RITE	**VAN** 1 S GOING STRT								Injury
043913492	14-09-04	Tue	14:15		at	**MUIR RD**	TJN	Off	Dry	80	STR	**202**	2	0	0	**CAR** 1 N TURNG RITE	**CAR** 1 S GOING STRT								Non-casualty
053989087	24-07-05	Sun	20:40		at	**MUIR RD**	TJN	On	Dry	70	STR	**301**	2	0	0	**4WD** 1 N GOING STRT	**CAR** 1 N STATNARY								Non-casualty

054015333	13-12-05	Tue	8:37		at	**MUIR RD**		TJN	Off	Dry	70	STR	**202**	2	0	1	**LOR** 1 N TURNG RITE	**TRK** 1 S GOING STRT							Injury
064099377	15-12-06	Fri	16:00		at	**MUIR RD**		TJN	Off	Wet	60	STR	**202**	2	0	1	**CAR** 1 N TURNG RITE	**TRK** 1 S GOING STRT							Injury
072114947	17-04-07	Tue	0:05		at	**MUIR RD**		TJN	On	Dry	60	STR	**301**	2	0	0	**4WD** 1 N GOING STRT	**4WD** 1 N GOING STRT							Non-casualty
021727689	07-03-02	Thu	21:30	10m	N	**MUIR RD**		TJN	On	Dry	80	STR	**301**	2	0	0	**CAR** 1 N GOING STRT	**CAR** 1 N STATNARY							Non-casualty
042899725	31-05-04	Mon	7:30	10m	N	**MUIR RD**		TJN	Off	Dry	90	STR	**301**	3	0	0	**CAR** 1 N GOING STRT	**BUS** 1 N STATNARY							Non-casualty
054020346	21-09-05	Wed	17:00	10m	N	**MUIR RD**		TJN	Off	Dry	70	STR	**301**	3	0	1	**WAG** 1 S GOING STRT	**CAR** 1 S STATNARY							Injury
064106514	15-12-06	Fri	15:20	10m	N	**MUIR RD**		TJN	Off	Wet	80	STR	**707L**	1	0	0	**CAR** 2 W TURNG RITE	**GUARDRAIL OR FENCE**							Non-casualty
023752558	25-09-02	Wed	7:40	120m	N	**MUIR RD**		DIV	Off	Dry	70	STR	**301**	2	0	0	**TRK** 1 S GOING STRT	**BUS** 1 S STATNARY							Non-casualty
042888432	01-04-04	Thu	16:05	150m	N	**MUIR RD**		DIV	Off	Dry	70	STR	**703**	1	0	1	**CAR** 1 N GOING STRT	**UTILITY POLE**							Injury
051947331	23-02-05	Wed	15:20	150m	N	**MUIR RD**		DIV	Off	Dry	80	STR	**305**	2	0	0	**SEM** 1 N GOING STRT	**CAR** 1 N GOING STRT							Non-casualty
011606048	10-01-01	Wed	17:14	20m	N	**MUIR RD**		DIV	Off	Dry	80	STR	**301**	3	0	1	**LOR** 1 S GOING STRT	**CAR** 1 S STATNARY							Injury
042887383	13-05-04	Thu	13:00	250m	N	**MUIR RD**		DIV	Off	Dry	80	STR	**603**	2	0	0	**CAR** 1 N GOING STRT	**CAR** 1 N BROKN DWN			Steep Grade				Non-casualty
034842489	11-10-03	Sat	0:01	100m	S	**MUIR RD**		DIV	On	Dry	80	STR	**307**	2	0	1	**4WD** 1 S CHANG LN L	**CAR** 1 S GOING STRT							Injury
043913882	25-08-04	Wed	22:07	100m	S	**MUIR RD**		DIV	On	Dry	70	STR	**601**	2	0	0	**VAN** 1 N GOING STRT	**CAR** 1 N PARKED							Non-casualty
033834538	23-08-03	Sat	12:30	10m	S	**MUIR RD**		TJN	Off	Dry	80	STR	**603**	2	0	2	**CAR** 1 N GOING STRT	**CAR** 1 N BROKN DWN							Injury
061025268	12-02-06	Sun	22:00	10m	S	**MUIR RD**		TJN	On	Dry	80	STR	**301**	3	0	3	**CAR** 1 N GOING STRT	**CAR** 1 N STATNARY							Injury
033822904	01-08-03	Fri	17:15	160m	S	**MUIR RD**		DIV	Off	Dry	80	STR	**406**	2	0	0	**WAG** 1 W DRWY FRWRD	**LOR** 1 W DRWY FRWRD			Driveway or entrance				Non-casualty
051957221	21-03-05	Mon	7:00	160m	S	**MUIR RD**		DIV	Off	Dry	70	STR	**301**	3	0	0	**WAG** 1 S GOING STRT	**CAR** 1 S GOING STRT			Driveway or entrance				Non-casualty
054023166	17-12-05	Sat	19:45	170m	S	**MUIR RD**		2WY	On	Dry	70	STR	**406**	2	0	0	**CAR** 1 W DRWY FRWRD	**LOR** 1 W DRWY FRWRD			Driveway or entrance				Non-casualty
033834541	23-08-03	Sat	12:35	20m	S	**MUIR RD**		DIV	Off	Dry	80	STR	**301**	2	0	0	**CAR** 1 N GOING STRT	**WAG** 1 N GOING STRT							Non-casualty
014697715	03-12-01	Mon	11:30	300m	S	**MUIR RD**		DIV	Off	Wet	80	STR	**406**	2	0	1	**SEM** 1 W DRWY FRWRD	**M/C** 1 S GOING STRT			Driveway or entrance				Injury
062056657	22-06-06	Thu	17:26	50m	S	**MUIR RD**		DIV	Off	Dry	70	STR	**301**	4	0	0	**CAR** 1 S GOING STRT	**CAR** 1 S GOING STRT							Non-casualty
011617317	08-02-01	Thu	10:20	5m	S	**MUIR RD**		TJN	Nil	Dry	80	STR	**303**	2	0	0	**SEM** 1 N GOING STRT	**SEM** 1 N WAIT TRN R							Non-casualty
042887077	25-04-04	Sun	16:45	5m	S	**MUIR RD**		TJN	Off	Dry	80	STR	**607**	1	0	0	**CAR** 1 S GOING STRT	**OTHER NON-FIXED**							Non-casualty
011605916	08-01-01	Mon	10:20	6m	S	**MUIR RD**		TJN	Off	Dry	70	STR	**301**	3	0	2	**LOR** 1 N GOING STRT	**TRK** 1 N STATNARY							Injury
042893829	08-06-04	Tue	17:47	10m	N	**NTH STACEY ST**		TJN	On	Dry	60	CRV	**301**	3	0	0	**CAR** 1 S GOING STRT	**CAR** 1 S STATNARY			Steep Grade				Non-casualty
063069278	07-09-06	Thu	12:35	10m	N	**NTH STACEY ST**		TJN	Off	Wet	70	STR	**303**	3	0	0	**LOR** 1 S GOING STRT	**CAR** 1 S WAIT TRN R							Non-casualty
051957022	09-03-05	Wed	18:45	50m	N	**NTH STACEY ST**		DIV	Off	Dry	60	CRV	**803L**	1	0	1	**CAR** 1 N GOING STRT	**GUARDRAIL OR FENCE**							Injury
013651539	19-07-01	Thu	16:40	5m	N	**NTH STACEY ST**		TJN	Off	Dry	60	CRV	**306**	2	0	0	**CAR** 1 S CHANG LN R	**CAR** 1 S GOING STRT							Non-casualty
044937284	27-12-04	Mon	11:15	5m	N	**NTH STACEY ST**		TJN	Off	Dry	70	STR	**301**	3	0	0	**CAR** 1 S GOING STRT	**WAG** 1 S STATNARY							Non-casualty
042885523	23-04-04	Fri	10:45	100m	N	**NUIR RD**		DIV	Off	Dry	80	STR	**301**	3	0	0	**CAR** 1 N GOING STRT	**CAR** 1 N STATNARY							Non-casualty
024754525	08-10-02	Tue	11:50		at	**NUMBER 201 HN**		DIV	Off	Dry	80	STR	**301**	3	0	2	**TRK** 1 S GOING STRT	**WAG** 1 S STATNARY			Steep Grade				Injury
052980256	23-06-05	Thu	22:45	30m	N	**STACEY ST**		DIV	On	Wet	60	STR	**703**	1	0	0	**CAR** 1 N GOING STRT	**GUARDRAIL OR FENCE**							Non-casualty
021710196	28-03-02	Thu	20:40	1.0km	S	**WEEROONA RD**		DIV	On	Wet	60	STR	**301**	3	0	1	**LOR** 1 S GOING STRT	**CAR** 1 S GOING STRT							Injury

Street Crashes *115* **(K) KILLED** *1* **(I) INJURED** *72* **(TU) Traffic Units** *256* **Fatal Crash** *1* **Injury Crash** *47* **Non-casualty Crash** *67*

LGA Crashes *226* **(K) KILLED** *2* **(I) INJURED** *124* **(TU) Traffic Units** *478* **Fatal Crash** *2* **Injury Crash** *93* **Non-casualty Crash** *131*

SUMMARY OF ACCIDENT FACTORS

Type Of Accident

Car Accident	267	*95.7%*
Light Truck Accident	50	*17.9%*
Rigid Truck Accident	19	*6.8%*
Articulated Truck Acc	11	*3.9%*
'Heavy Truck Accident	*(29)*	*(10.4%)*
Bus Accident	5	*1.8%*
"Heavy Vehicle Accident	*(32)*	*(11.5%)*
Emergency Vehicle Acc	1	*0.4%*
Motorcycle Accident	6	*2.2%*
Pedal Cycle Accident	2	*0.7%*
Pedestrian Accident	4	*1.4%*

' Rigid or Artic. Truck, " Heavy Truck or Bus
 # These categories are NOT mutually exclusive

Location Type:

***Intersection Crash**	165	*59.1%*
Non-intersection Crash	114	*40.9%*

**** Up to 10 metres from an Intersection***
~ 0730-0930 or 1430-1700 on school days

Collision Type:

Single Vehicle Accident:	27	*9.7%*
Multi-Vehicle Accident:	252	*90.3%*

Road Classification:

Freeways/Motorways	0	*0.0%*
State Highways	0	*0.0%*
Other Classified Roads	183	*65.6%*
Unclassified Roads	96	*34.4%*

Contributing Factors:

Speed involved	19	*6.8%*
Fatigue involved	6	*2.2%*

Weather:

Fine	226	*81.0%*
Rain	37	*13.3%*
Overcast	15	*5.4%*
Fog or Mist	1	*0.4%*
Other	0	*0.0%*

Road Surface Condition:

Wet	46	*16.5%*
Dry	233	*83.5%*
Snow or Ice	0	*0.0%*

Natural Lighting:

Dawn	11	*3.9%*
Daylight	199	*71.3%*
Dusk	18	*6.5%*
Darkness	51	*18.3%*

Accident BCA Group:

Intersection, adjacent approaches	61	21.9%
Head on (not overtaking)	4	1.4%
Opposing vehicles; turning	36	12.9%
U-turn	5	1.8%
Rear-end	92	33.0%
Lane change	19	6.8%
Parallel lanes; turning	4	1.4%
Vehicle leaving driveway	6	2.2%
Overtaking; same direction	1	0.4%
Hit parked vehicle	3	1.1%
Hit railway train	0	0.0%
Pedestrian crossing road	3	1.1%
Permanent obstruction on road	0	0.0%
Hit animal	0	0.0%
Off road on straight	1	0.4%
Off road on straight, hit object	24	8.6%
Out of control on straight	0	0.0%
Off road on curve	0	0.0%
Off road on curve, hit object	3	1.1%
Out of control on curve	0	0.0%
Other accident type	17	6.1%

^ This data is Incomplete and Subject to Change

Speed Limit:

40 km/h or less			**80 km/h zone**	57	*20.4%*
50 km/h zone	33	*11.8%*	**90 km/h zone**	1	*0.4%*
60 km/h zone	112	*40.1%*	**100 km/h zone**	0	*0.0%*
70 km/h zone	73	*26.2%*	**110 km/h zone**	0	*0.0%*

Day of the Week :

Monday	47	*16.8%*	**Thursday**	44	*15.8%*
Tuesday	47	*16.8%*	**Friday**	47	*16.8%*
Wednesday	48	*17.2%*	**Saturday**	24	*8.6%*
			Sunday	22	*7.9%*
			WEEKDAY	233	*83.5%*
			WEEKEND	46	*16.5%*

Holiday Periods

New Year	0	*0.0%*	**Queen's BD**	1	*0.4%*
Aust. Day	0	*0.0%*	**Labour Day**	3	*1.1%*
Easter	2	*0.7%*	**Christmas**	2	*0.7%*
Anzac Day	5	*1.8%*	**January SH**	11	*3.9%*
			Easter SH	19	*6.8%*
			June/July SH	4	*1.4%*
			Sept./Oct. SH	12	*4.3%*
			December SH	3	*1.1%*

ACCIDENTS 279

Fatal accident	2	*0.7%*
Injury accident	114	*40.9%*
Non-casualty crash	163	*58.4%*

Time Groups:

00:01 - 02:59	5	*1.8%*	**12.5%**
03:00 - 04:59	1	*0.4%*	**8.3%**
05:00 - 05:59	7	*2.5%*	**4.2%**
06:00 - 06:59	12	*4.3%*	**4.2%**
07:00 - 07:59	15	*5.4%*	**4.2%**
08:00 - 08:59	27	*9.7%*	**4.2%**
09:00 - 09:59	12	*4.3%*	**4.2%**
10:00 - 10:59	9	*3.2%*	**4.2%**
11:00 - 11:59	9	*3.2%*	**4.2%**
12:00 - 12:59	11	*3.9%*	**4.2%**
13:00 - 13:59	12	*4.3%*	**4.2%**
14:00 - 14:59	21	*7.5%*	**4.2%**
15:00 - 15:59	25	*9.0%*	**4.2%**
16:00 - 16:59	30	*10.8%*	**4.2%**
17:00 - 17:59	26	*9.3%*	**4.2%**
18:00 - 18:59	21	*7.5%*	**4.2%**
19:00 - 19:59	10	*3.6%*	**4.2%**
20:00 - 21:59	15	*5.4%*	**8.3%**
22:00 - 24:00	11	*3.9%*	**8.3%**

Street Lighting Off/Nil: 0 of 51 in Darkness — **% of Dark** *(0.0%)*

CASUALTIES 154

Killed	2 *1.3%*
Injured	152 *98.7%*

Casualties	**Accidents**
0	**^2007** 3
24	**^2006** 38
15	**2005** 30
18	**2004** 59
37	**2003** 57
41	**2002** 50
19	**2001** 42

~ School Travel Time

Involvement: 89 *31.9%*
incl 2 in 40k or less *(2.2%)*

McLean Period:

			%Week
A	53	*19.0%*	**17.9%**
B	9	*3.2%*	**7.1%**
C	63	*22.6%*	**17.9%**
D	9	*3.2%*	**3.6%**
E	2	*0.7%*	**3.6%**
F	55	*19.7%*	**10.7%**
G	45	*16.1%*	**7.1%**
H	19	*6.8%*	**7.1%**
I	12	*4.3%*	**12.5%**
J	12	*4.3%*	**10.7%**

Appendix D - Potts Hill Concept Plan (@ 20/5/08)

POTTS HILL REVISED LAND USE CONCEPT (BRUNKER ROAD SITE EMPLOYMENT) – 20 May 2008

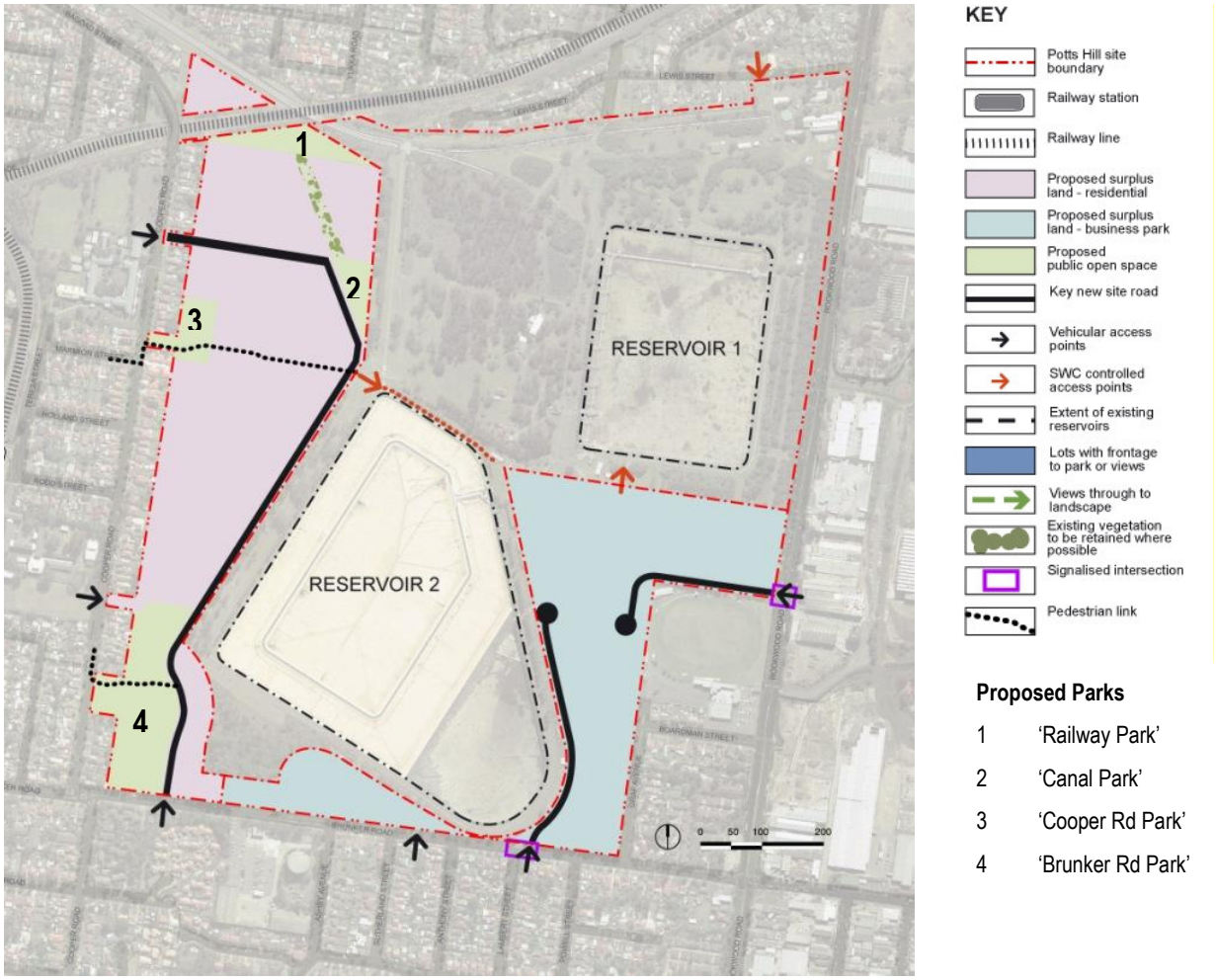
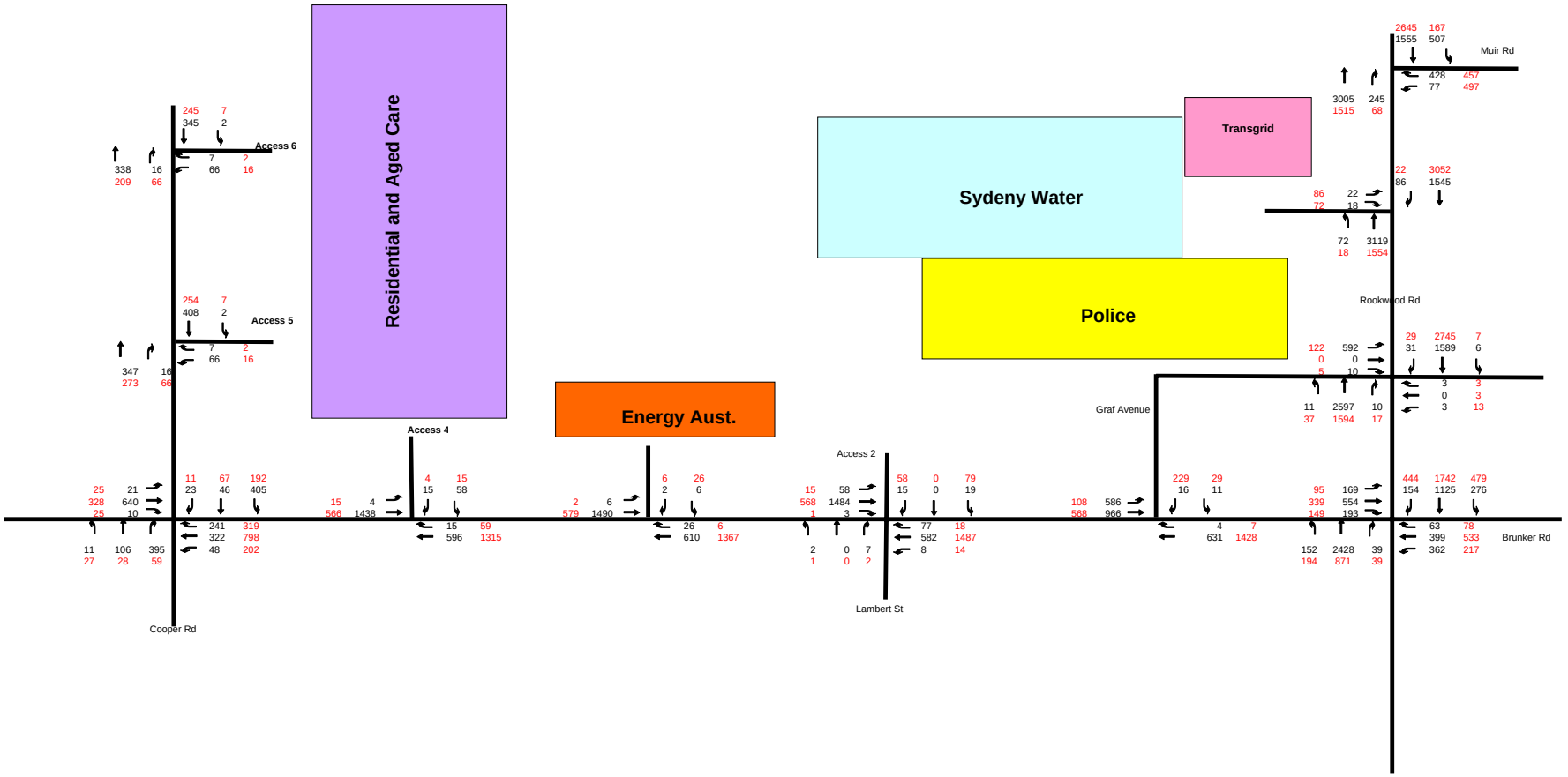


Figure 1 – Concept layout for the redevelopment land

Appendix E - Redevelopment Traffic Generation and Distribution

Existing Traffic Flows + Development



17/06/2008
052930x06 -Traffic Flows(410 Res)
Future Flows - 410 resid