Road Safety Audit

Anambah Road, Gosford – Existing Conditions

PREPARED FOR:
Thirdi Communities

REFERENCE:
25.224r01v01

DATE:
12/09/2025

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Revision History

VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
01	12/09/2025	Hayden Calvey	Julius Boncato	Hayden Calvey	

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1. Project Summary

A summary of the project, client and audit team details is provided in **Table 1.**

Table 1: Project Summary

PROJECT DETAILS		
Job No.:	25.224	
Title of Audit:	Existing Conditions Road Safety Audit	
Location of Audit:	Anambah Road, Gosforth	
Project Description:	A residential subdivision has been proposed at 559 Anambah Road, Gosforth under Development Application (DA) 2024/763. The DA has been lodged and subsequently refused by the Local Planning Panel. It is understood that of the reasons for refusal, the conditions and road safety of Anambah Road was raised.	
Purpose of Audit:	The RSA is to assess the existing conditions of Anambah Road from the northern extent of the proposed site at 599 Anambah Road to the intersection with New England Highway, presenting as a study corridor approximately 5.5 kilometres in length. The RSA is to identify relevant road safety hazards and risks to all road users.	
State:	NSW	
Audit Stage:	Existing Conditions	
Audit Date:	19/03/2024	
CLIENT DETAILS		
Client Name:	Thirdi Communities c/– Vara Consulting	
Client Contact:	Jason McIntosh	
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AUDIT TEAM DETAILS		
Hayden Calvey (Level 3) – RSA-02-0754		hayden@pdcconsultants.com.au
Julius Boncato (Level 2) – RSA-02-1420		
AUDIT PROGRAM		
Opening Meeting	27/08/2025	
Site Inspection	11/09/2025	
Draft Report	15/09/2025	
Completion Meeting	tbc	
Final Report	tbc	

2. Introduction

2.1. Project Description

A residential subdivision has been proposed at 559 Anambah Road, Gosforth under DA 2024/763. The DA has been lodged and subsequently refused by the Local Planning Panel. ~~The DA has been lodged and subsequently refused by the Local Planning Panel.~~ It is understood that of the reasons for refusal, the conditions and road safety of Anambah Road was raised.

The DA is proposed to yield 900 lots with a single vehicular access point onto Anambah Road. The proposed intersection connection will provide a Channelised Right Turn and Auxiliary Left Turn into the site.

The RSA is to assess the existing conditions of Anambah Road, between the northern extent of the proposed subdivision to the intersection with New England Highway, to identify relevant road safety hazards and risks to all road users.

2.2. Audit Stage

This report presents findings of an Existing Conditions Road Safety Audit Report of Anambah Road. A site inspection was undertaken on 11 August 2025. The weather conditions during the inspection were good. A summary of the audit stage is provided in **Table 2**.

Table 2: Audit Stages

PROJECT PHASE	RSA TYPE	PROJECT STAGE DESCRIPTION	TYPICAL CONSIDERATIONS
Post-Construction	Existing Road	Conducted on an existing road, path or road network where no recent construction works were undertaken	• General road layout and alignment • Intersection layouts • Signage and linemarking • Drainage and lighting • Roadside furniture

This RSA was generally undertaken in accordance with TfNSW's Guidelines for Road Safety Audit Practices (2011) and the Austroads Guide to Road Safety Part 6: Road Safety Audit (2022). To the best of the auditors ability, the audit has taken into consideration traffic volume, classification, climatic impacts and all road user groups where applicable.

2.3. Study Area

The study area is along the length of Anambah Road between the northern extent of the proposed subdivision to the intersection with New England Highway, as shown in **Figure 1** and **Figure 2**.

The study area is an existing road, in a generally rural area to its northern extend and ubran area at its southern extent. The following features along Anambah Road are noted:

- Anambah Road is sign posted as 60 km/h to 100 km/h, with the speed change approximately 550-metres north of Niven Parade.
- Two-lanes, two-way with kerbside parking generally permitted in its southern section, south of Niven Parade.
- Street lighting is provided in the urban setting between Niven Parade and New England Highway.
- Centreline double barrier lines (BB-lines) or dashed centrelines are generally provided for the entirety of the study area.
- Floodway signage within the study area generally indicates low-level areas which may be impacted by water over the road resulting from flooding or other similar rain events.

2.4. Exclusions

Crash data is not considered as part of this Audit, as per the TfNSW Guidelines, however can be located here Centre for Road Safety Crash Map.

Crashes associated with vehicles entering flood waters has been excluded.

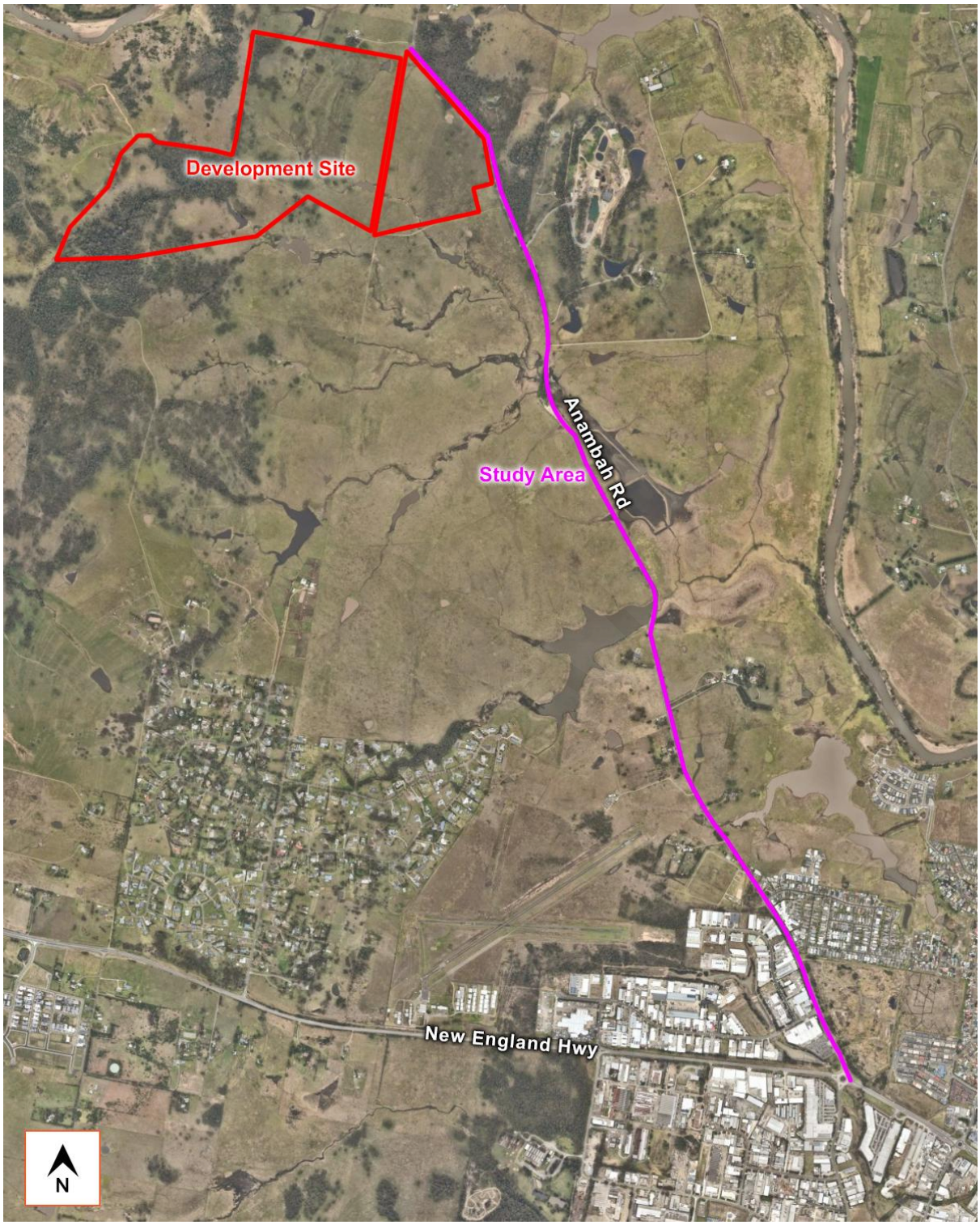


Figure 1: Site Location

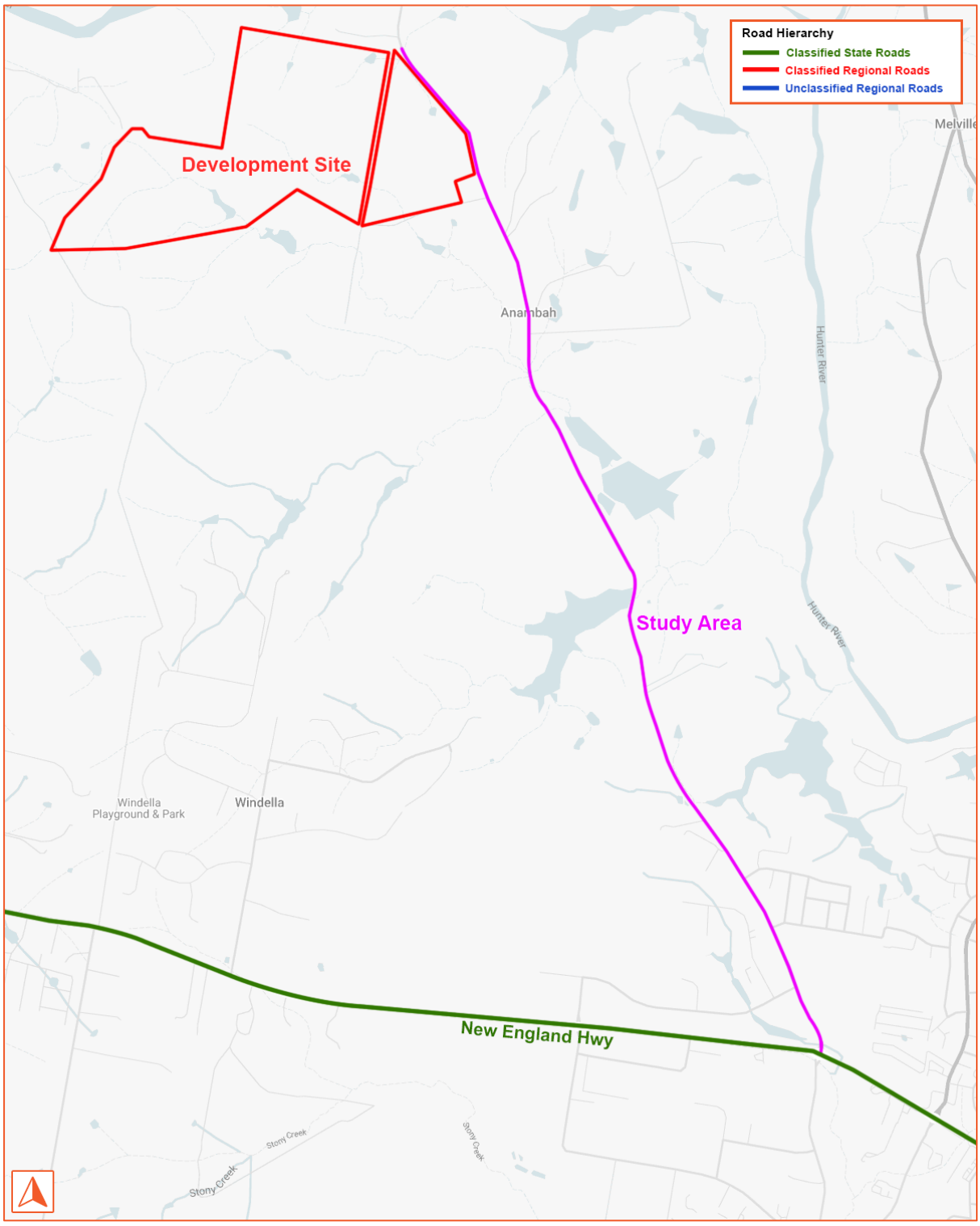


Figure 2: Road Hierarchy

3. Audit Risk Assessment

For each of the safety issues identified, the level of risk with each has been determined. **Table 3** and **Figure 3** are extracted from the Austroads Guide to Road Safety Part 6: Road Safety Audit 2022 (Austroads 2022) and have been used in the assessment of risk for this audit.

Table 3: Risk Matrix

Road Safety Audit 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 the crash
Likelihood	Almost certain	Once per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Every quarter to 1 year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	Every 1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	Every 3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years+	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

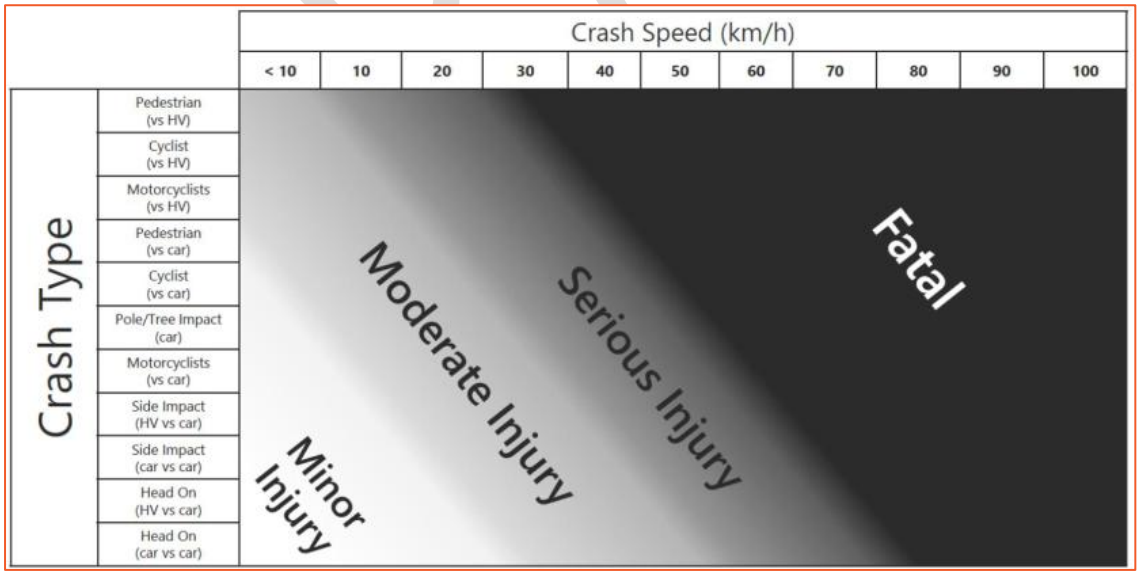


Figure 3: Severity Guidance

4. Audit Findings

The audit findings are provided in **Table 4**.

Table 4: Audit Findings

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
1- Overtaking at Chainage 1800 to 2000	The centreline lane markings between approximate Chainage 1800 to 2000 permits overtaking in the northbound direction. The commencement of overtaking is partially within a horizontal curve with flexible wire barrier on either side of the carriageway. Sight lines through the curve are limited for northbound vehicles on approach to the overtaking area and within the 100 km/h speed zone area. There are no shoulders present and no run-off road area due to the presence of wire rope flexible safety barrier. There is a risk of head-on crashes with opposing vehicles within this Chainage.  *Northbound view of overtaking centreline marking*	Rare	Serious	Medium (FSI)	

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
2 – Culvert Location on Straight Alignment	There are unprotected culverts / headwalls located within the straight road alignment of Anambah Road. These headwalls present non-frangible hazards in close proximity to the travel lane. There is a risk that errant vehicles in these locations may impact with the headwall, resulting in increased severity of the crash. The likelihood of these locations are considered to be rare given they are on the straight road alignment. These are located at Chainage 1500, 2800, 4400,  *Example of culvert in close proximity to travel lanes*	Rare	Serious	Medium (FSI)	

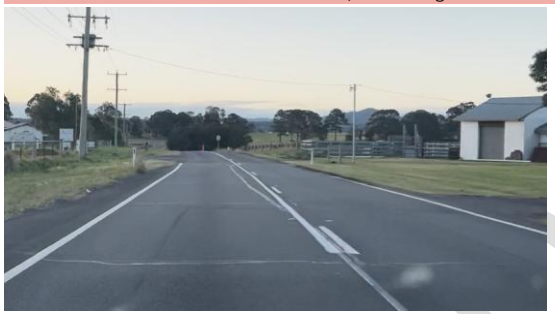
AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
3 – Wire Rope Barrie Point of Need	The position of the flexible wire-rope barrier located at approximate Chainage 1800 to 2000 may not adequately contain errant vehicles and their point of need. The location of the wire-rope barrier is within the horizontal curve with steep embankment and vegetation. The wire-rope does not extend the full length of the horizontal curve such that errant vehicles in this location may still encroach into the embankment or other rigid hazards, increasing the severity of a crash.  *Northbound view of right-hand curve and wire-rope barrier in foreground. No barrier treatment within the curve.*	Unlikely	Serious	High (FSI)	

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
4 – Guardrail point of need	There is horizontal curve located between Chainage 3000 to 3200 within a flood prone location. The horizontal curve is provided with guardrail however may not adequately contain errant vehicles are their point of need. An errant vehicle through the curve may not be contained by the barrier and encroach into the embankment area, or impact with the leading terminal of the barrier increasing the severity of a crash in this location. The severity of crash may be increased should their be presence of water nearby.  *Northbound view of right hand curve with guardrail in foreground. No guardrail in advance of the floodway area.*	Unlikely	Serious	High (FSI)	
5 – Curve Advisory	Between Chainage 2800 to 3400, there are a series of horizontal curve alignment changes. A motorist proceeding in either the northbound or southbound direction may be unaware of the road alignment and travel through these curves at excess speed. There is a risk that inadequate information may result in increased likelihood of a crash between these Chainages.	Rare	Serious	Medium (FSI)	
6 – Verge vegetation impacts on pavement	There are segments of road where the edge of bitumen has evidence of grass / weed growth. Over time, this growth may impact the structural integrity of the pavement, with the edge of bitumen wearing away resulting in drop-off areas (i.e. pot holes or sizeable difference between the pavement surface level and shoulder level). Drop-offs at the edge of bitumen may impact vehicle stability, particularly through corners and for motorbikes and cyclists, resulting in an array of crash types.	Rare	Moderate	Low	

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
7 – Verge vegetation impacts on delineation	There is guardrail located at Chainages 1100 to 1300 that has verge vegetation overgrowth that reduces the visibility of the barrier and its overall delineation, particularly at night and during inclement weather conditions. There is a risk that a driver may be unaware of the roadside conditions and presence of guardrail in close proximity to the travel lane. This may increase the likelihood of inadvertently crashing with the guardrail.	Rare	Minor	Negligible	
8 – Guide post reflectivity	There are numerous guideposts that have been damaged or their reflectivity is non-existent. Poor delineation, particularly where there are no street lights or other supporting delineation features (such as edgelines) provides poor awareness to driveways regarding the road conditions and alignment. There may be a risk that the likelihood of crashes increases due to insufficient delineation resulting from the damage guideposts.	Unlikely	Moderate	Medium	
9 – Speed Signage	There appears to be speed zone signage missing at the speed zone change approximately 520m north of Niven Parade. The missing or lack of speed signage may result in drivers adopting a higher speed, which may increase the severity of a crash should one occur. It is notes that a single sign and pavement markings are provided to identify the speed zone signage, such that the likelihood is considered to be rare.  *View of speed zone signage and missing signa on passenger (left hand) side*	Rare	Moderate	Low	

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
10 – Insufficient Acceleration Lane	The vehicular access to the Organics Processing Facility on Anambah Road at approximate Chainage 1200 consists of a channelised right turn for vehicles entering from the south and an acceleration lane for vehicles exiting to the south. On approach to the intersection, a merge lane sign is provided for southbound vehicles to indicate the road conditions at the intersection. Vehicles travelling southbound cannot see the intersection or acceleration lane until approximately 120-metres. Within the 100 km/h zone, there may be insufficient sight distance for southbound vehicles to observe vehicles entering and exiting the Organics Processing Facility, and react to avoid a collision. Furthermore, the acceleration lane appears to be insufficient for the 100 km/h speed zone which may result in abrupt deceleration for vehicles travelling south on Anambah Road resulting in rear-end or run-off road crashes.  *Southbound view on approach to Organics Processing Facility, approximately 120-metres from intersection. Merge lane located to the left of the power pole not visible.*	Rare	Moderate	Medium	

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
11 – Basic Axillary Right Turn Lanes	The northbound lane on Anambah Road at the Cagney Road intersection and Niven Parade intersection is widened to facilitate passing of right-turn vehicles. The passing is within the 60 km/h speed zoning segment. Increased through traffic volumes in this location may increase the likelihood of rear-end crashes.   *View of widening at Cagney Road (left) and Niven Parade (right)*	Rare	Moderate	Low	

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
12 – Overtaking Near Intersections	There is a short segment of linemarking which permits overtaking in the southbound direction on Anambah Road, north of Niven Parade. The location of overtaking is considered to be relatively close to the intersection and may impact decision making for vehicles entering or exiting Niven Parade. A vehicle entering or exiting Niven Parade may not identify a vehicle undertaking an overtake manoeuvring in the southbound direction of Anambah Road, increasing the likelihood of a near or far-side crash.  *Northbound view of centreline marking*	Rare	Moderate	Low	
13 – Stockpile Driveway Sight Lines	There appears to be a Stockpile site and driveway located at approximate Chainage 2000. The driveway is located slightly south of the horizontal curve on Anambah Road. Sight lines for vehicles exiting the Stockpile driveway may be inadequate due to the impacts of the horizontal curve and road side vegetation. There is a risk of far-side crashes between vehicles exiting the Stockpile driveway and southbound vehicles on Anambah Road.	Rare	Serious	Medium (FSI)	

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
14 – Unprotected embankments	There is an unprotected embankment and culvert / headwall located at Chainage 0 to 100. The location of this horizontal curve is downgrade for northbound vehicles. There is a curve advisory sign with 75 km/h advisory speed on approach for northbound vehicle. The location of the curve on a downgrade may result in a run-off road crash, particularly during inclement weather conditions or high travel speed. The presence of vertical drop and headwall near the culvert may increase the severity of a crash in this location.  *Northbound view of right-hand curve with embankment on passenger (left-hand) side.*	Rare	Serious	Medium (FSI)	

5. Responding to the Audit Report

Road safety audits provide the opportunity to highlight road safety hazards and risks identified by the auditors and have them formally considered by the project manager in conjunction with all other project considerations.

The responsibility for the project rests with the project manager, not with the auditors. The project manager is under no obligation to accept the audit findings. Furthermore, it is not the role of the auditor to agree to, or approve the project manager's responses to the audit.

A formal road safety audit report should be responded to in writing.

5.1. Formal Statement

We the undersigned, declare that we have reviewed the material and data listed in this report and identified the safety and operational deficiencies above.

It should be noted that whilst every effort has been made to identify potential safety hazards, no guarantee could be made that every deficiency has been identified.

We recommend that points of concern be investigated, and necessary corrective actions are undertaken.

Hayden Calvey Level 3 Road Safety Auditor (RSA-02-0754) Team Leader	Julius Boncato Level 2 Road Safety Auditor (RSA-02-1420) Team Member

Drawing Prepared By pdc CONSULTANTS	North N	Swept Path Key Vehicle Wheel Path Vehicle Body Envelope 300mm Vehicle Clearance	Project Anambah Road, Gosforth	Drawing Title Anambah Road / New England Highway Chainage Plan Section 1 & 2	Drawing No. 001	Revision No. -
					Drawn By RM	Date 12/09/2025
			Project No 24.224	Sheet Status NOT FOR CONSTRUCTION	Scale NOT TO SCALE	

Drawing Prepared By

pdc CONSULTANTS

North

N

Swept Path Key

- Vehicle Wheel Path
- Vehicle Body Envelope
- 300mm Vehicle Clearance

Project
Anambah Road, Gosforth

Project No
24.224

Drawing Title
Anambah Road / New England Highway
Chainage Plan
Section 3 & 4

Sheet Status
NOT FOR CONSTRUCTION

Drawing No.
002

Revision No.

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RM

Date
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