

WORKS 1

**From:** Karlee Fulton  
**Sent:** Wednesday, 17 June 2020 6:32 AM  
**To:** Northern Midlands Council <[council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)>  
**Subject:** Road speed limits.

Hi.

I am writing to you in regards to the speed limit on Brumby Street Longford. This is the only gravel road, I know to be 80km. It is an absolute disgrace. There has been multiple times where out horses and strappers whom are walking the horses home, where they have been spooked and nearly ran over because of inconsiderate pricks. There is one way to fix this and that is to change the speed limit to below 50. I have been to police multiple times about this issue and they say that it is your responsibility.

In my opinion. Brumby street should be blocked off halfway down. There is no need for people down the other end to come back home doing 100+ km. Someone is going to get seriously hurt one day. But once again you all don't seem to care.

I have had cars sit right in the back side of my car, overtake, on a gravel road and I've just about had enough of it. If something doesn't get done about brumby street. I will take it into my own hands and get the road blocked. 80km down here is absolutely unacceptable. No wonder the road gets pot holes bigger than your tyres.

I will be going to the police about this today and getting their opinion, and I will make them come and sit at the end of brumby street of a money and clock how fast people are going. Cause she the end of the day, someone is going to get hurt or killed and that will be because the speed limit is too fast.

Karlee.

Works 2

The General Manager  
Northern Midlands Council  
Smith Street  
Longford.

23 September 2019

NORTHERN MIDLANDS COUNCIL					
Location					
File No.					
Property					
Attachments					
REC'D 24 SEP 2019					
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GM			MYR		
P&DM			CRS		
CSM			PLAN		
E&DM			BLD		
WM			HLT		
HR					

BY HAND

Dear Sir

**Traffic Management – the dangerous intersection between Wellington and Marlborough Streets Longford**

I am writing to voice my profound concern about the dangerous intersection between Wellington and Marlborough Streets, Longford. I do this as a ratepayer, a resident of Wellington Street and, relevantly, as the owner of Heritage corner which incorporates Sticky Beaks Café.

I also refer to my telephone conversation with Jonathan Galbraith on 17 September 2019 concerning this matter.

This intersection has a long history of accidents, the last of which occurred on 17 September 2019, only a week ago. I, myself, find this a difficult intersection and on two occasions have started to turn right from Wellington Street (coming from the Woolmers' end) into Wellington Street heading towards the Longford roundabout, only to find a vehicle coming out of nowhere (despite having looked carefully). The problem is no doubt caused by the "introduced" bend in Wellington Street to merge it with Marlborough Street. It is compounded by vehicles of certain colours blending into the bitumen background as one looks down Wellington Street (towards the roundabout) from the intersection, and in wet conditions. I can only wonder how confusing this must be in terms of GPS navigation with increasing tourist numbers, when one must turn right from Wellington Street into Wellington Street!

This problem is evident not only from the considerable history of accidents and my own observations, but also from the accounts of many residents with whom I have spoken. I have been told on numerous occasions that the intersection is "...an accident waiting to happen" and that "... someone will be killed there if something isn't done". People have told me that they fear using the intersection and others refuse to use it (in vehicles and as pedestrians).

I understand that the issue of this difficult intersection has been raised publicly on several occasions and that the matter has been considered by Council (and presumably the relevant State authority).

I do not know if the accident on 17 September 2019 caused any serious injury. I observed two ambulances and the police in attendance. This accident apparently involved a vehicle pulling out and being hit by a truck. I was told that one of the vehicles mounted the pavement outside the entrance to Sticky Beaks. Had this occurred when patrons were entering or leaving the cafe, then death or serious personal injury could have occurred. Fortunately, none of the posts was hit as had occurred a few years before when a vehicle crashed into the front of Sticky Beaks.

I request that the matter of this intersection be reviewed urgently with a view to reducing (and hopefully eliminating) the risk of death, personal injury and property damage. This clearly would require expert evaluation, but to my mind, the risk of accidents and personal injury would be



dramatically reduced if not eradicated by preventing vehicles coming along Wellington Street (from the direction of Woolmers) from entering the intersection. This could be achieved by one of the following: -

1. Close off the Woolmers' end of Wellington Street at the subject intersection. This would turn the stretch of Wellington Street between the subject intersection and the High Street T intersection into a cul-de-sac.
2. The same as 1. above but allow access to the Queen's Arms Hotel (and the old Browns' Store) from the said intersection. I dare say the hotel would want to retain main street access for its bottle shop.
3. Turn that stretch of Wellington Street from the said intersection to the High Street T intersection into a one-way section of road in that direction (i.e. from the intersection to High Street). A similar thing but in reverse has been done at the junction of Marlborough Street and Cressy Road.

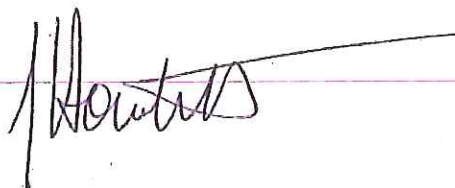
Further, and depending on what changes are made, I think that bollards should be strategically placed around Sticky Beaks to protect pedestrians and this heritage building.

I appreciate that implementation of one of the above proposals may adversely affect some stakeholders but when it comes down to balancing inconvenience etc. with positive acts to prevent or reduce the real risk of death, personal injury and property damage, we all know where the balance must lie.

I should finally add that I make my observations as an experienced litigation lawyer (now retired). There are clearly foreseeable risks of personal and property damage with this intersection. I would not be surprised if a failure to rectify this ongoing problem could result in future liability being found to rest with the Council and/or the relevant State authority. As a ratepayer, this is something that I do not wish to see.

I look forward to hearing from you.

Your faithfully

A handwritten signature in black ink, appearing to read 'G. Howlett', written over a horizontal line.

Gregory Howlett