
**Port Stephens
Local Traffic Committee Minutes**

**Meeting held in the Port Stephens Council Committee room and via Zoom on
Tuesday 2nd May 2023, at 9:30am**

Present:

Mayor Ryan Palmer, Steven Moore (representing Kate Washington MP), Cr Leah Anderson, Jamie Smoother – Transport for NSW, Anthony Biscan – Port Stephens Coaches, Andrew Behrens, Joe Gleeson (Chairperson), Anna Brown – Port Stephens Council

Apologies:

NSW Police, Mal Britt – Busways, CDC Hunter Valley Buses

A. Business arising from previous meetings

70_12/22 Shoal Bay Road, Nelson Bay – Request for parking restrictions

B. Listed matters

21_05/23 Grahamstown Road, Campvale – Intersection safety concerns

22_05/23 Mount Hall Road, Raymond Terrace – Request for a pedestrian crossing

23_05/23 Rocky Point Road, Fingal Bay – Request for linemarking

24_05/23 Ferodale Road, Medowie – Request for parking restrictions

25_05/23 Magnus Street, Nelson Bay – ‘No Stopping’ lines or signage request

26_05/23 Kirrang Drive, Medowie – Request for parking restrictions

27_05/23 Sky Close, Taylors Beach – Request for parking restrictions

A. Business arising from previous meetings

Item: 70_12/22

Shoal Bay Road, Nelson Bay – Request for parking restrictions

Requested by: Mayor Palmer

File: 611_03/23

Background:

At the December 2022 meeting, the Local Traffic Committee recommended installation of 'No Stopping' restrictions at the intersection of Shoal Bay Road and Hardy Street, Nelson Bay. Local residents report that even after the installation of the 'No Stopping' restrictions, that sight distance is still severely restricted by vehicles parked on Shoal Bay Road. 'No Stopping' needs to be further increased.

Comment:

There were no parked vehicles on-site at the time of inspections however it was noted that it would be very difficult to see oncoming traffic if there were.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule 169 – No stopping on a road with a yellow edge line

RMS Delineation Manual – Section 13

Traffic control devices installed under Part 5.3 Div. 2 Road Transport Act 2013

Committee's recommendation:

Extend the existing C3, 'No Stopping' line a further 6m to the west, as shown on the attached sketch, Annexure A.

Support for the recommendation:

1	Unanimous	✓
2	Majority	
3	Split Vote	
4	Minority Support	
5	Unanimous decline	



A. Listed matters

Item: 21_05/23

Grahamstown Road, Campvale – Intersection safety concerns

Requested by: Cr Wells

File:

Background:

After a recent accident near the intersection of Grahamstown Road and Richardson Road, could measures be investigated at traffic committee to improve safety of the intersection?

Comment:

The Inspection Committee noted that sight distance appears to meet minimum requirements.

There have been a number of changes to the intersection over the years, including construction of a concrete median island and installation of painted islands around 2009. The most recent additions being for the construction of the additional concrete island for the left-turn, in 2021. These works were constructed by TfNSW, as Richardson Road is a State Road.

Council has also previously made applications for funding, including for a crashcam, to record near-miss incidents and more recently for a roundabout proposal at the intersection. These applications were unsuccessful.

Discussion:

The TfNSW representative noted that construction of a separated, left-turn from Richardson Road could potentially improve sight distance for drivers turning right out of Grahamstown Road. However, this would require land acquisition and significant funding.

Current crash data does not appear to support major reconstruction work at the intersection. TfNSW will investigate other potential safety improvements, such as vehicle activated signage, to warn approaching drivers of turning vehicles and the temporary deployment of a crashcam, to gather supporting evidence.

Cr Anderson advised that she witnesses a lot of risky driver behaviour by drivers turning out of Grahamstown Road and enquired whether a reduction of the speed limit would be a possibility. TfNSW advises that the site would not meet any of the criteria for a lower speed limit.

Committee's recommendation:

TfNSW to undertake additional investigation

Support for the recommendation:

1	Unanimous	✓
2	Majority	
3	Split Vote	
4	Minority Support	
5	Unanimous decline	



Item: 22_05/23

Mount Hall Road, Raymond Terrace – Request for a pedestrian crossing

Requested by: A resident

File: 344188

Background:

A school parent writes: “Irrawang High School has over 1000 students, why is there no crossing on Mount Hall Road? As it is on a crest of the road, and even though cars are doing 40km/h it is still difficult to cross safely. My daughter will be walking to school from the opposite side daily.”

Comment:

This issue has been considered previously, most recently at the July 2019 meeting of the Local Traffic Committee where Council officers presented the results of a vehicle/pedestrian survey. The survey indicated that there were insufficient traffic flows to meet the warrant for pedestrian signals. It was also noted that although the warrant was met for a pedestrian crossing, the lack of sight distance would make this an unsafe option in this location (adjacent to the existing bus stop).

The meeting was advised that Council had made application for funding for a pedestrian refuge, under the Active Transport Grants scheme, which would improve safety for people crossing the road and would also assist in reducing traffic speeds. This funding application was unsuccessful.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules - Rule 81 – Giving way at a pedestrian crossing

Australian Standard AS1742.10

Traffic control devices installed under Part 5.3 Div. 2 Road Transport Act 2013

Discussion:

Traffic Committee members noted that planned construction works at the school will reduce the number of parking spaces on-site. This could, in turn, lead to more vehicles having to park on-road and therefore more people having to cross the road to access the school. It was suggested that there may be sufficient nexus between the development and increased pedestrian movements to justify requiring the proponent of the works at the school to provide a pedestrian facility to offset the loss of parking proposed.

Committee’s recommendation:

For Council to initiate discussions with SINSW (the proponent) with regard to the provision of a suitable pedestrian facility on Mount Hall Road, Raymond Terrace.

Support for the recommendation:

1	Unanimous	✓
2	Majority	
3	Split Vote	
4	Minority Support	
5	Unanimous decline	

Port Stephens Local Traffic Committee

Item No.22_05/23

Annexure A

Tuesday 2 May 2023

Street: Mount Hall Road

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Item: 23_05/23

Rocky Point Road, Fingal Bay – Request for Line Marking

Requested by: A resident

File: 344814

Background:

A local resident writes: “As a resident of Fingal Bay, I need to regularly travel along Rocky Point Road. There is a particularly dangerous area where Rocky Point Road meets with Marine Drive. At that junction, there are barrier lines on Rocky Point Road. I have nearly experienced head-on collisions after having already turned into Rocky Point Road, when traffic, coming from the opposite direction, have cut across my path. The problem is that the double line markings apply for only a very short distance. Due to the slope and curve of the road as well as the rather lengthy blind spot, most vehicles travelling along Rocky Point Road (but before reaching the double lines to exit into Marine Drive) have a tendency to cut across the path of incoming traffic from Marine Drive. This results in near misses and the potential for head-on collisions. Incoming drivers who have already turned into Rocky Point Road are then forced to swerve sharply to the left and often end up in the bush area.”

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule 132 - Keeping to the left of the centre of a road or the dividing line

RMS Delineation Guide – Longitudinal markings

Traffic control devices installed under Part 5.3 Div. 2 Road Transport Act 2013

Discussion:

Committee members noted that the barrier line would need to be positioned so as to allow enough space for on-street parking along the north-western side of the road such that there is no impact on on-street parking.

Committee’s recommendation:

1. Extend barrier lines approximately 250m, in Rocky Point Road to the Farm Road intersection,
2. Install ‘No Stopping’ signs to reinforce the existing C3 ‘No Stopping’ lines at the intersection of Rocky Point Road and Marine Drive, as shown on the attached sketch, Annexure A.

Support for the recommendation:

1	Unanimous	✓
2	Majority	
3	Split Vote	
4	Minority Support	
5	Unanimous decline	



Legend

○ = Existing post

● = Proposed post

⦿ = Utility pole

Item: 24_05/23

Ferodale Road, Medowie – Request for parking restrictions

Requested by:

File:

Background:

A local resident has raised concerns with parking at Wirreanda School where parents angle park in the service road when picking up school kids. He feels that rear to kerb parking would be much safer than the current practice of nose-in parking. In addition, people have started to park in the cul-de-sac which needs the 'No Stopping' to be enforced.

Comment:

Inspection committee members noted that rear-in parking would be much safer in a school environment, especially where there is no separated footpath. There will be a tendency for drivers to reverse in from the wrong side of the road but this is better than current nose-in parking.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule 210 – Angle parking

RMS signs database – R5-501

Traffic control devices installed under Part 5.3 Div. 2 Road Transport Act 2013

Committee's recommendation:

Install '90° angle parking – rear in' signs and replace missing regulatory signs, as shown on the attached sketch, Annexure A.

Support for the recommendation:

1	Unanimous	✓
2	Majority	
3	Split Vote	
4	Minority Support	
5	Unanimous decline	



Legend

Angle* = 90° Angle parking - rear in
N St = No Stopping
UNR = Unrestricted

○ = Existing post ● = New post

Item: 25_05/23

Magnus Street, Nelson Bay – ‘No Stopping’ lines or signage request

Requested by: A resident

File: 344556

Background:

A local resident requests to have "no parking" signs or lines placed out the front of property between the kerbside driveways of No. 70 and 72 Magnus Street, Nelson Bay. The driveway is located on the crest of a hill and it is dangerous for residents as they can't exit safely.

Comment:

Inspection Committee members noted that it is not a safe place to park and should be prohibited. Lane width, between the face of kerb and the barrier line is only approximately 4.5m, meaning that a parked vehicle would be less than 3m from the barrier line and would be illegally parked.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule 168 – No parking signs

RMS signs database – R5-40

Traffic control devices installed under Part 5.3 Div. 2 Road Transport Act 2013

Discussion:

Committee members noted that the existing lane widths already made it illegal to park there and that the whole length of Magnus Street is a similar width.

Committee's recommendation:

Install 'No parking' from 74-62 Magnus Street, Nelson Bay, as shown on the attached sketch, Annexure A.

Support for the recommendation:

1	Unanimous	✓
2	Majority	
3	Split Vote	
4	Minority Support	
5	Unanimous decline	



Item: 27_05/23

Kirrang Drive, Medowie – Request for parking restrictions

Requested by: A resident

File: 343987

Background:

A local resident has complained to Council of parking issues at Yulong Park, Kirrang Drive and Wilga Road during the weekend soccer games. He requests installing "No Parking" signs on the northern side of the crossing at Campvale Drain.

He has raised another issue of car parking in Wilga Road, stating: "When driving through the southern end of Wilga Road there is absolutely no way vehicles heading in opposite directions can safely pass each other when there are vehicles parked on both sides of the road. Due to the poor state of the shoulders on Wilga Road pedestrians are using Wilga Road pavement as a footpath so it is inevitable that one day there will be an accident. Neither road has footpaths (with the exception of immediately in front of Yulong Park) and there is no Pathway Plan that covers the Wilga Road issue so why is PSC allowing vehicles to park on Kirrang Drive or Wilga Road?"

Comment:

Inspection Committee members noted that parking in Wilga Road would be unlikely to impact residents. Parking restrictions at the Campvale drain crossover would assist safety of pedestrians.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule 167 – No stopping signs

RMS signs database – R5-400

Traffic control devices installed under Part 5.3 Div. 2 Road Transport Act 2013

Discussion:

Traffic Committee members noted that the situation is similar to many other sporting grounds, where parking demand far exceeds the available supply.

Steven Moore, representing Kate Washington MP, suggested that a drop-off zone be provided, where parents could safely drop-off children before moving off to park elsewhere. Council officers will investigate this further.

Cr Wells has also suggested that other nearby parking areas should be utilised, such as Ferodale Oval or Medowie Social, in consultation with the sporting clubs.

Committee's recommendation:

Install 'No Stopping' restrictions in Kirrang Drive, Medowie, at the path crossover near Campvale Drain, as shown on the attached sketch, Annexure A.

Support for the recommendation:

1	Unanimous	✓
2	Majority	
3	Split Vote	
4	Minority Support	
5	Unanimous decline	



Item: 28_05/23

Sky Close, Taylors Beach – Request for parking restrictions

Requested by: A business operator

File: 343990-2023

Background:

A local business operator writes: “I have been in Business at No. 9 Sky Close for the past 8 years. Since the development of the new Homemakers Centre opposite, we have been experiencing parking problems. This problem has accelerated in the past couple of months. Cars, utes and sometimes trucks park in the roundabout. Some even park on our grass. Our couriers complain they cannot get their trucks to our doors as cars are constantly parking too close to our driveway. We need egress especially when we have containers delivered (which happens every couple of months). Can council erect some parking signs and road markings to assist?”

Comment:

Although only one vehicle was observed to be parked at the time of inspections, any parking in the cul-de-sac head would be problematic for access.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule 169 – No stopping on a road with a yellow edge line

RMS Delineation Manual – Section 13

Traffic control devices installed under Part 5.3 Div. 2 Road Transport Act 2013

Discussion:

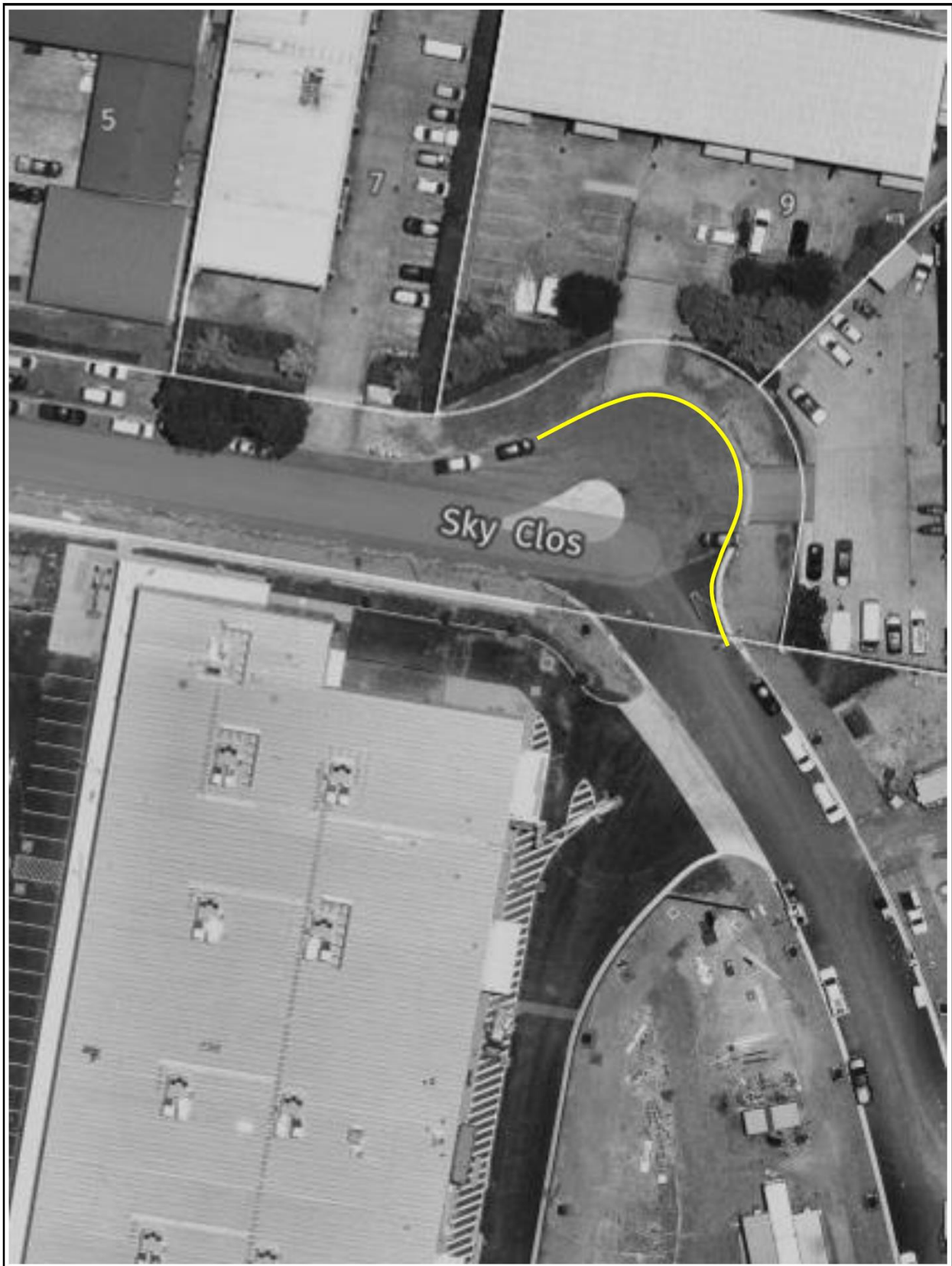
Traffic Committee members noted that parking demand has eased since the opening of the new shopping areas.

Committee’s recommendation:

Install C3 'No Stopping' line around the head of the Sky Close cul-de-sac, as shown on the attached sketch, Annexure A.

Support for the recommendation:

1	Unanimous	✓
2	Majority	
3	Split Vote	
4	Minority Support	
5	Unanimous decline	



The meeting closed at 10:32am