

Post Opening Road Safety Audit Report

Collins Street, Hobart TAS – Bicycle Lane Trial

Project Number 260016

Final2 Report 21/08/2026

Client Edwards Property Group

Document control record

Document prepared by:

Trafficworks Pty Ltd

ABN 59 125 488 977

1st Floor 132 Upper Heidelberg Rd Ivanhoe Vic 3079

PO Box 417 Ivanhoe Vic 3079

Ph (03) 9490 5900

www.trafficworks.com.au

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Document control

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Client	Edwards Property Group
Client contact	Andrew Edwards

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1 Introduction

Edwards Property Group engaged Trafficworks to undertake a Post Opening road safety audit (RSA) of the **Collins Street, Hobart TAS – Bicycle Lane Trial**.

We conducted this RSA in line with the procedures set out in the Austroads Guide to Road Safety Part 6: Road Safety Audits (2022). For more information, see section 2, Road Safety Audit (RSA) overview.

Both the site and the supporting documentation were reviewed to identify issues that impact road user safety – for more information, see section:

- Supporting information used in the audit - section 2.4
- Site Description - section 3.

Our findings and recommendations are presented in section 4.

Note that the auditor cannot guarantee every issue that impacts road user safety has been identified, i.e., while the adoption of the audit recommendations will improve the site's level of safety, it will not eliminate all road user safety risks.

2 Road safety audit (RSA) overview

The audit was conducted by:

Bernadette Sargeant [BEng(Civil), MIEAust, RPEV (Civil)]

Senior Road Safety Auditor

and

Kate Kennedy [BE(Civil)(Hons)/BCom, MEngSc(Traffic & Transport), FIEAust, CPEng, RPEV (Civil)]

Senior Road Safety Auditor

The audit included an inspection of the site during the afternoon and evening of 21/07/2026 and the morning of 22/07/2026. The inspections were undertaken during school holidays and therefore observed traffic conditions do not reflect peak operation.

The conditions during the inspections were mostly clear and calm with light showers during the morning inspection.

2.1 Risk ratings

The findings of this audit have been assigned a risk rating based on the likelihood of a crash occurring, together with the potential severity of that crash. For more information about:

- crash severity – see Appendix 1
- the likelihood/severity risk matrix, see Appendix 2.

The risk ratings adopted for this audit are as follows:

- Extreme – must be corrected regardless of cost
- High – should be corrected or the risk significantly reduced, even if the treatment cost is high
- Medium – should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high
- Low – should be corrected or the risk reduced if the treatment cost is low
- Negligible – no action required.

Trafficworks also denotes a risk rating of 'Note only' for:

- drafting errors, omissions and issues that are outside the scope of works
- items within the scope of works that do not represent a road safety risk.

2.2 Safe System approach

The Department of Transport and Planning and Austroads have formally adopted the Safe System approach. The basic principles of the Safe System approach are:

- Humans are fallible, and will inevitably make mistakes when driving, riding, or walking.
- Despite this, road trauma should not be accepted as inevitable. No one should be killed or seriously injured on our roads.
- To prevent serious trauma, the road system must be forgiving, so that the forces of collisions do not exceed the limits that the human body can tolerate.

Therefore, as far as is practically possible, infrastructure should be designed, and travel speeds managed, so that crash impact speeds are below the thresholds outlined in Appendixes 1 and 2.

Each road safety issue has been assessed based on:

- its kinetic energy transfer
- the likelihood of a serious injury or fatality occurring assessed against the thresholds outlined in Appendixes 1 and 2.

Table 1 shows the definitions adopted for this audit.

Table 1: Definition of Safe System energy transfer

Classification	Definition
Above tolerance	The impact angles or the impact speeds are above the Safe System crash outcome threshold, and the chances of surviving a crash are low.
Below tolerance	The impact angles or the impact speeds are below the Safe System crash outcome threshold.
Not applicable	The crash is likely to result in only property damage or trivial injury.

2.3 Categories for infrastructure recommendations

Infrastructure recommendations are classified into categories as outlined within the *AP-R509-16 Austroads Safe System Assessment Framework and VicRoads' Safe System Assessment Guidelines (April 2019)*. The categories are:

- Primary treatments: Solutions that have potential to eliminate or come close to eliminating the occurrence of fatal and serious injury (FSI) crashes.
- Supporting treatments: Solutions that can reduce the risk of FSI crashes, but not to the extent of a primary treatment. When applied to an existing road environment, these treatments may improve the ability for a primary treatment to be implemented in the future.
- Other treatments: Design treatments and management considerations that improve the overall level of safety, but do not eliminate the potential of FSI crashes. When applied to an existing road environment, these treatments do not change the ability for a primary treatment to be installed in the future.

2.4 Supporting information used in the audit

The following plans were used when conducting the audit:

- Collins Street Bicycle Lanes Technical Assessment report, prepared by Midson Traffic, dated January 2025
- Collins Street Bicycle Lanes Trial – Technical Feedback, prepared by Midson Traffic, dated June 2026.

3 Site Description

3.1 Existing conditions

Collins Street is a local road under the management of the City of Hobart Council (council). It is generally aligned in a north-east to south-west direction providing access between Brooker Avenue to the northeast and Molle Street to the southwest. Collins Street is configured as:

- 2-lane, 2-way road between Molle Street to Murray Street and Elizabeth Street to Brooker Avenue
- one-lane, one-way northbound road between Murray Street and Elizabeth Street.

Collins Street is subject to a 40 km/h speed limit with a reduced 30 km/h speed limit between Harrington Street and Murray Street.

On 30 May 2025, council implemented trial protected bicycle lanes along Collins Street between Molle Street and Murray Street. The bicycle lane trial removed on-street car parking with some loading bays retained and removal of the following turn lanes:

- right turn lane on the southwest approach of the Murray Street intersection
- left turn lane on the southwest approach and right turn lane on the northeast approach of the Harrington Street intersection
- right turn lane on the southwest approach of the Barrack Street intersection.

Figure 1 shows the subject length and the surrounding road network.

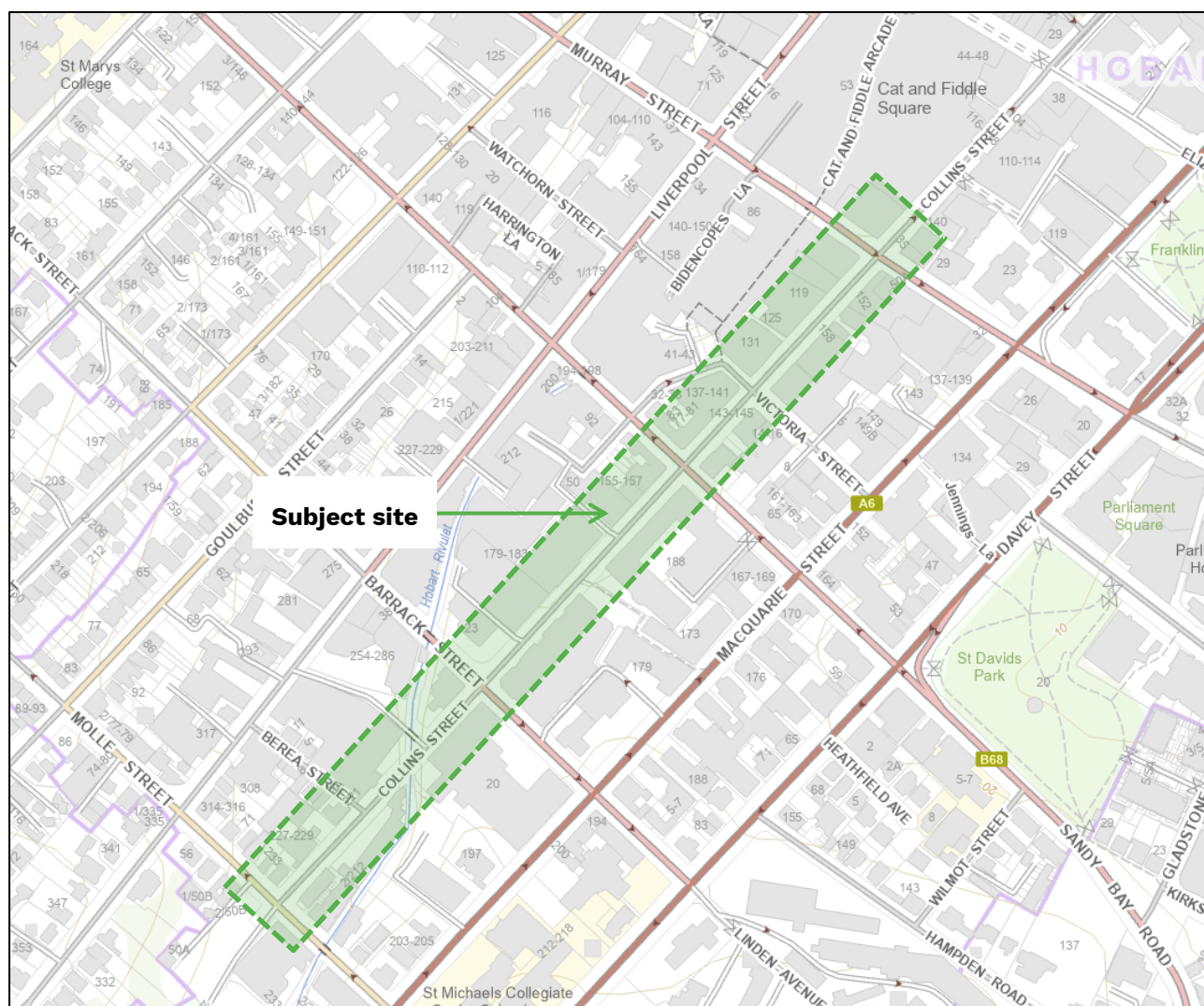


Figure 1: Location plan (source: LIST Map)

3.2 Crash data

Crash data provided by Midson Traffic indicates that:

- 76 collisions occurred between February 2019 and 30 May 2025 (i.e. average of 10-11 collisions per year), including:
 - 6 pedestrian type collisions (DCA 100-109)
 - 22 intersection type collisions (DCA 110-129)
 - 18 'vehicles from same direction' type collisions (DCA 130-139), including one crash involving a bicycle
 - 14 manoeuvring type collisions (DCA 140-149)
 - 13 'on path' type collisions (DCA 160-169), including one crash involving a motorcycle

- 2 'out of control' type collision (DCA 170-179), including one involving a motorcycle and one involving a bicycle.

Of the above collisions, 63 resulted in property damage only, 2 required first aid, 9 resulted in minor injury and 2 resulted in serious injury.

- 11 collisions occurred between 30 May 2025 and April 2026, including:
 - one intersection type collision (DCA 110-129) involving a bicycle
 - 2 'vehicles from same direction' type collisions (DCA 130-139), including one involving a bicycle
 - 4 manoeuvring type collisions (DCA 140-149), including one involving a bicycle
 - 4 'on path' type collisions (DCA 160-169).

Of the above collisions, 9 resulted in property damage only, one required first aid and one resulted in minor injury.

4 Findings and recommendations

Table 2 outlines the findings and recommendations of this audit, noting the columns to the right of the table will be completed by the client after receiving and reviewing this report.

RSAs are a formal process and the client is required to respond to the audit’s findings and recommendations in writing. A client is under no obligation to accept all of the audit findings and recommendations and should consider these in conjunction with all other project considerations. If recommendations are not accepted by the client, then reasons should be included within the written response.

It is not the role of the auditor to approve the client’s response to the audit.

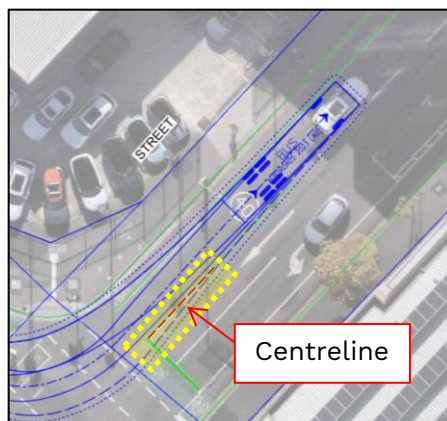
Table 2: Audit findings and recommendations

No	Audit findings	Audit recommendations (P) = Primary (S) = Supporting (O) = Other	Risk rating / safe system energy	Client response	
				Accept: Yes/No	Reasons/ Comments
1.1.	A painted buffer zone is provided between the bicycle lanes and the on-street car parking. This buffer varies in width between 0.5-0.7 m. Austrorads Guide to Road Design Part 3 (AGRD3) specifies that the separation between the bicycle lane and the parking bay should be 1.0 m to provide clearance for car doors. The existing buffer does not provide adequate clearance for car doors and there is a risk that cyclists will be doored when travelling past the parked cars.	There is insufficient road width to increase the buffer in accordance with AGRD3. A substandard buffer is better than no buffer, however, if dooring collisions become a problem, consideration could be given to: — raising awareness of bicycle lanes through safety campaigns (S) — installing green pavement within the bicycle lanes where adjacent to on-street car parking (S)	Likelihood: Unlikely Severity: Moderate Risk rating: MEDIUM Safe system energy: Below tolerance		

No	Audit findings	Audit recommendations (P) = Primary (S) = Supporting (O) = Other	Risk rating / safe system energy	Client response	
				Accept: Yes/No	Reasons/ Comments
1.2.	The installation of the on-road bicycle lanes has resulted in the removal of dedicated turn lanes as outlined in Section 3.1. The removal of the dedicated turn lanes at the Harrington Street and Barrack Street intersections were observed to cause congestion issues, with turning vehicles blocking through traffic. Turning vehicles were observed turning during the intergreen signal phase and trailing vehicles passing through the intersection during the end of the intergreen and the start of the red phase due to the long delays and frustration. Vehicles running the intergreen increases the likelihood of cross traffic collisions.	Consider investigating split phasing the Collins Street approaches to remove filtered turns. This will require additional phase time to be allocated to Collins Street and will require investigation prior to implementation to consider the impacts to the wider road network (S)	Likelihood: Possible Severity: Serious Risk rating: HIGH Safe system energy: Above tolerance		

No	Audit findings	Audit recommendations (P) = Primary (S) = Supporting (O) = Other	Risk rating / safe system energy	Client response	
				Accept: Yes/No	Reasons/ Comments
1.3.	Buses turn right from Harrington Street into Collins Street. Buses were observed turning from the central lane and requiring to significantly slow down to complete the turn. Swept path assessment (refer to Appendix 3 – Swept path assessment) indicates that prior to the installation of the outdoor dining area, buses could turn into Collins Street from the kerbside traffic lane. The impact to the bus turning swept path increases the risk of: — buses side swiping roadside furniture or southbound vehicles at the hold line on Collins Street — rear end collisions for trailing vehicles on Harrington Street who are not expecting buses to significantly slow down during their turn.	Remove part of the outdoor dining kerb outstand to ensure buses can turn right from Harrington Street into Collins Street from the kerbside lane (P)	Likelihood: Likely Severity: Insignificant Risk rating: MEDIUM Safe system energy: Below tolerance		

No	Audit findings	Audit recommendations (P) = Primary (S) = Supporting (O) = Other	Risk rating / safe system energy	Client response	
				Accept: Yes/No	Reasons/ Comments
1.4.	Buses turn left from Barrack Street into Collins Street from the central lane and overhang the centreline on Collins Street when turning. Review of pre-installation of the bicycle lane aerial photos indicate that to accommodate the separate left turn lane, the centreline of Collins Street was relocated and reduced the width of the departure lane by approx. 1.0 m. Swept path analysis (refer to Appendix 3 – Swept path assessment) indicates that prior to the works, buses were still required to turn from the central lane. However, buses can no longer complete the turn without crossing the centreline. There is a risk that turning buses will: — strike a vehicle propped at the hold line on Collins Street — mount the kerb to avoid a car propped at the hold line and strike a pedestrian waiting at the crossing.	Widen the departure lane on Collins Street to ensure buses can turn left from Barrack Street into Collins Street without crossing the centreline or mounting the kerb (P) Consider rerouting the bus (P)	Likelihood: Unlikely Severity: Fatal Risk rating: EXTREME Safe system energy: Above tolerance		



No	Audit findings	Audit recommendations (P) = Primary (S) = Supporting (O) = Other	Risk rating / safe system energy	Client response	
				Accept: Yes/No	Reasons/ Comments
1.5.	The Airport Skybus stops at the inline bus stop southwest of Murray Street. The Skybus takes longer for passengers to enter and exit the bus as passengers have baggage to load or unload. As the bus stop is inline, general traffic needs to wait until the bus leaves the stop which may take several minutes, depending on the number of passengers. During the site inspection, it was observed that the Skybus took just under one minute to leave the bus stop and trailing cars were observed to drive on the wrong side of the road to bypass the stopped bus, increasing the risk of head on collisions.	Relocate the Skybus bus stop to a different location where the bus will not disrupt traffic flow (S)	Likelihood: Possible Severity: Moderate Risk rating: HIGH Safe system energy: Below tolerance		
					

No	Audit findings	Audit recommendations (P) = Primary (S) = Supporting (O) = Other	Risk rating / safe system energy	Client response	
				Accept: Yes/No	Reasons/ Comments
1.6.	There are several commercial premises fronting Collins Street that do not have off-street loading facilities. The removal of the on-street car parking on one side of the road has caused the following issues: — delivery drivers are now required to cross the road to deliver to commercial premises on the opposite side of the road — reduced the availability of on-street loading zones. Loading zones were observed to be heavily utilised during the inspections. Anecdotal reports suggest the loading zones are being used by non-loading commercial vehicles when there is no available car parking. The altered loading arrangements increases the risk of delivery drivers being struck when crossing Collins Street and increasing the risk of delivery drivers stopping within and blocking the bicycle lane if no spaces are available.	Consider: — reviewing the provision of loading zones to determine if sufficient supply is provided to service the area (S) — reducing the time limit on the existing loading zones (i.e. 15 minute) to increase turnover (S) — increasing enforcement to ensure loading zones are being used appropriately (S)	Likelihood: Possible Severity: Moderate Risk rating: HIGH Safe system energy: Below tolerance		

- 1.7. There is a wholesale premises at the southwestern end of Collins Street which does not have on-site loading facilities, relying on the on-street loading. Loading activity requires forklifts to transport goods between the premise and the delivery vehicle.

Previously, loading would occur kerbside and internal systems were established to manage pedestrian activity during loading/unloading.

The introduction of the on-road bicycle lanes has placed cyclists between the delivery vehicles and the premise – requiring forklifts to occupy the bicycle lanes for loading/unloading. The loading activities pose a safety risk to cyclists travelling in the bicycle lane.

Furthermore, as the site is located at the bottom of a hill, cyclists are approaching at speed increasing the severity if a collision occurred.

It is noted that the premise has loading procedures which aims to reduce the risk to cyclists.

Consider realigning the bicycle lane to position the loading area/car parking next to the kerb to separate loading activity and cyclists (P)

If this is not possible, consider installing:

- warning pavement marking in the bicycle lane to encourage cyclists to slow down on approach to the conflict point (S)
- contrasting pavement at the loading location to highlight the conflict point (S)

Likelihood:

Unlikely

Severity:

Moderate

Risk rating:

MEDIUM

Safe system energy:

Below tolerance



- 1.8. The inline bus stop features a raised platform for DDA compliance. The ramp connecting the bicycle lane to the raised platform does not extend the full width of the platform. There is a risk that a cyclist may miss the ramp and fall from their bicycle.



The red surface treatment of the bus stop is made of a rough stone material which would increase severity if a cyclists falls.



Provide a ramp between the existing kerb and the edge of the ramp. The ramp will need to be grated for drainage purposes (S)

Replace the existing red surface treatment with a red fine grain sand surface treatment (S)

Likelihood:
Possible

Severity:
Minor

Risk rating:
MEDIUM

Safe system energy:
Below tolerance

No	Audit findings	Audit recommendations (P) = Primary (S) = Supporting (O) = Other	Risk rating / safe system energy	Client response	
				Accept: Yes/No	Reasons/ Comments
1.9.	Anecdotal reports indicate that drivers are confused by who has priority between left turning vehicles and cyclists travelling straight through the intersections. Under the road rules, left turning vehicles are required to give way to cyclists, however drivers of left turning vehicles may not be able to observe cyclists approaching from behind during the green phase. This increases the risk of collision between a bicycle and a left turning vehicle. In addition, the intersections include green bicycle lanterns to permit cyclists to travel during the pedestrian head start. The green lantern 'drops out' with the green lantern for general traffic. The dropping out of the green bicycle lantern may be increasing confusion as there are intersections where the bicycle phase is split from the general traffic phase.	Consider the following options: — separate the bicycles and general traffic phases to remove the conflict. This may require additional green time and should be investigated to determine the potential impact on the wider road network (P) — keep the green bicycle lantern during the general traffic phase to highlight that bicycles are running concurrently with general traffic (S)	Likelihood: Unlikely Severity: Serious Risk rating: HIGH Safe system energy: Above tolerance		

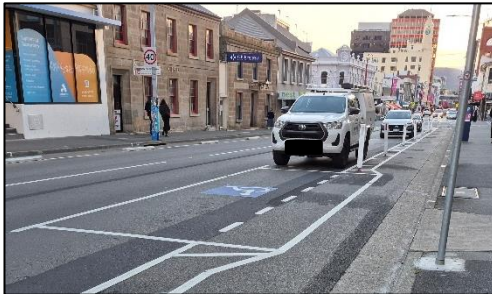
No	Audit findings	Audit recommendations (P) = Primary (S) = Supporting (O) = Other	Risk rating / safe system energy	Client response	
				Accept: Yes/No	Reasons/ Comments
1.10.	Planter boxes have been installed along the edge of the bicycle lane to separate bicycles from traffic. These planter boxes are not secured to the ground with evidence that some planter boxes have shifted from their original location. There is a risk that vehicles will strike the planter boxes and will encroach into the bicycle lane, posing a striking hazard.	Consider removing or securing the planter boxes to ensure they cannot dislodge and pose a striking risk to cyclists (S)	Likelihood: Rare Severity: Minor Risk rating: LOW Safe system energy: Below tolerance		
	 				

No	Audit findings	Audit recommendations (P) = Primary (S) = Supporting (O) = Other	Risk rating / safe system energy	Client response	
				Accept: Yes/No	Reasons/ Comments
1.11.	Further to the previous finding, the planter boxes are not reflective and may not be visible under night conditions. There is a risk that cyclists will strike the planter boxes at night.	Install reflective tape on the planter boxes adjacent to the bicycle lane to ensure the boxes are visible at night to approaching cyclists (S)	Likelihood: Rare Severity: Minor Risk rating: LOW Safe system energy: Below tolerance		

- 1.12. DDA car parking is line marked into the bicycle lane to achieve the space width required under AS2890.2.

The line marking provides the 3.2 m width of the car parking space but provides a dashed line to indicate where drivers should park to maintain the width of the bicycle lane.

Cars were observed parking over the indicative line, reducing the effective width of the bicycle lane and increasing the likelihood of a dooring collision with the lack of a buffer zone.



The width of DDA spaces is required to provide loading/unloading area for wheelchairs on both sides of the vehicle. Therefore, some vehicles may be required to park within the buffer zone to provide space for passengers to exit the vehicle on the roadside.

There is insufficient road width to provide a compliant DDA space and adequate bicycle lane width.

Consideration should be given to installing green pavement treatment within the bicycle lane adjacent to the DDA space to increase awareness of the cyclists at the conflict point (S)



Likelihood:
Unlikely

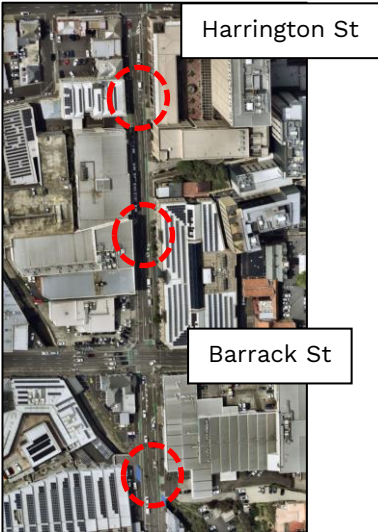
Severity:
Moderate

Risk rating:
MEDIUM

Safe system energy:
Below tolerance

No	Audit findings	Audit recommendations (P) = Primary (S) = Supporting (O) = Other	Risk rating / safe system energy	Client response	
				Accept: Yes/No	Reasons/ Comments
1.13.	The Collins Street / Murray Street intersection has a pedestrian scramble phase. Anecdotal reports indicate that cyclists are riding through the intersection during the pedestrian phase, posing a safety risk to pedestrians.	Consider installing a red bicycle lantern to display during the pedestrian phase to clearly communicate to cyclists that they must stop during the pedestrian phase (S)	Likelihood: Unlikely Severity: Moderate Risk rating: MEDIUM Safe system energy: Below tolerance		
1.14.	The project included a new zebra crossing on Collins Street, southwest of Victoria Street. The crossing is within a 30 km/h posted speed limit area. Traffic under free-flowing conditions appeared to be travelling faster than the posted speed limit, posing a risk to pedestrians on the crossing if a collision occurs.	Consider raising the zebra crossing to reduce the severity if a collision occurs. Raising the zebra crossing will also assist with speed control through the 30 km/h zone (S)	Likelihood: Unlikely Severity: Serious Risk rating: HIGH Safe system energy: Below tolerance		

No	Audit findings	Audit recommendations (P) = Primary (S) = Supporting (O) = Other	Risk rating / safe system energy	Client response	
				Accept: Yes/No	Reasons/Comments
1.15.	There is insufficient storage for vehicles between Victoria Street and the zebra crossing. If a vehicle turning right out of Victoria Street turns while a pedestrian is on the crossing, they will prop partially blocking north-eastbound traffic and are at risk of being struck by a through vehicle.	Consider relocating the zebra crossing to the southwest to provide storage for one vehicle between the zebra crossing and Victoria Street (S)	Likelihood: Possible Severity: Insignificant Risk rating: LOW Safe system energy: Below tolerance		

No	Audit findings	Audit recommendations (P) = Primary (S) = Supporting (O) = Other	Risk rating / safe system energy	Client response	
				Accept: Yes/No	Reasons/ Comments
1.16.	Traffic laterally shifts at several locations along Collins Street where on-street parking alternates between either side of the road. The lateral shifts appear relatively abrupt for the posted speed limit and may be difficult for drivers to negotiate. This may increase the risk of sideswipe and off-carriageway type crashes.	Review the geometry of the lateral shifts and ensure that it is appropriate for the posted speed limit and is consistent with Austroads Guide to Road Design Part 3 (AGRD3) (S)	Likelihood: Possible Severity: Insignificant Risk rating: LOW Safe system energy: Below tolerance		
					

No	Audit findings	Audit recommendations (P) = Primary (S) = Supporting (O) = Other	Risk rating / safe system energy	Client response	
				Accept: Yes/No	Reasons/ Comments
1.17.	The top of the concrete separators have been painted blue which delineate the separators during the day. However the separators are not clearly visible in dark conditions. Bollards with reflective tape have been installed at the start of the separated bicycle lanes to delineate the separators, however there is still a risk that cyclists entering between the separators may strike the separators or pedestrians crossing midblock may trip over the separators. 	Consider the following: — install reflective bollards on all separators (S) — paint the separator in retroreflective paint (preferably yellow colour) to highlight the separator and ensure a reflective bollard is provided at the start of the separators (S)	Likelihood: Possible Severity: Minor Risk rating: MEDIUM Safe system energy: Below tolerance		

Client response completed by:

Name: _____

Signed: _____ Date: _____

5 Conclusion

This Road Safety Audit has been conducted in accordance with the procedures set out in the *Austroads Guide to Road Safety Part 6: Road Safety Audits (2022)*.

The site was inspected and supporting documentation examined.

The findings and recommendations presented in the previous section of this document are provided for consideration by the client and any other interested parties.

Auditors

Friday, 21 August 2026

Bernadette Sargeant [BEng(Civil), MIEAust, RPEV (Civil)]

Senior Road Safety Auditor



Friday, 21 August 2026

Kate Kennedy [BE(Civil)(Hons)/BCom, MEngSc(Traffic & Transport), FIEAust, CPEng, RPEV (Civil)]

Senior Road Safety Auditor



Appendix 1 – Severity guidance sheet

Research has found the chances of surviving a crash decrease markedly above certain speeds, depending on the type of crash. It should be noted that the road user, as well as the angle of impact of a collision are also factors that impact the severity of a crash.

Figure 2 provides a severity guidance sheet.

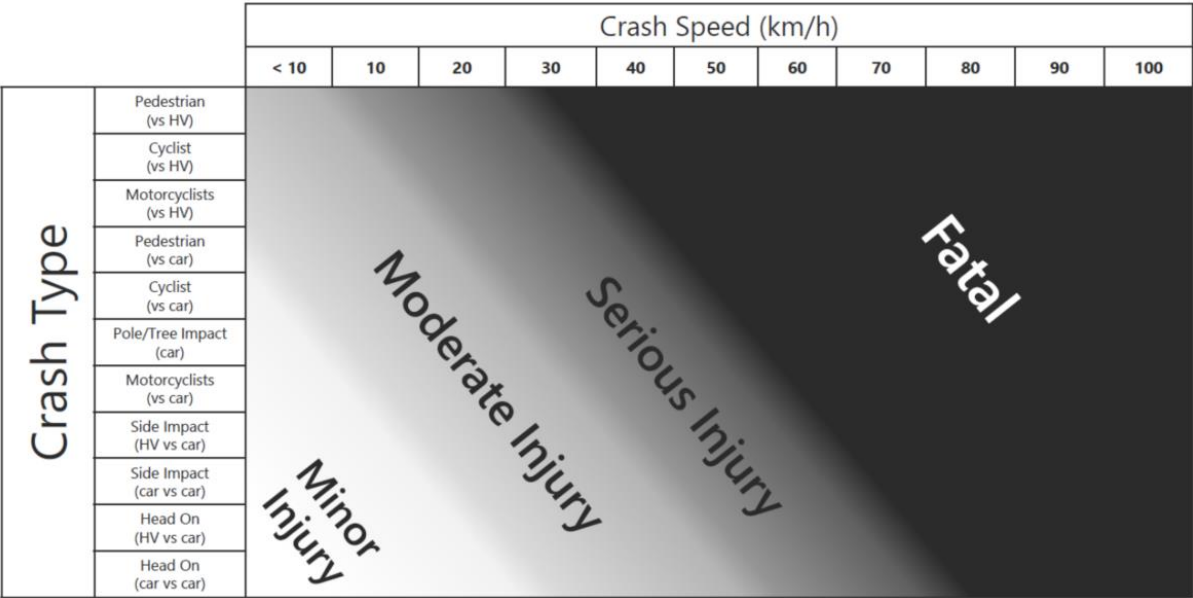


Figure 2: Severity guidance sheet

Appendix 2 – Likelihood / severity risk matrix

Figure 3 presents the likelihood / severity risk matrix.

			Severity*				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of crash
Likelihood (Includes exposure)	Almost Certain	One per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1 year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years +	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

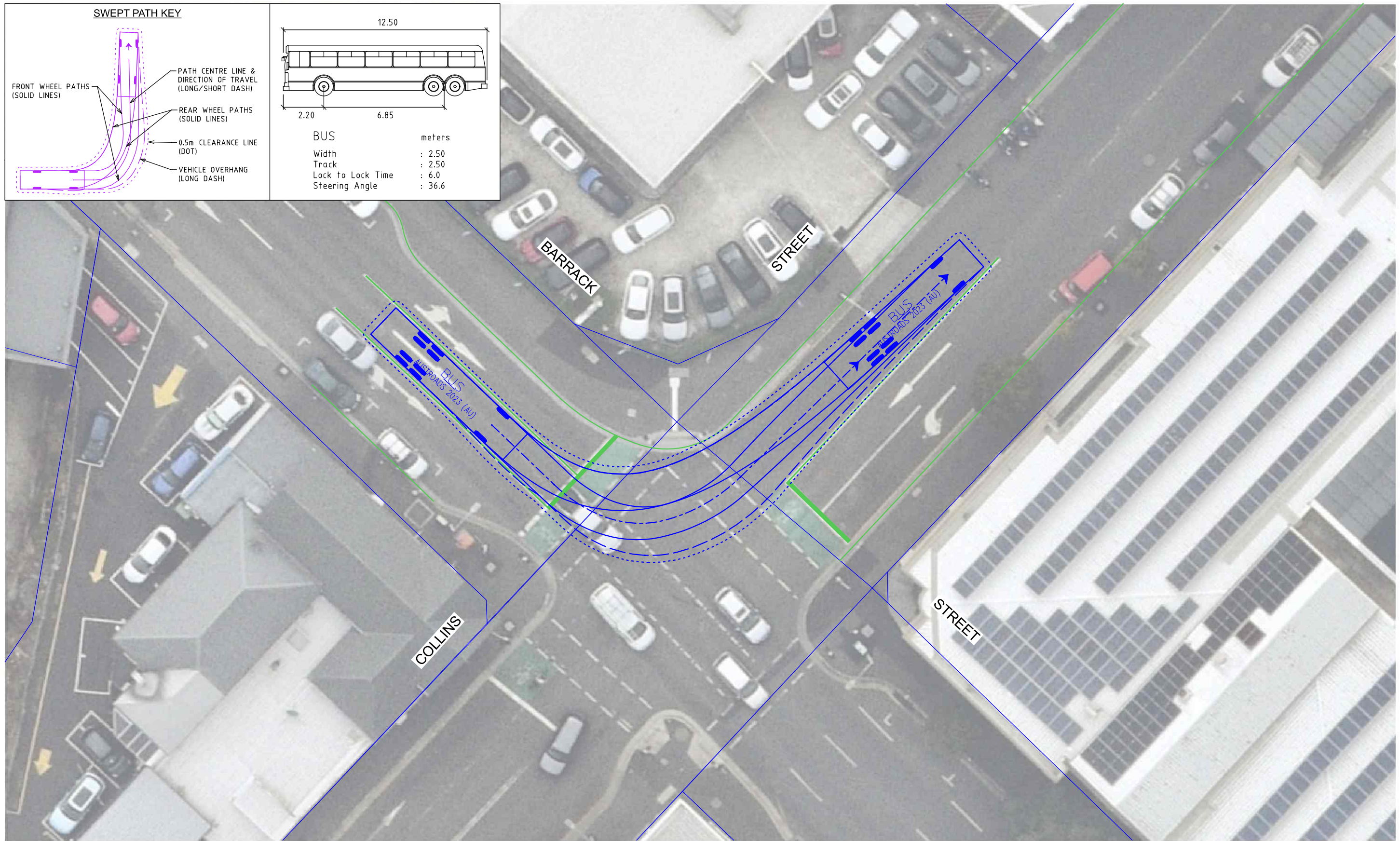
*see Severity Guidance Sheet

Safe System crash outcome threshold

Figure 3: Likelihood / severity risk matrix (Source: Austroads Guide to Road Safety Part 6 – Road Safety Audit (2022))

Appendix 3 – Swept path assessment

28/07/2026 260013-SKT-01
3:46:16 PM I:\2627 Projects\260013-CTP-01-P1.dgn



Drawing Record

ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	JT	AA	28.07.26	PRELIMINARY ISSUE FOR COMMENT

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION
DATE OF ISSUE: 28/07/26

Notes & Legend

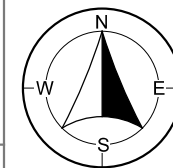
- AERIAL IMAGE FROM NEARMAP UNDER LICENSE AGREEMENT WITH TRAFFICWORKS PTY LTD.
- ALL DIMENSIONS ARE TO FACE OF KERB UNLESS SHOWN OTHERWISE.

— Design by Trafficworks
— Cadastre
— Existing

TRAFFICWORKS™

CLIENT

NEKON PTY LTD



SCALE OF METRES
0 2.5 5

**Collins Street / Barrack Street
Hobart**

City of Hobart

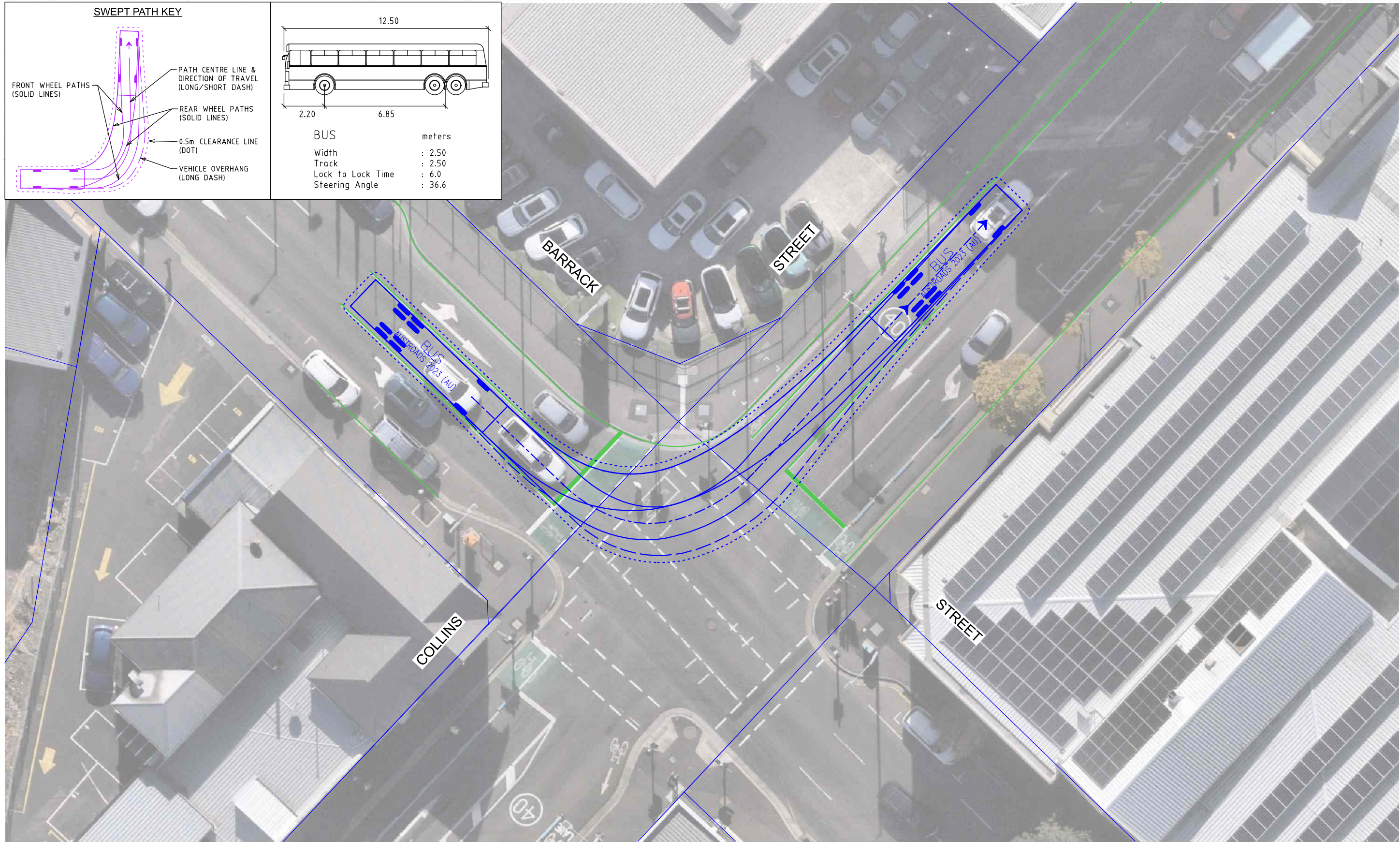
Swept Path Assessment - Pre-Installation

SHEET NO.
1

DRAWING NO.
260013-SKT-01

ISSUE
P1

28/07/2026 260013-SKT-02
3:46:16 PM T:\2627 Projects\260013-CTP-01-P1.dgn



Drawing Record

ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	JT	AA	28.07.26	PRELIMINARY ISSUE FOR COMMENT

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION
DATE OF ISSUE: 28/07/26

Notes & Legend

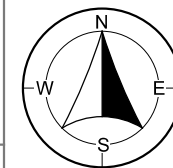
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- ALL DIMENSIONS ARE TO FACE OF KERB UNLESS SHOWN OTHERWISE.

— Design by Trafficworks
— Cadastre
— Existing

TRAFFICWORKS™

CLIENT

NEKON PTY LTD



SCALE OF METRES
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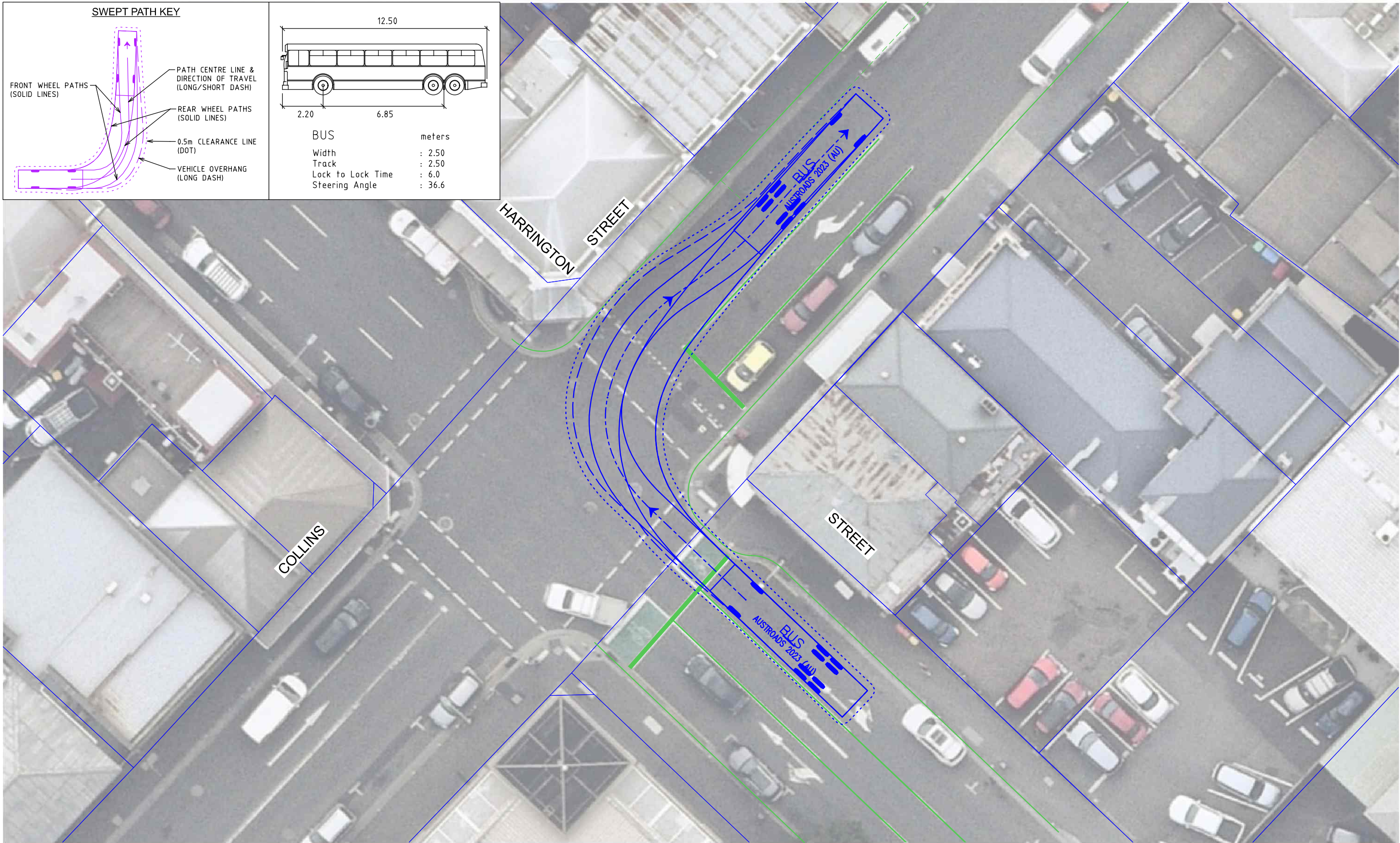
**Collins Street / Barrack Street
Hobart**

City of Hobart

Swept Path Assessment - Post-Installation

SHEET NO. 2	DRAWING NO. 260013-SKT-02	ISSUE P1
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28/07/2026 260013-SKT-03
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Drawing Record

ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	JT	AA	28.07.26	PRELIMINARY ISSUE FOR COMMENT

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION
DATE OF ISSUE: 28/07/26

Notes & Legend

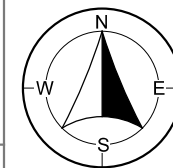
- AERIAL IMAGE FROM NEARMAP UNDER LICENSE AGREEMENT WITH TRAFFICWORKS PTY LTD.
- ALL DIMENSIONS ARE TO FACE OF KERB UNLESS SHOWN OTHERWISE.

— Design by Trafficworks
— Cadastre
— Existing

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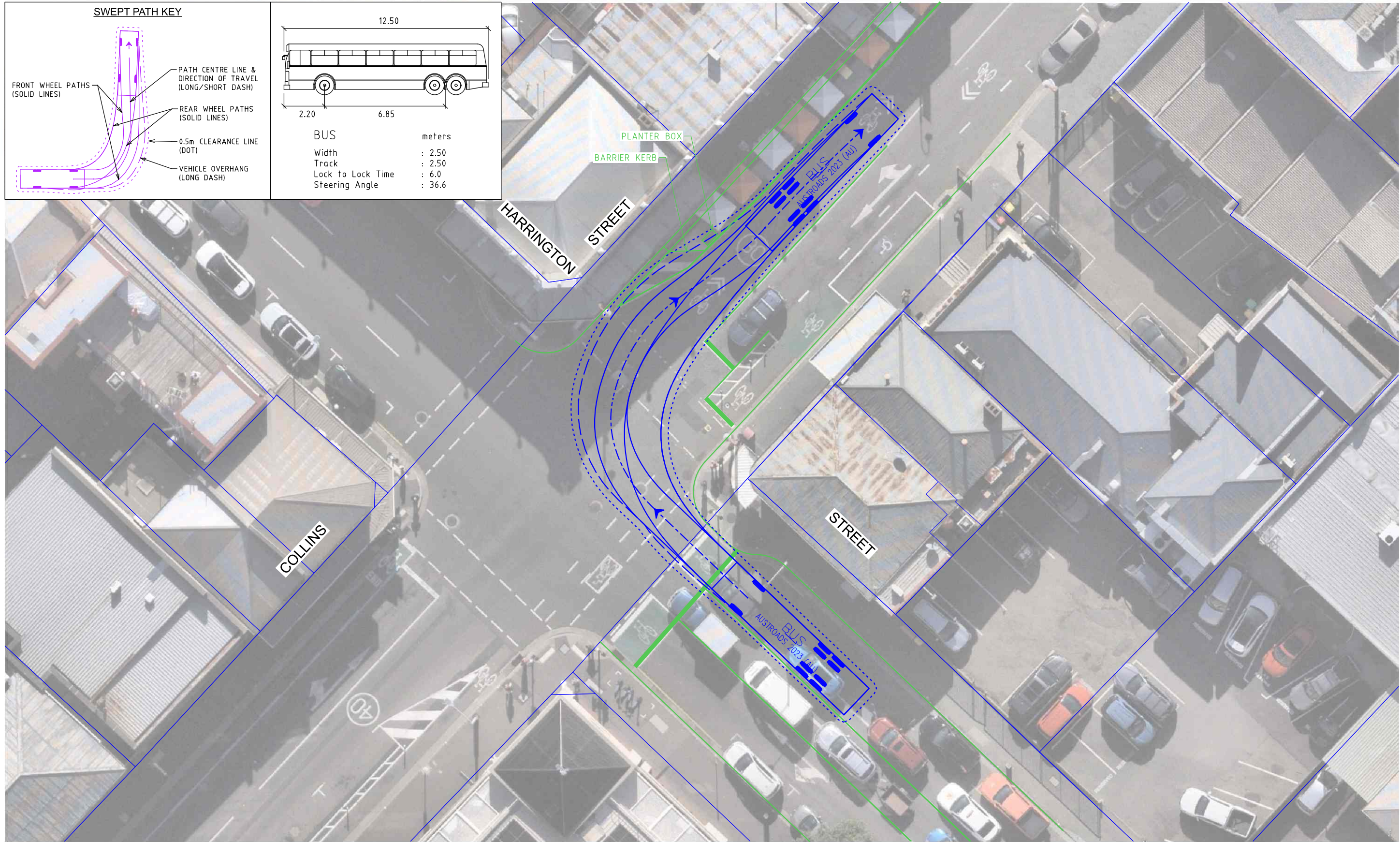
SCALE OF METRES
0 2.5 5

**Collins Street / Harrington Street
Hobart**
City of Hobart

Swept Path Assessment - Pre-Installation

SHEET NO. 3	DRAWING NO. 260013-SKT-03	ISSUE P1
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28/07/2026 260013-SKT-04
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Drawing Record

ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	JT	AA	28.07.26	PRELIMINARY ISSUE FOR COMMENT

WARNING
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DATE OF ISSUE: 28/07/26

Notes & Legend

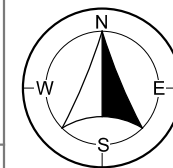
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— Existing

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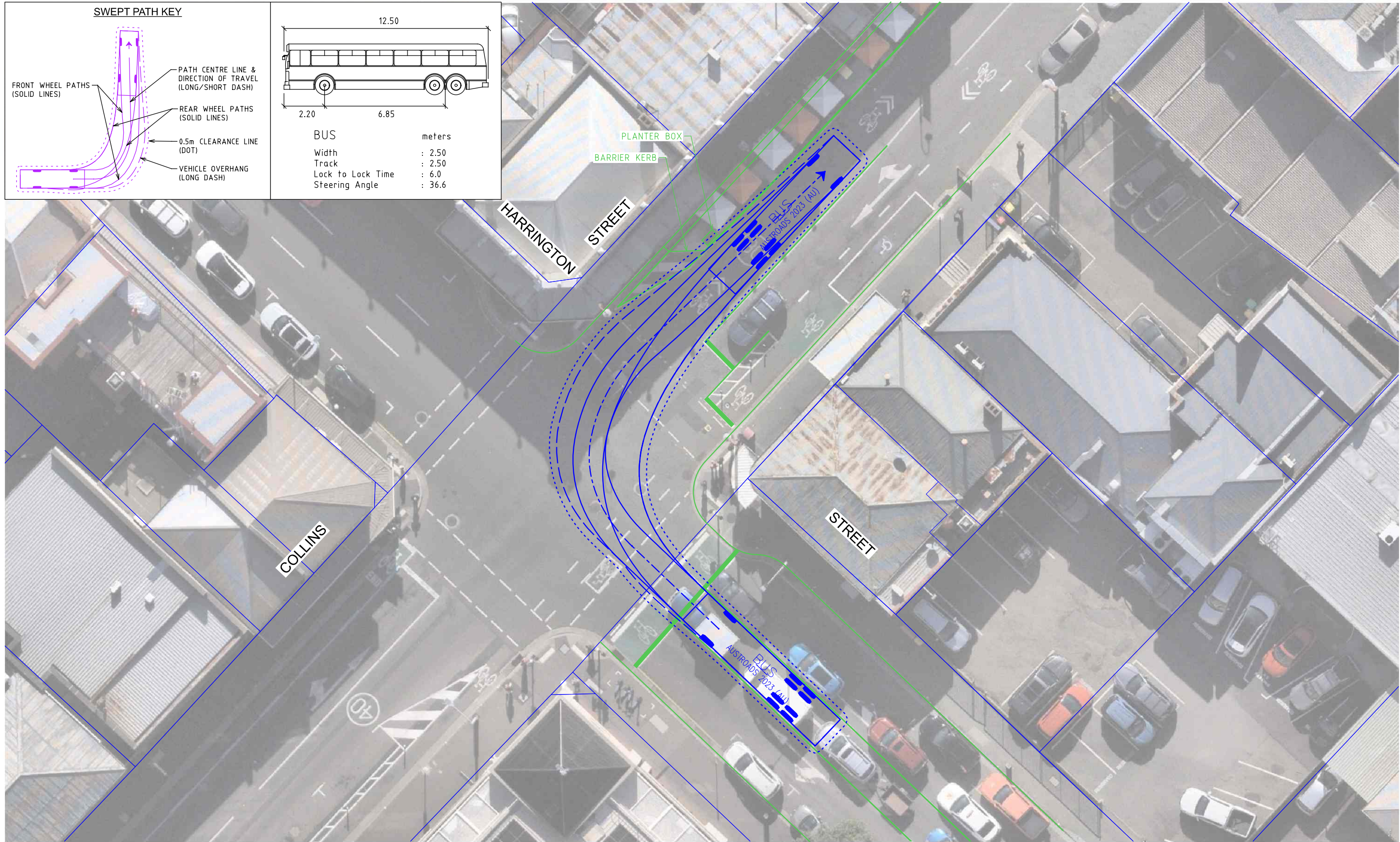
SCALE OF METRES
0 2.5 5

**Collins Street / Harrington Street
Hobart**
City of Hobart

Swept Path Assessment - Post-Installation

SHEET NO. 4	DRAWING NO. 260013-SKT-04	ISSUE P1
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Drawing Record

ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	JT	AA	28.07.26	PRELIMINARY ISSUE FOR COMMENT

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DATE OF ISSUE: 28/07/26

Notes & Legend

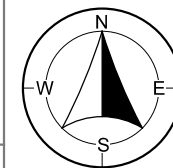
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0 2.5 5

**Collins Street / Harrington Street
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City of Hobart

Swept Path Assessment - Post-Installation

SHEET NO. 5	DRAWING NO. 260013-SKT-05	ISSUE P1
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