



Traffic and Parking Assessment

Academy Close, Campbell ACT 2612

PREPARED FOR
Defence Housing Australia
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287 Elizabeth Street
Sydney NSW 2000
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Rev: 3
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Traffic and Parking Assessment

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18.04.2019	2	Issue 2	N. Grinter	J. Wiltshire
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1. BACKGROUND INFORMATION

1.1 Introduction

Northrop Consulting Engineers has been engaged by the Defence Housing Australia (DHA) to prepare a Traffic and Parking Assessment Report on the potential impacts that may occur due to the re-development of Block 3, Section 65 Campbell. This report has been based upon the current Site + Context Plan drawing NCA-002 Revision 3 issued by AMC Architecture.

The proposed development is to be assessed by the National Capital Authority (NCA) for consistency with the National Capital Plan (NCP). Section 4.9.7 of the NCP requires a traffic and parking assessment to be prepared to support any development proposal and provides the design criteria for parking provisions.

At the time of writing this report, Block 3 was proposed to be a Defence Housing Site with 30 dwellings.

1.2 Locality

The proposed works are to be complete at Block 3, Section 65 Campbell.

In accordance with the ACT Territory Plan, the Block currently has an area of approximately 25,354m²; and is within a DES: Designated zone.

Block 3 is bounded by:

- Fairbairn Avenue to the North;
- Truscott Street to the North West;
- Undeveloped Block 4, Section 65 Campbell to the East and South; and
- Developed Blocks 26, 27 and 29, Section 59 Campbell to the South West.

Block 3 is located in the suburban residential area of Campbell and the Australian Defence Force Academy, Royal Military College Duntroon, and Campbell Park Precinct as per the NCP. Figure 1 shows the site locality in relation to the surrounding suburbs. Figure 2 shows the site locality in relation to the surrounding roads. The site has been hatched in Figure 2 for clarity.

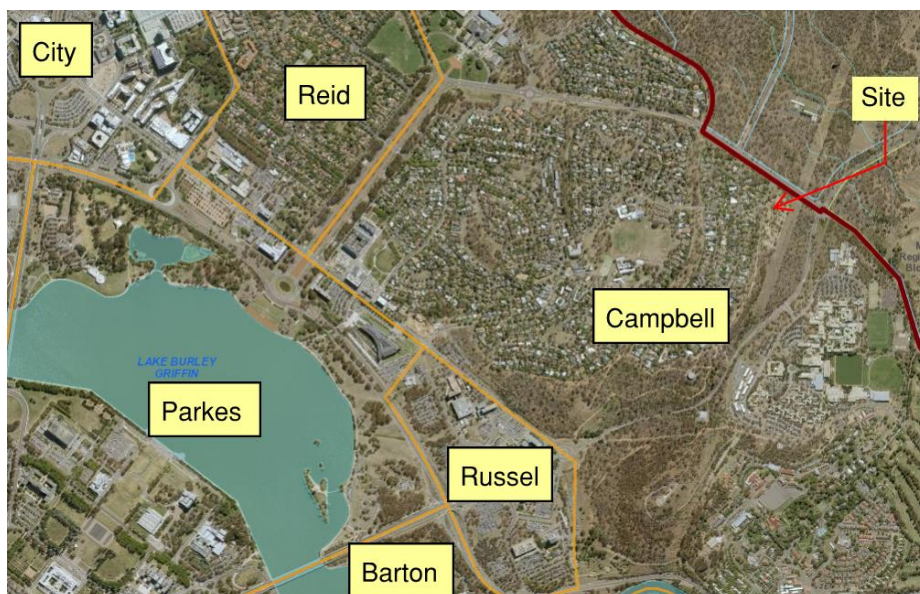


Figure 1 Site Locality in Relation to the Surrounding Suburbs



Figure 2 Site Locality in Relation to the Surrounding Roads

1.3 Existing Site Conditions

Block 3, Section 65 previously had 22 existing dwellings on the site. The dwellings were connected by Academy Close which connects to Truscott Street. Figure 3 shows the existing site conditions of Block 3 as per ACTMapi 2017 aerial photography.



Figure 3 Existing Site Conditions at Block 3, Section 65 Campbell

1.4 Scope of this Report

This report details:

- Parking provision required for Block 3;
- Traffic impacts associated with the proposed development; and
- Other transportation options in the vicinity of the site, including bus routes and the pedestrian network.

Standards and Guidelines which have been referenced through this report include:

- National Capital Plan (accessed May, 2020);
- ACT Government Bicycle Parking General Code (October, 2013);
- ACT Government Estate Development Code (February, 2020);
- ACT Government Parking and Vehicular Access General Code (May, 2018);
- AS2890.1 Parking Facilities – Off-street Car Parking (2004);
- AS2890.2 Parking Facilities – Off-street Commercial Vehicle Facilities (2018); and
- Other Codes and Guidelines as reference through this report.

2. PARKING STUDY

2.1 Existing Off-street Parking

There were 22 dwellings on the Block in 2017 with the existing dwellings being recently demolished. These dwellings had off-street parking capacity for the occupants prior to demolition.

2.2 Existing On-Street Parking

Block 3, and the surrounding areas, do not have parking restriction signs or designated parking spaces in place.

It has been noted that from aerial photography that number of vehicles parked on Truscott Street is generally low.

2.3 Parking Provision Requirements

The parking requirements for the proposed development located within Block 3, Section 65 were obtained from the NCP.

The requirements for the proposed development are:

- 2 spaces per dwelling; and
- 1 visitor space per 4 dwellings.

2.4 Parking Generation Rates

When the abovementioned requirements are applied to the current proposal, Block 3, Section 65 requires a total parking provision of 38 spaces, as shown in Table 1.

All parking is to be provided on site.

Table 1: Parking Generation Rates

NCA Parking Provision Rate	Number of Dwellings	Parking Required
2 space per dwelling	30	60 spaces (long stay)
1 visitor space per 4 dwellings	30	8 spaces (visitor)
Total Parking Spaces Required		60 Long Stay Spaces 8 Visitor Spaces

As at least 2 long stay spaces per dwelling has been provided as well as 12 parallel parking spaces.

The proposed design therefore meets and exceeds the requirements for parking contained in the NCP.

The visitor parking will be in the form of on-street parallel parking and will need to be developed through the detailed design phase of the works.

2.5 Parking for People with Disabilities

It has been noted the NCP does not provide guidance on the ratio of disabled parking required for under the Section 4.9.7. Therefore the Territory Plan 2008 has been reviewed for the purpose of this study.

The ACT Planning and Land Authority Parking and Vehicular Access General Code (May, 2018) (PVAG) requires a minimum provision of parking for people with disabilities of 3% of the total provision for visitor parking (the residential parking for the dwellings has not been considered as they are subject to adaptable housing requirements). The minimum number of required disabled compliant spaces is:

$$3\% \times 12 \text{ Parking Spaces} = 1 \text{ Disabled Compliant Parking Spaces}$$

Equation 1 No. of Disabled Spaces Across Required on Block 3 as per PVAG

Therefore, 1 visitor parking space is required to be disabled compliant.

It has been assumed that the detailed design of the site will incorporate the required disabled parking bay.

2.6 Motorcycle Parking

The NCP under Section 4.9.7 does not have a requirement for motorcycle parking on sites.

As per good design practice, motorcycle parking should be considered for visitors as part of the detailed design phase of the works.

Parking for motorcycles will be confirmed during the detailed design phase of the works.

2.7 Bicycle Parking

The NCP does not outline bicycle parking requirements for this area.

The Bicycle Parking General Code (BPG) outlines both residential and visitor bicycle parking. Considering each dwelling as a stand-alone residence, the BPG outlines bicycle parking would be catered for in areas such as however not limited to:

- Garages;
- Garden sheds; and
- Cupboards.

This would be inclusive for visitor bicycle parking however visitor bicycle parking may also be considered for other areas around the block. For short stay (visitor) bicycle parking for visitors (Class 3), installations such as metal hoops and rails which support the bicycle and to which the bicycle frame and both wheels should be considered and be made available to the public.

Parking for bicycles will be confirmed during the detailed design phase of the work.

2.8 Parking Provision Summary

Table 2 summarises the parking provision provided as per current Site + Context Plan drawing NCA-002 Revision 3 issued by AMC Architecture.

Table 2: Parking Provision Summary

Block	Off-Street Vehicular Parking	Off-Street Disabled Parking	On-Street Visitor Parking	Total Vehicular Parking	Additional Motorcycle Parking	Resident Bicycle Parking	Visitor Bicycle Parking
Block 3	At least 60	TBC	12	54	TBC	TBC	TBC

3. TRAFFIC STUDY

3.1 Existing Road Network

The site is surrounded by the following roads as defined under the ACT Roads Hierarchy:

- Fairbairn Avenue – North of the block – Arterial road with a nominal capacity of 6000+ vehicles per day (vpd);
- Truscott Street – North-west of the block –Major Collector road with a nominal capacity of 1,000 - 3,000 vpd.

3.2 Traffic Counts

Traffic counts were received from Transport Canberra and City Services (TCCS) for Truscott Street between Fairbairn Avenue and Academy Close. The traffic counts were completed in 2016 with a summary of the results below in Table 3.

Table 3 Traffic Counts – 2016

Road	Towards	Weekday Volume	% Heavy Vehicles
Truscott Street	Fairbairn Avenue	1,035	7.0
Truscott Street	Academy Close	1,109	5.9
Total		2,144	

With a base growth rate of 2% (ACT Government TCCS Guidelines for Transport Impact Assessment 3.1 Version April 2020) compounded annually, it can be predicted the traffic counts for the road will be as per Table 4.

Table 4 Traffic Counts – 2020

Road	Towards	Weekday Volume	% Heavy Vehicles
Truscott Street	Fairbairn Avenue	1,121	7.0
Truscott Street	Academy Close	1,201	5.9
Total		2,322	

The extrapolated traffic counts indicate that Truscott Street is operating below its nominal capacity.

Peak hour traffic counts have been obtained from the Traffic Impact & Parking Assessment Report by Mott MacDonald (2011). Similar to the counts received by TCCS, these counts have had a base growth rate of 2% applied to predict current peak traffic counts as per Table 5.

The 2007 AM peak occurred from 8:00am – 9:00am. The 2007 PM peak occurred from 5:00pm – 6:00pm.

Table 5 Peak Traffic Counts

Road	Towards	Year	AM Peak	PM Peak
Truscott Street	Fairbairn Avenue	2007	84	85
Truscott Street	Fairbairn Avenue	2020	109	110
Truscott Street	Academy Close	2007	76	81
Truscott Street	Academy Close	2020	99	105

The number gain of cars is in the order of 23-25 which has negligible impact to the road capacity. The weekday volume has a high percentage of peak hour generated traffic however given the area is residential, it is assumed most vehicles will travel to and from work in this period and not need to go back to the residence during the day. Therefore, it can be concluded the peak hour movements are in an acceptable range for Truscott Street.

3.3 Accident Data

Accident data for the area (midblock on Truscott Street between Fairbairn Avenue and Godfrey Street; and the intersection of Truscott Street and Fairbairn Avenue) has been collated from 01/01/2013 to 31/12/2017 and have been included in Table 6.

Although not current, the accident provides a random average 5 year snapshot of Truscott Street between Fairbairn Avenue and Godfrey Avenue. Noting the road geometry is similar with only a predicted increase in the volume of vehicular traffic, the snapshot provides a reasonable understanding of the possible type of incident to occur at this area and the likelihood that they will occur.

Of the 7 incidents recorded from 01/01/2013 to 31/12/2017, 6 were property damage only. There was 1 casualty which resulted in an injury requiring medical treatment at the intersection of Truscott Street and Fairbairn Avenue.

Under the Federal Government's Black Spot Program, for an area to be defined as a Black Spot Road (midblock or intersection) requiring modification, the road in question is required to meet the following condition:

"For individual sites such as intersections, mid-block or short road sections, there should be a history of at least three casualty crashes over a five-year period. For lengths of road, there should be an average of 0.2 casualty crashes per kilometre per annum over the length in question over five years."

From this definition, the intersection of Truscott Street and Fairbairn Avenue mentioned in the accident data does not meet this requirement.

Table 6 lists the accidents in the corresponding locations.

Table 6 Accident Data

Location	Type of accidents	Number of accidents
Truscott Street (Mid Block)	Property damage	1 accident in total
Truscott Street/Fairbairn Avenue (Intersection)	Property damage	6 accidents in total
Truscott Street/Fairbairn Avenue (Intersection)	Received Medical Treatment	1 accident in total

TCCS stated that no incidents were reported for Academy Close from 01/01/2013 to 31/12/2017 when the data was collected.

Most of the accidents were noted to have occurred on a good dry surface with visibility unobstructed suggesting these were accidents related to driver error.

3.4 Block Access

The proposed development provides for two intersection with Truscott Street. The northern intersection is approximately 48m from Fairbairn Avenue. This driveway is opposite Block 24, Section 54 Campbell. The southern intersection is approximately 80m from Holmes Crescent. This driveway is opposite Block 21, Section 54 Campbell.

There are trees along the verge however they should not impact safe sight intersection distance as per Figure 3.2 of AS2890.1. For the frontage road speed of 60 km/hour, the minimum safe sight distance is 65m. When developing Block 3, the verge design will need to maintain the minimum safe sight distance as per Figure 3.2 of AS2890.1.

3.5 Adjacent Traffic Infrastructure and Traffic Controls

Truscott Street is a 10m wide 2 lane – 2 way road.



Figure 4 Truscott Street Looking South West

At the North - Eastern end of Truscott Street, there is a T intersection connecting Truscott Street with Fairbairn Avenue. There is a left turn slip lane and a right turn lane. There is signage and line marking enforcing vehicles from Truscott Street give way to vehicles on Fairbairn Avenue. There are bike lanes on both sides of the road.

Fairbairn Avenue is a 19m wide 4 lane – 2-way road with a median. It is zoned as 60km/hour at the intersection of Fairbairn Avenue and Truscott Street. There are slip lanes for entry onto Truscott Street.



Figure 5 Aerial View of the Intersection of Fairbairn Avenue and Truscott Street

The proposed design incorporates the existing adjacent traffic infrastructure and controls for the safety of motorists. Compliance to TCCS Standards, AS2890.1, AS2890.2 and the Territory Plan is met for proposed design assuming the tree canopies will be trimmed as part of the works to allow for adequate sight distances at driveway exits. Compliance will need to be maintained with further detailed design upon approval of the Works Approval application. The items which will need compliance include however are not limited by are:

- Access driveway location;
- Sight distances at driveway exits; and
- Pedestrian sight lines.

3.6 Proposed Vehicular Trip Generation

The current proposal for the site, after construction, will have the traffic generation rates as noted in Table 6. The traffic rates were obtained from the Estate Development Plan (May, 2018) as well as undertaking an individual assessment of peak traffic movements based on the number of dwellings available.

Table 6 summarises the vehicle trip generations estimated using the Territory Estate Development Code and individual assessment.

Table 6 Estimated Traffic Generation

Block		Numbers for Traffic Generation	Traffic Generation Rate (VPD)	Daily Traffic Generated (VPD)	Peak Traffic Generated (VPH)	Peak Traffic Generated (VPH)
Block 3	Proposed	30 dwellings	8 ₁ per dwelling	240	2 ₂ per dwelling	60
	Existing	22 dwellings	8 ₁ per dwelling	176	2 ₂ per dwelling	44
			Increase	144		36

1. Refer to Estate Development Plan (February, 2020) assuming all dwellings have an area of at least 360m².
2. Individual assessment assuming 2 vehicles per dwelling leaving/entering the block as it is the maximum number of parking spaces available.

The additional traffic is small and given the nature of the low-density suburban area, the traffic increase could be viewed as negligible when compared to the existing development with 22 dwellings.

As per the extrapolated traffic data presented in Table 4, the increase of 64 VPD and 16 VPH during peak periods will have a negligible impact to the road network and Truscott Street will not exceed its nominal capacity. It is noted Truscott Street is currently at approximately 39% capacity. An additional 64 VPD would increase this to approximately 40% capacity. The degree of saturation for each traffic movement at the intersection of Fairbairn Avenue and Truscott Street; Truscott Street and Academy Close; and Godfrey Street, Holmes Crescent and Truscott Street will increase by a negligible amount.

There is an anticipated increase of approximately 37% in peak hour traffic movements however given the low number of current movements, this will have negligible impact on the greater network. The delay for vehicles during the peak hour period in the area will increase but similar to the degree of saturation, the magnitude of the delay will be negligible.

4. OTHER TRANSPORTATION OPTIONS

4.1 Pedestrian and Cyclist Traffic

There are existing footpaths and cycle ways within the vicinity of Block 3, Section 65 Campbell.

Footpaths and cycleways provide links with the surrounding suburbs. It is noted there is a footpath link from the site to bus stops located on Fairbairn Avenue and Vasey Crescent.

Figure 6 shows an extract from the ACTIVE Travel Infrastructure. The footpaths and cycleways shown are described as per below:

- A Local Route (Community Routes) marked as solid pink along Godfrey Street, Truscott Street and Northcott Drive. Local routes link areas to Main Routes and destinations.
- A Main On-Road Cycling Route marked as solid red has been identified along Fairbairn Avenue which continues along the extent of Fairbairn Avenue. Main On-Road Cycling Routes connect town, group and employment centres mostly located on arterial roads.
- Principle Cycle Training Routes (Recreational Routes) marked as yellow dots have been identified along Fairbairn Avenue and Northcott Drive. Principle Cycle Training Routes are identified as regularly used fitness and training riders and pelotons of faster moving cyclists.
- Minor Paths (Existing Facilities) of approximate width of 1.2m - 1.7m marked as light blue lines have been identified along Truscott Street and Fairbairn Avenue. A trunk path has been identified by the thick blue line on the Northern verge of Fairbairn Avenue. It is noted there are Minor Paths located on Block 4, Section 65 Campbell which link to the University of New South Wales.

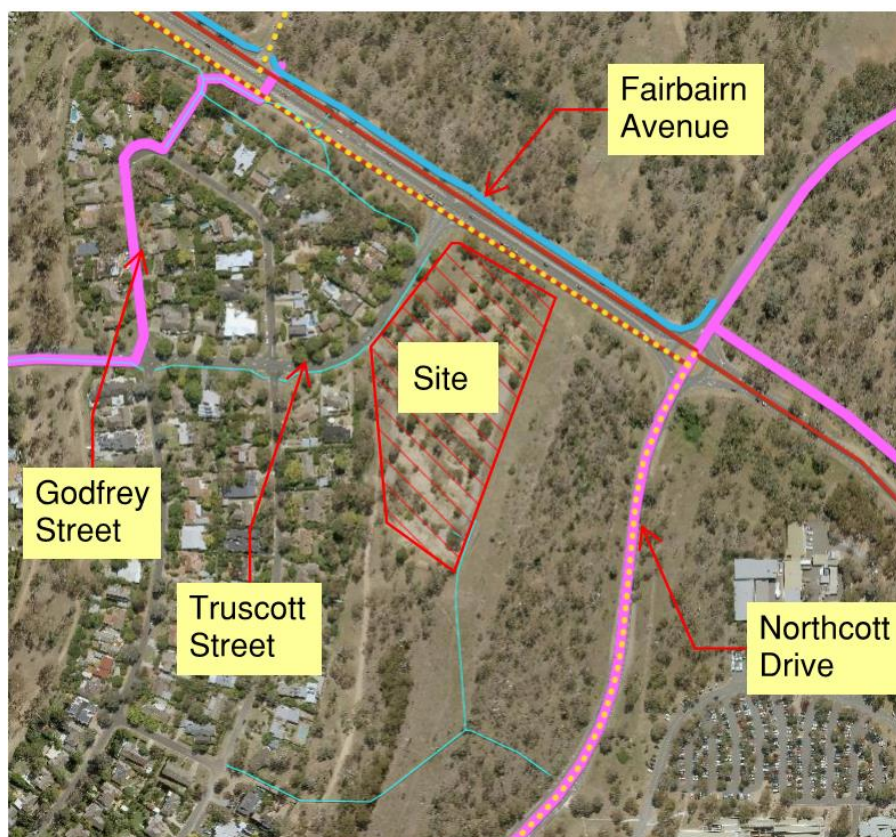


Figure 6 ACTIVE Travel Infrastructure

It is noted there are additional paths located on Block 4, Section 65 and Block 2, Section 117 Campbell which link Block 3, Section 65, Campbell to Constitution Avenue. These have not been identified on the ACTive Travel Infrastructure map. Figure 7 highlights the main linkages between the site and Constitution Avenue including links to Gellibrand Street and Holmes Crescent by the yellow lines.

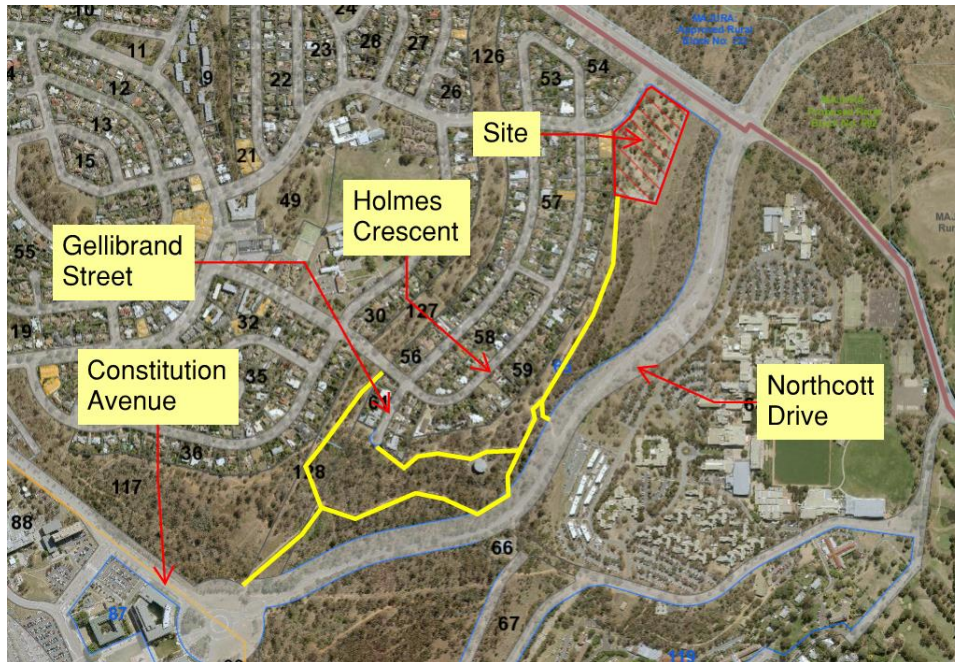


Figure 7 Additional Paths not Identified on ACTive Travel Infrastructure

The ACTive Travel Infrastructure map indicates there is an effective network of pedestrian and cycle paths through Campbell which link to the public transport network and surrounding landmarks. The current design ensures that suitable links are provided to this existing network. The detailed design complete after the Works Approval will need to ensure these suitable links are maintained.

4.2 Public Transport

Two bus routes access Campbell via the surrounding road network close to Block 3, Section 65 Campbell.

Route 54 travels between City Interchange, Campbell Park (peak periods only) and Majura. The closest bus stops to Block 3 which Route 54 services are Fairbairn Av after Mount Ainslie Dr (Stop ID 2262) for Eastbound travel and Fairbairn Av after Truscott St (Stop ID 2263) for Westbound travel.

Route 55 travels between City Interchange, Reid Campbell, Russel and Duntroon. The closest bus stops to Block 3 which Route 54 services are Vasey Cr after White St (Stop ID 3083) and White St after Vasey Cr (Stop ID 3082).

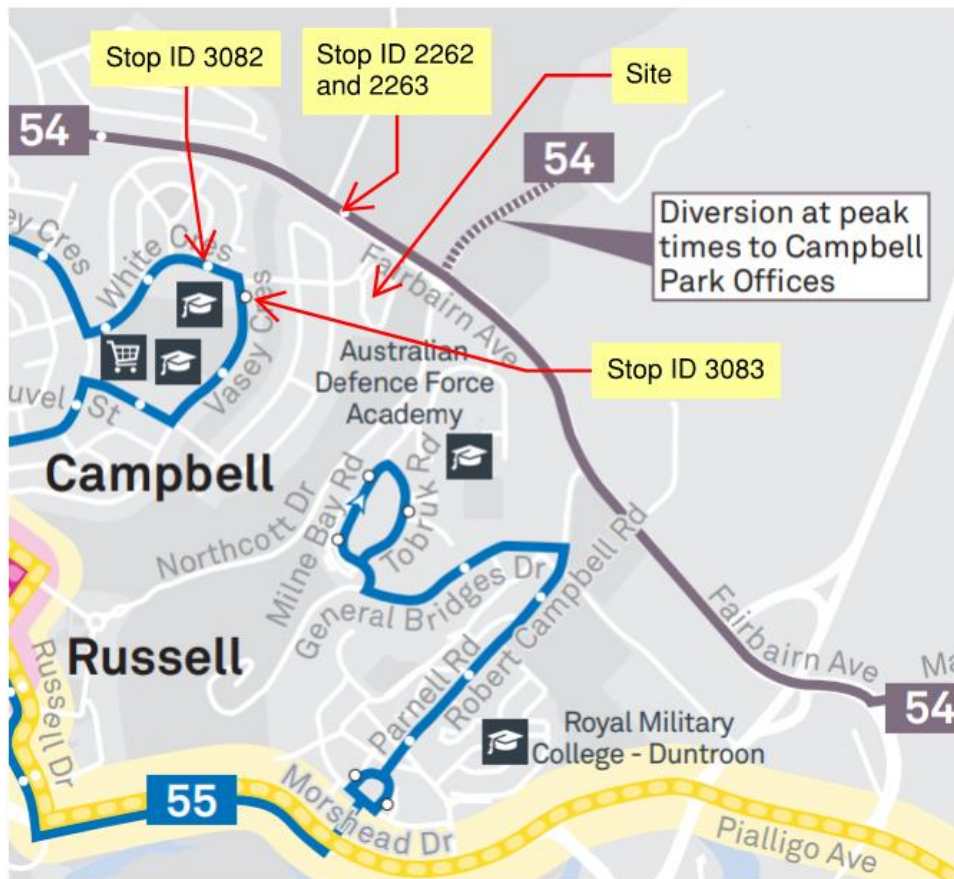


Figure 8 Extract of Transport Canberra's 'Canberra's Integrated Public Transport Network'

There are currently pedestrian footpaths linking the verge of Block 3, Section 65 Campbell to the existing bus stops along Fairbairn Avenue, White Crescent and Vasey Crescent.

- The bus stop along Fairbairn Avenue is approximately 200m from the proposed northern entry/exist driveway to Block 3;
- The bus stop along White Crescent is approximately 400m from the proposed southern entry/exit driveway to Bock 3; and
- The bus stop along Vasey Crescent is approximately 430m from the proposed southern entry/exit driveway to Block 3.

5. SUMMARY

The analysis undertaken in this report is based on Block 3, Section 65 Campbell and the current Site + Context Plan drawing NCA-002 Revision 3 issued by AMC Architecture.

As per the NCP, Block 3 requires:

- 60 long stay residential car parking spaces; and
- 8 short stay visitor car parking spaces.

The current Master Plan provides:

- More than 60 long stay residential car parking spaces; and
- 12 visitor car parking spaces.

The detailed design will determine:

-
- The number of motorcycle parking spaces; and
- The number of bicycle parking spaces.

Accident data was collated for the area around the site. The data clarified there were no black spots within the area.

The block is proposed to gain vehicular access from Truscott Street at two driveway locations. Traffic counts obtained and extrapolated for the current generation suggest a negligible impact to Truscott Street will occur due to the re-development of Block 3.

The ACTive Travel Infrastructure map indicates there is an effective network of pedestrian and cycle paths through Campbell which link to the public transport network and surrounding landmarks.

There are bus stops located around Block 3 on Vasey Crescent, White Crescent, and Fairbairn Avenue which are within 1km to the site. The services operating at these bus stops allow connection to City Interchange, thus providing direct access to the whole of Canberra's integrated transport network.

The current proposed design for Block 3, Section 65 Campbell exceeds the design requirements as per Section 4.9.7.6 of the NCP.

During detailed development of the Block, the parking and traffic implications of the proposed design should be assessed and reviewed for any changes to the assumptions made in this report.

Northrop Consulting Engineers



NICHOLAS GRINTER

Civil Engineer



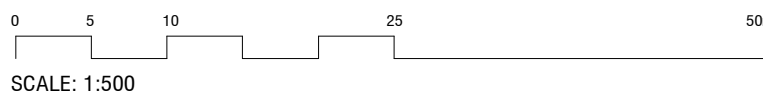
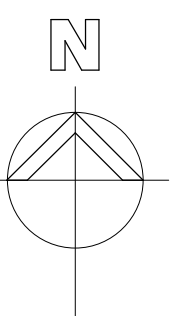
JOEY WILTSHIRE

Civil Engineer

Appendix A Drawings

DHA - ACADEMY CLOSE RE-DEVELOPMENT

Academy Close, Campbell, ACT



Appendix B Accident Data

STREET REPORT**History Location:** TRUSCOTT STREET - showing Intersections and Midblocks**Report Date Range:** 01/01/2013 12:00:00 AM -> 31/12/2017 11:59:59 PM**Location Type**
Location Description Intersection
TRUSCOTT/WHITE

Location : Chainage	Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather	Rum Code
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Crashes = 0

Location Type
Location Description Mid Block
TRUSCOTT STREET (WHITE -> GELLIBRAND/GODFREY)

Location : Chainage	Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather	Rum Code
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Crashes = 0

Location Type
Location Description Intersection
GELLIBRAND/GODFREY/TRUSCOTT

Location : Chainage	Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather	Rum Code
GELLIBRAND/GODFREY/TRUSCOTT	2016-1165777	22-06-2016 13:00	Property Damage Only			2	0	2 Good dry surface	Fine	104
	Vehicle 1	North bound	1st (kerb or left) lane	Within intersection	Right turn	Not obstructed				
	Vehicle 2	West bound	1st (kerb or left) lane	Within intersection	Straight ahead	Not obstructed				

Crashes = 1

Location Type
Location Description Mid Block
TRUSCOTT STREET (GELLIBRAND/GODFREY -> GODFREY/HOLMES)

Location : Chainage	Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather	Rum Code
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Crashes = 0

Location Type
Location Description Intersection
GODFREY/HOLMES/TRUSCOTT

Location : Chainage	Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather	Rum Code
Crashes = 0										
Location Type	Mid Block									
Location Description	TRUSCOTT STREET (GODFREY/HOLMES -> FAIRBAIRN)									
Location : Chainage	Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather	Rum Code
Crashes = 0										
Location Type	Intersection									
Location Description	FAIRBAIRN/TRUSCOTT									
Location : Chainage	Police Reference	Date/Time Direction	Severity Lane	Injury Type Position	Crash Type Movement	Number of Casualties Visibility	Number of Vehicles	Road Surface	Weather	Rum Code
FAIRBAIRN/TRUSCOTT	2013-1125768	6-06-2013 22:55	Property Damage Only			3	0	2 Good dry surface	Fine	307
	Vehicle 1	East bound	1st (kerb or left) lane	Within intersection	Straight ahead	Not obstructed				
	Vehicle 2	East bound	Right turn lane	Within intersection	Straight ahead	Other				
FAIRBAIRN/TRUSCOTT	2014-1185759	18-09-2014 17:35	Property Damage Only			6	0	2 Good dry surface	Fine	302
	Vehicle 1	North bound	1st (kerb or left) lane	Within intersection	Left turn	Not obstructed				
	Vehicle 2	North bound	1st (kerb or left) lane	Within intersection	Left turn	Not obstructed				
FAIRBAIRN/TRUSCOTT	2015-1167321	1-07-2015 8:50	Property Damage Only			2	0	2 Good dry surface	Fog	105
	Vehicle 1	East bound	Right turn lane	Within intersection	Right turn	Not obstructed				
	Vehicle 2	North bound	Right turn lane	Within intersection	Right turn	Not known				
FAIRBAIRN/TRUSCOTT	2016-2104034	9-05-2016 12:00	Injury	Received medical treatme		6	1	3 Wet surface	Light rain	301
	Vehicle 1	East bound	1st (kerb or left) lane	Within intersection	Straight ahead	Not obstructed				
	Vehicle 2	East bound	1st (kerb or left) lane	Within intersection	Straight ahead	Not obstructed				
	Vehicle 3	East bound	1st (kerb or left) lane	Within intersection	Straight ahead	Not obstructed				
FAIRBAIRN/TRUSCOTT	2016-2231797	31-10-2016 7:00	Property Damage Only			2	0	2 Good dry surface	Fine	102
	Vehicle 1	East bound	1st (kerb or left) lane	Within intersection	Straight ahead	Not obstructed				
	Vehicle 2	North bound	1st (kerb or left) lane	Within intersection	Right turn	Glare or dazzle				
FAIRBAIRN/TRUSCOTT	2017-1169330	22-02-2017 8:05	Property Damage Only			6	0	2 Good dry surface	Fine	303
	Vehicle 1	North bound	Right turn lane	Within intersection	Right turn	Not obstructed				
	Vehicle 2	North bound	Right turn lane	Within intersection	Right turn	Not known				
Crashes = 6										

Total Crashes = 7