

Summary of suggested solutions

1. Install traffic calming

Residents generally support the idea of installing traffic calming measures such as speed humps or speed cushions in local streets. This support reduces considerably when the traffic calming is proposed outside their property for the following reasons:

- Noise generated by cars accelerating / decelerating at speed cushions, therefore, disturbing sleep at night
- Perceived access issues if speed cushions needs their driveways
- Noise generated by loose loads.

The incline of High Street makes the installation of speed cushions not a viable option on this street.

2. Close High Street

Closure of any part of High Street is not endorsed due to loss of access amenity for not only residents of High Street but also those residents of Ganora Road, Kennedy Street, The Strand and Short Street. Negative impact on access for emergency services.

3. Install a 40 km/h speed limit

All matters associated with alterations to speed limits rests exclusively with Roads and Maritime Services and is outside Council's jurisdiction. Generally, 40km/hr speed zones, require an 'aggressive' local area traffic scheme, incorporates numerous speed humps etc. which will not have the support of local residents.

4. Install a roundabout at intersection of The Strand and High Street

Carriageway constraints prohibit the installation of a roundabout at the intersection of The Strand and High Street. Construction of the roundabout at this location would require land acquisition which Council is not considering at this point in time. Installation of the roundabout would result in loss of on-street car spaces which local residents would strongly oppose.

5. Adjust the traffic light phasing at the intersection of Pittwater Road and Thompson Street

The operation and management of signalised intersections falls under the care and control of Roads and Maritime Services (RMS). A dedicated right turn movement at the intersection of Pittwater Road and Thompson Street traffic signals have been investigated by RMS in the past. The investigation revealed that there is a high through traffic movement at this intersection, with the traffic signals currently operating at capacity. Adding a dedicated right turn phase would have negative impacts on the operation of these traffic lights and would result in significant queueing on Pittwater Road.

6. Convert High Street to a one-way

Converting High Street to one way operational flow would have a significant negative impact on local residential amenity and is not endorsed as there is no just cause for such a change in traffic flow. Converting the street to one way flow would result in increased vehicular speeds, a higher

probability of speed related crashes, adjoining streets seeing increased traffic volumes and restricted access for emergency and service vehicles.

7. Install NO STOPPING in High Street, between Ganora Street and The Strand

Installation of 'No Stopping' zone on the south-western side of High Street between Ganora Street and The Strand will improve safety at the crest as traffic will be on left side of the road when crossing the crest point and therefore avoiding head-on collision, however, this will result in loss of on-street car spaces. Residents in High Street have strongly opposed the idea of removing on-street car spaces outside the front of their property.

8. Install a mirror at the crest, to see approaching traffic

The provision of convex mirrors is governed by the following technical guideline – Convex Safety Mirrors. The installation of convex mirrors on public roads requires the approval of Road and Maritime Services (RMS), and it is currently RMS policy that they be only installed in low-speed environments such as car parks and then only as a last resort.

Convex mirrors should not be installed on public roads as the convex shape of the mirror results in the image, speed and distance of any object being distorted. In addition to distortion effects, the image of a vehicle in a convex safety mirror appears to be on the wrong side of the road. This is due to the "mirror image" effect where left appears to be right and vice versa. The "mirror image" effect can result in road users misinterpreting the images.

It should be noted that where a convex mirror to be installed on a public road, a roads authority such as Council would be legally liable for a negligence claim if a person has been injured through reliance on such a convex safety mirror. It is for the above reasons that Council does not endorse the installation of convex mirrors on roads under its care and control.

9. Install automated speed signs

As previously advised all matters associated with the operation and management of speed zones, and this includes signage, rests exclusively with Roads and Maritime Services.

10. Install electrical signs in Ganora Street and Kennedy Street to advise drivers of cars approaching on High Street

It should be noted that the currently motorists are required to come to a full stop on the Kennedy and Ganora approaches to High Street. If residents obey the law in this respect, they should have no difficulty in observing approaching vehicles on High Street.

11. Install a slow point (chicane)

The vertical alignment of High Street makes the installation of a chicane treatment not a viable option on safety grounds, as such a treatment would result in a high probability of generating speed related head on crashes.

The installation of chicanes treatments would result in a substantial loss of on-street parking as it is necessary to prohibit parking on both approach and departure lanes to ensure the travel path is clear for traffic at all times. The negative road safety environment that a chicane would generate on High Street makes this suggestion not a viable option.