



02 August 2023

HAROLD ST, STRAHAN

FEEDBACK SUMMARY

ENQUIRES TO:

Growth & Change Department,
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WEST COAST COUNCIL HAROLD STREET, STRAHAN

ONE WAY CONVERSION

REQUEST FOR COMMUNITY FEEDBACK AND COMMENTS

Following the release of the request for comment, an opportunity for the community to provide feedback was provided and is presented below in a summarized form.

The proposal was released for public comment for a period of 6 weeks, from 5 June 2023 to Friday 14 July. The comment period was advertised via social media, Council website, local radio and LinkedIn. Feedback was received via email and post to Council office.

There were 12 feedback submissions received in relation to the proposal.

Name: James Reed

The traffic direction on Harold Street should be one way, down the hill towards town. This will allow cars to park on the main street side of the road. This will reduce engine noise as cars won't be accelerating up the hill.

Name: Tahlia McDermott

I am writing to oppose the new "one way" street on Harold Street. As a resident of Lynch/ Innes Street this will become a dangerous area with high volumes of local traffic passing through to use Hurst Street as a shorter route. Hurst Street has no footpath, and a lot of foot traffic and Innes/ Lynch Street is full of young families, children and pets with only some of the street having a footpath. With traffic using the intended route of the one-way traffic, this will be passing a school, a popular swimming jetty, and a playground to name a few.

With thousands of tourists arriving in Strahan each day of summer I don't see this being a safe option at this time. Consider an alternative route for trucks and large vehicles to use the "new" intended route instead.

I think the council should consider upgrading a few walking tracks and footpaths to make areas safer if they're to go ahead with a one-way street for traffic.

Name: Katy Usher & Sean Gerrity

We (Katy Usher & Sean Gerrity) are residents of Strahan and wish to provide the following feedback regarding Harold Street being converted into a one-way street. For a start all heavy and long vehicles should be using the foreshore route, not Harold Street and if it were enforced, we would not have an issue.

Locals who travel between the East and West side of town regularly for work will likely use the side streets off of Harvey Street and not the full detour loop. This will increase traffic on smaller/thinner roads and increase noise disruption in these areas.

The full detour loop also runs past the primary school which creates risk in itself. The drop off zone already gets congested and forcing all vehicles to move this way is only going to make it worse.

If the only reasoning for the one-way system is that heavy vehicles are using it, this implies work needs to be done on the road and instead of investing in it this is the easy option. Ensuring caravans/trailers/heavy vehicles are signposted (more heavily) to use the esplanade should fix the issue.

We hope you take into consideration community feedback.

Name: Leigh Styles

Hello, I do not support the change to make Harold Street one way; it operates perfectly fine as it is. Instead, I suggest that lighting and signage be improved, and that vegetation is maintained more regularly than it has been in the past. I am not aware of any accidents or concerns from road users. Changing Harold Street to one way will impact Hurst Street (already tricky with traffic to/from the Post Office), and neighbouring streets such as Herbert, Innes, Frazer, and Lynch Streets which will become a thoroughfare for vehicles to connect with Harvey Street.

Vehicles are not going to travel down Harvey Street and then turn at the roundabout before transiting along the Andrew Street, Innes Street, Bay Street, then Esplanade. Instead, as I've mentioned, they'll use Frazer, Herbert, Lynch and Innes Street and then connect with Hurst Street. The proposed "diversion via Andrew Street, Innes Street, Bay Streets" as proposed will also mean that all traffic is diverted past the primary school, adding to the safety concerns.

Name: Darren Marriott

Harold St currently has a 6 m long restriction; this means trucks can't use it. Whoever thinks there is an increased use of this street by trucks is seriously misled. Make the road for local traffic only (cars) and sign post it accordingly. The last thing we need is more traffic directed past the school or down Lynch, Innes and Hurst streets, which are not designed well enough to cope with the extra traffic.

If council is truly interested in making our streets safe, remove the trucks from Andrew and Harvey streets (push for a bypass). Leave Harold Street as it is, by all means modify the top corner but the inconvenience of turning it into one way is ridiculous.

Concerned rate payer.

Name: Suzy Baudoeuf

I am writing to voice my concerns and my submission with respect to the proposed one way change to Harold Street. I firstly question how many accidents have occurred on Harold Street? I would suggest a far cheaper and safer alternative would be to place height barriers at the top and bottom of the Harold Street Hill and add speed bumps, thus only diverting trucks and caravans.

Below are the reasons that I oppose the current proposal:

- 1) From a personal point of view, the road change will hurt my business at Cosy Pines, 45 Lynch St, Strahan. My guests will no longer have close access to the Village and cruises.
- 2) We personally will have to travel a further 2.5km whenever we go to the post office, the village and People's Park- all of which we do daily. So will many others- causing more pollution and adding to our already high fuel expenses.
- 3) I and many others will choose to take the short cuts down the side streets off Harvey Street- increasing traffic significantly in these residential streets.
- 4) All traffic will be passing by Mollys and the primary school and ambulance bay. This area is already congested and in particular at school drop off and pick up. I believe if all vehicles are redirected this way, there is just if not more dangerous. There are many pedestrians coming in and out from the Caravan Park and West Strahan Beach, not to mention the school children. I have witnessed many times tourists and children crossing the road who are too busy on their mobiles to look for traffic approaching.
- 5) Moreover, the increase in traffic is likely to hinder the ambulance access and quick response, not only at the point of greatest congestion- but also, they will have to do the loop to respond to emergencies on the northwest side of town.
- 6) Reversing out of the car park at the Post Office is already a challenge in Summer. This will become a high-risk area for accidents especially as visibility is difficult should a car be reversing when a larger vehicle is parked on their left- as you cannot see the cars approaching. A significant increase in traffic coming that way is not a great plan.

I hope the Council is really interested in hearing the community response and hasn't just requested submissions with the view to going ahead regardless. I also hope the conspiracy theorists that are stating this proposal is linked to the selling of the Union Steamship building aren't true. I would appreciate a response to this letter- not automated please.

Name: Anna Caville & Daniel Crane

Feedback in regard to HAROLD STREET becoming a one-way street: As a long-term resident of Strahan, I do not agree with the proposal of this becoming one way. I personally have not known of any accidents ever on this hill between 2 vehicles, nor have I had any near accidents. I personally have not seen any heavy trucks or caravans use the hill especially since the heavy vehicle detour signs were installed.

As a road user if it were to become one way, I would not use the full detour shown on the report, I would use Lynch, Frazer & Herbert Street and continue down the hill of

Hurst Street, all of which are heavy residential. Hurst street itself is narrow and not equip to see heavy traffic passing as well as the other streets in this area do not all have footpaths.

The proposed plan also sees (especially during summer) heavy traffic past Strahan primary school, I would hope that if the proposed plan goes ahead that more speed signs and warnings for the school crossing would be installed.

I also do not see the benefits of making Harold Street UP only, if it were to go ahead it would make much more sense for it to be DOWN, by making up will maximise noise in the main street from exhausts and continue to make it difficult to reverse out from the coffee shack & Bushman's restaurant parking area.

In the summer months hundreds of tourists each day travel down the hill to access the train & cruise boat terminals, if not down this will push all of this traffic past the primary school at peak school drop off time from 8am onwards.

I do hope council take the time to read the residents strong concerns about this and rethink the proposal.

Perhaps the money would best be spent fast tracking Meredith Street curb and guttering and footpath installation as the road conditions are atrocious and almost unusable especially if walking.

Name: Helen Caville

To David Midson, General Manager

Sir,

I refer to council notice of change of road usage on the union hill, Strahan. The change of traffic direction in my opinion beliers common sense. The amount of traffic that transverses that part of town, even to local traffic, let alone tourist traffic, is a major road network.

Have the council thought of the traffic flow that will impact other parts of town, the smaller feeder streets are surely not in good enough condition to cope with extra traffic flow.

In the case of tourists, the maps and GPS and travel instructions will still have the 2-way instructions, although it seems there would be a barrier across one lane, tired weary tourists sometimes may not after a long journey have the best concentration and will travel down the hill resulting in accidents guaranteed.

Does this coincide with the union steamship building sale, in providing parking spaces to bolster the said sale?

So many issues, questions arise from the decisions made from council offices, community consultations are necessary to solve and inform community members of the reasons council have made these unreasonable decisions.

I look forward to attending public information sessions.

Name: Robert Trestrail

The proposal to make the street one way will have major ramifications with traffic flow in all other areas in the near vicinity. This is the main access to the esplanade tourist strip and access to Lettes Bay and the south side of the bay.

We need to keep this open to local traffic excluding trucks, caravans and motorhomes etc and provide better signage and access restrictions for these types of vehicles. It would also need a speed restriction of at least 40KPH.

The council has neglected to allocate funding to fix the issues in the past which I find concerning. You need to start funding immediately the work necessary to rectify the issues.

The proposal is a lazy quick fix detrimental to business and people access in Strahan.

I assume your meeting with Strahan residents will take place once all submissions are received. If not we will be challenging your actions. Remember you are employed by the residents.

Thank you.

Name: Paul Helleman

The concept of making Harold Street one way is short-sighted has not been thoroughly considered. Anyone who knows Strahan streets, will take the nearest short cut; via Hurst, Innes and Herbert (or Lynch) Streets. Fraser Street will also likely suffer an increase of through traffic.

The Council proposal will result in a significant and dangerous increase of through traffic including trucks, along those four quiet 'suburban' Streets. Three of these streets have no footpaths. Also, the width of those streets does not allow for increased use by large vehicles when there is parking on both sides of the street.

Council really don't want to bring down on themselves the avalanche of problems and complaints, damages, compensation claims, liability claims and misery from causing those three streets to become heavily used short cuts.

If heavy traffic is the problem, then council simply needs to deal with that specific problem vehicles from Harold Street; the medium and heavy rigid vehicles.

IE put a load limit / size limit. That will also keep the very large RVs away.

This isn't a new concept. It's a common approach taken all over the world.

Name: Scott A Newett

I wish to make a representation against West Coast Council's proposal to 'convert Harold Street, Strahan into a one-way street' on several grounds. I acknowledge the current road design is narrow, however it is of similar width to Innes St West, in front of the West Strahan shop, where parked car doors are flung open by unwary visitors, children are accessing the Strahan School, and the elderly are accessing the Medical Centre.

The corner leading from Andrew St to Innes St West, and the two corners leading into and out of Bay St are extremely acute bends and are potentially more hazardous than the corner at the top of Harold St.

The gradient of Harold St is similar to, if not lesser, than the three other streets leading from the Lyell Highway into Strahan (Harvey St, Jones St and Hurst St).

It is reasonable to assume that local traffic will take the shortest route, and that route will be via Lynch St or Herbert St then via Hurst St – all of which are certainly not suitable for additional traffic.

With respect to the increased use by heavy trucks, this can surely be managed by introducing acceptable gross weight limits (emergency vehicles accepted) and provision of better signage.

Line works undertaken by Council in recent times (on the top corner of Harold St) undoubtedly add to the potential for an accident, whereby cars heading down are guided toward the centre of the road.

I would expect there is sound background to Council's pursuit of this proposal, and subsequently expect Council have undertaken studies prior to announcing their objective to the community.

The following information does not appear to have been provided to residents.

- Harold St traffic movement history, a study of traffic over a period which provides movement trends.
- Harold St pedestrian movements, again over a period to ensure accurate pedestrian movement is captured.
- Logistics of controlling additional traffic movements and speed along Innes St West (in front of the West Strahan shop) and Bay St (adjacent to Strahan Primary School and the Medical Centre); including reducing pedestrian exposure (children both from school and beach).
- Council's consideration on more local traffic rerouting via Lynch St or Herbert St down Hurst St.
- Harold St traffic crash statistics.
- Community social and environmental impacts, especially residents adjoining proposed routes.
- Time impact on Tas Fire Service and other emergency services vehicles access to East Strahan.

Acknowledging some studies suggest one-way streets may reduce collisions, they also introduce new problems, including vehicles travelling at higher speeds due to increased travel distances.

Quick immediate wins with long term gains for public safety traversing Harold St could include:

- Relocate L/H white line further to outside of lane.
- Re-mark/maintain centre line of Harold St.

- Improve road signage.
- Apply gross weight limit.
- Apply 40kph limit.
- Clean drain/detritus Western side.
- Potential to install traffic calming chicanes on both lanes at entry points.

As an alternative to changing Harold St to a one-way street, there are simple low-cost ways to improve the traffic safety of Harold St, whilst maintaining two-way access



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28th June 2023

Dear West Coast Council,

I am writing to you on behalf of the Strahan Primary School Association to express our deep concerns regarding the proposed changes to the traffic conditions on Harold Street, which will result in a significant increase in traffic flow past our school. As representatives of the school community, we feel compelled to bring attention to the detrimental effects this situation will have on the safety and well-being of our students.

First and foremost, we would like to acknowledge the efforts of the West Coast Council in implementing measures for traffic management and safety throughout our town. However, the decision to convert Harold Street to one-way traffic will inadvertently lead to a substantial rise in the volume of vehicles passing directly in front of Strahan Primary School during crucial school hours. This heightened traffic flow poses numerous risks and challenges that demand immediate attention and resolution.

- **Student Safety:** The increased traffic passing by our school presents a significant hazard to the safety of our students. With a higher number of vehicles on the road, the potential for accidents involving students crossing the street will escalate dramatically, particularly during drop-off and pick-up times. Urgent measures are needed to ensure the implementation of proper safety precautions, such as pedestrian crossings, speed reduction initiatives, and improved signage, to safeguard our children.
- **Congestion and Traffic Disruptions:** The rise in traffic volume could lead to congestion, resulting in disruptions and delays for parents, and other road users. This congestion could not only impede the smooth flow of traffic but also create challenging situations for students and parents attempting to access the school premises. It is imperative to assess the traffic patterns and implement effective measures to alleviate congestion and minimize traffic disruptions.

- **Pedestrian Safety-Hurst Street:** Realistically, local traffic will inevitably be restricted through the residential area and down Hurst Street. This street serves as a route for our young people in the community from the Skate Park to the IGA and residences. The absence of a dedicated footpath forces pedestrians, including children, elderly individuals, and people with disabilities, to walk along the edge of the road. The road is narrow and ill-equipped to handle heavy volumes of vehicles and the absence of a guard rail poses a significant safety risk, particularly in areas where the road borders ditches or steep slopes. This exposes all to the constant risk of being struck by vehicles, particularly if there is an increase in traffic flow.

Given the proposed change what assessments have been conducted to evaluate the impact of heavy vehicles within the area?

The council seems to imply that heavy truck usage is contributing to safety concerns, but if the signage is in place to restrict their access, why is this ongoing usage occurring?

At what point does Harold Street become unsafe for traffic altogether? Could you please provide information on the specific safety concerns that led to the decision to convert Harold Street into a one-way road? What factors were considered, such as road width, road conditions, or other relevant aspects, in determining that the road was unsafe for two-way traffic?

On behalf of the Strahan Primary School Association, if this proposed change is to be enacted, we implore the Council to take immediate action in addressing the traffic concerns surrounding our school. We propose the following measures to rectify the situation and ensure the safety and well-being of our students:

- **Assessment of Pedestrian Crossings:** Implement clearly marked and designated pedestrian crossings near the school to facilitate safe movement across the road for students and pedestrians.
- **Traffic Calming Measures:** Introduce traffic calming measures such as speed bumps, to discourage excessive speed and enhance road safety in the vicinity of the school.
- **Enhanced Signage and Warnings:** Install additional signage and warnings to alert drivers to the presence of a school zone, emphasizing the need for caution and reduced speed.
- **Traffic Flow Assessment and Alternatives:** Liaise with State Growth to Conduct a comprehensive assessment of the traffic flow around Strahan Primary School and explore potential alternative routes or adjustments to the existing road network to distribute traffic more evenly and reduce the burden on Harold Street.
- **Collaboration with Local Law Enforcement:** Foster collaboration with local law enforcement agencies to strengthen traffic enforcement near the school, ensuring strict adherence to speed limits and the safety of pedestrians.

The Strahan Primary School Association earnestly implores you to give due consideration to these concerns and take immediate steps to address them. The safety and well-being of our students are paramount, and it is our collective responsibility to create an environment where they can learn and grow without compromising their safety.

We eagerly anticipate your prompt response and the assurance that our concerns will be thoroughly addressed. Thank you for your attention to this urgent matter.

Sincerely,

Strahan Primary School Association