

# WESTON CREEK COMMUNITY COUNCIL

- *Your Local Voice* -

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*Established 1991*

15 March 2005

Mr. Tony Gill  
Director  
Roads ACT  
Locked Bag 2000  
CIVIC SQUARE ACT 2608

Dear Mr Gill

- by email -

## **BLACK SPOT PROJECT – COTTER RD/STREETON DR**



The Weston Creek Community Council (WCCC) welcomes this opportunity to contribute to this consultation process as set out in your letter of 8 February 2005. The draft design proposal for improvements to the intersection of Cotter Road/Streeton Drive as part of the Federal Black Spot program is welcome. We apologise for our belated reply.

The WCCC is in agreement with the proposal. In view of the work that ultimately had to be undertaken some years ago to improve the skid resistance of the lane turning left from Cotter Rd to Streeton Drive the WCCC sees much sense in your prudence in seeking Federal Black Spot funds.

As you may be aware, the WCCC, in its submission on the ACT 2005-2006 Budget, assessed the need for changes to be made to the Cotter Road/Streeton Drive to be of the highest priority. The Council's concern stems not from skidding or intersection clearance rates but from the risky driver behaviours seemingly brought on by the fact that even after the duplication of Cotter Road only a single lane of traffic can turn left from Cotter Road into Streeton Drive. The existence of the right-hand lane appears to encourage some drivers to leave merging into the left-hand lane as late as possible.

Still other drivers, in the absence of adequate signage at any earlier point from the Tuggeranong Parkway, do not realise that only a single lane turns left into Streeton Drive and only discover within sight of the intersection that they have to merge left.. This leaves them in a position of having to muscle into the left-hand lane (few electing to continue along Cotter Road to Eucumbene Drive).

It shouldn't be forgotten that the risky driver behaviours of the 'right-laners' often engenders equally risky responses from the 'left-laners'. In an age of increasing road-rage occurrence, we should strive to reduce the involvement of road-factors leading to road-rage.

The WCCC is of the view that the only sensible outcome is to undertake works at the intersection that would allow both lanes to turn left into Streeton Drive. The Council agrees with the contention that traffic turning right into Streeton Drive from Cotter Road should not be expected to merge with two lanes of traffic and suggests having traffic lights stop both lanes of left-turning traffic while allowing right-turning traffic to proceed. In other words in planning to manage road safety we should all put aside the functional fixation that the intersection is a T-intersection of Streeton Drive with a continuing Cotter Road  and instead treat it as a T-intersection of Cotter Road with a continuing Streeton Drive .

If this outcome were to be pursued by ACT roads it would seem appropriate for the ACT Government to seek additional funding through the Federal Black Spot program and lessen the direct burden on the ACT Budget.

If this were the approach then the WCCC would be more than willing to provide active support. The WCCC remains encouraged by your on-going interest in the Cotter Road/Streeton Drive intersection.

Members of the WCCC Committee are available to discuss any of the issues raised in this letter.

Yours sincerely

(signed)

Jeff Carl  
Chairperson,  
Weston Creek Community Council