

4.31 The number of collisions recorded 36 months prior to the implementation of the Trial layout on Judd Street and Hunter Street was 13, of which, four involved pedestrians and six involved cyclists. Table 4.6 has been used to calculate that, on average, there were 3.3 collisions involving pedestrians and cyclists per 12 month period along Judd Street and Hunter Street (1.3 collisions per 12 month period involving pedestrians and 2 collisions per 12 month period involving cyclists).

4.32 The number of collisions recorded in the 14 months during the Trial on Judd Street was four, of which, one involved pedestrians and two involved cyclists. Table 4.6 has been used to calculate that, on average, there were 2.6 collisions involving pedestrians and cyclists per 12 month period along Judd Street and Hunter Street (0.9 collisions per 12 month period involving pedestrians and 1.8 collisions per 12 month period involving cyclists).

4.33 Table 4.5 shows that two of the 13 collisions recorded in the 36 months prior to the implementation of the Trial were classified as serious along Judd Street/Hunter Street. There were no serious collisions recorded along Judd Street/Hunter Street in the 14 months surveyed during the Trial.

4.34 Overall, there has been a 35% reduction in the number of collisions involving pedestrians and a 14% reduction in the number of collisions involving cyclists along Judd Street and Hunter Street. The data does not suggest that the Trial has made conditions worse.

4.35 BRAG's Proof of Evidence states that since the implementation of the Trial, the streets surrounding the Corridor have become unsafe for pedestrians and cyclists due to an increase in motor vehicles travelling along these streets as an alternative westbound route to the Corridor. The following paragraph sets out the change in traffic flows along Judd Street and Hunter Street to compare with collision data discussed above.