
**Port Stephens
Local Traffic Committee Minutes**

**Meeting held in the Port Stephens Council Committee room and via Zoom on
Tuesday 7th March 2023, at 9:30am**

Present:

Mayor Ryan Palmer, Senior Constable Craig Shaw - NSW Police, Cr Leah Anderson, Cr Giacomo Arnott (representing Kate Washington MP), Jamie Smoother – Transport for NSW, John Maretich, Andrew Behrens, Joe Gleeson (Chairperson), Anna Brown – Port Stephens Council

Apologies:

Mal Britt – Busways, Anthony Biscan – Port Stephens Coaches, Tarrack Dow – CDC Hunter Valley Buses

A. Business arising from previous meetings

05_02/23 Government Road, Nelson Bay – Road Safety improvements

B. Listed matters

10_03/23 Wighton Street, Seaham – Request for a weight limit

**11_03/23 Bagnall Beach Road, Salamander Bay – Request for
installation of bus zone signs**

**12_03/23 Brocklesby Road, Medowie – Request for Bus Zone to be
extended**

**13_03/23 Still Street, Seaham – Request for parking restrictions in the
cul-de-sac**

**14_03/23 Adelaide Street, Raymond Terrace – Installation of stop
controls at Coonanbarra Street**

A. Business arising from previous meetings

Item: 05_02/23

Government Road, Nelson Bay – Road Safety improvements

Requested by: PSC

Background:

Following on from the February Local Traffic Committee minutes, as part of road safety improvements on Government Road, Corlette and Nelson Bay, Council is preparing the following:

- Install a pedestrian refuge island and kerb blisters (both sides of road) where the shared path connects Government Road through to Bagnall Beach opposite No. 165 Government Road.
- Install a pedestrian refuge and kerb blisters (both sides) on Government Road between approximately No.93 and No.102 Government Road. Exact location may need to be adjusted due to driveways, steep batters into kerbs etc.

Detailed plans are now tabled to show the proposed refuges and the required changes to regulatory signs.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule 167 – No stopping signs

TfNSW signs database – R5-400

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

Discussion:

The works detailed in the designs tabled include:

- The proposed pedestrian refuge adjacent to No. 165 Government Road, advanced warning signs, hazard markers and 'No Stopping' signs
- The proposed pedestrian refuges at No. 95 and at No. 65 Government Road have had to be modified to become kerb extensions only. This has been necessitated due to local topography, the number of adjacent driveways and road width and sight distance restrictions. It also includes hazard markers and 'No Stopping' signs
- The section of Government Road from No.60 to Thompson Place includes an enhanced centreline (BB1) and also requires installation of C3, 'No Stopping' line along the northern kerb line

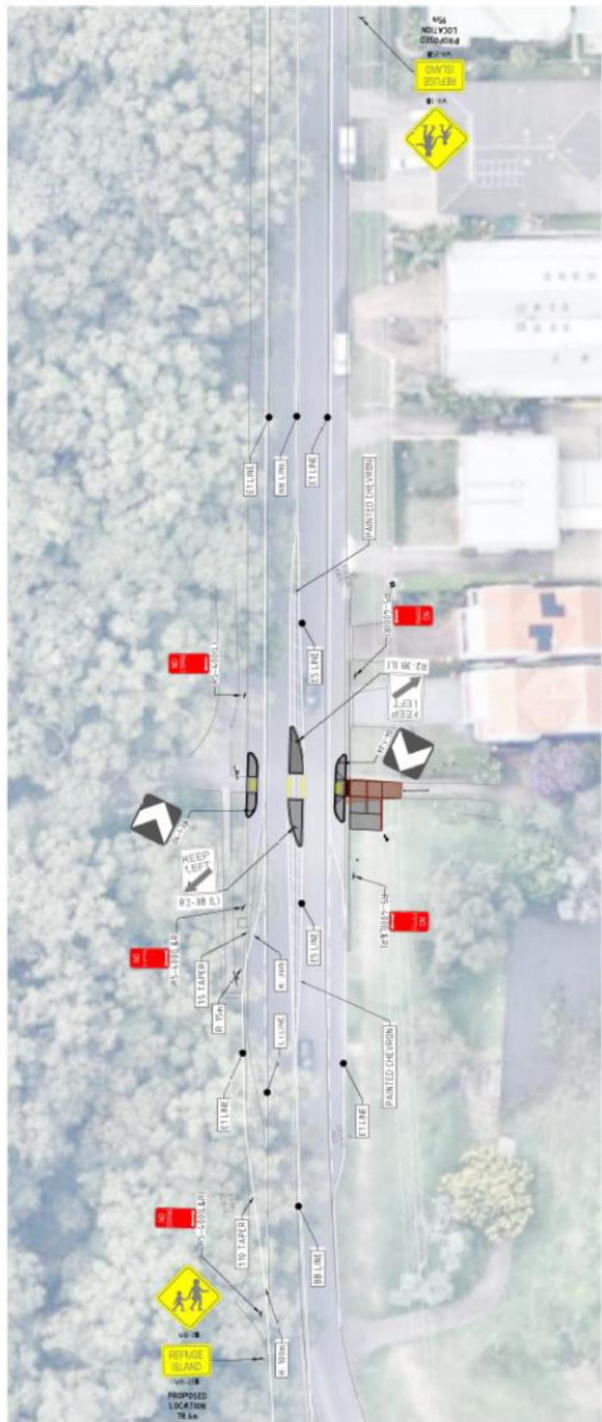
TfNSW highlighted the requirement for the design to cater for on-road cyclists, particularly at the pedestrian facilities. This will require the kerb extensions to be reduced in width to ensure cyclist safety is not compromised.

Committee's recommendation:

Support the installation of traffic control devices on Government Road, Nelson Bay and Corlette, as shown on the attached sketches, Annexure A.

Support for the recommendation:

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





B. Listed matters

Item: 10_03/23

Wighton Street, Seaham – Request for a weight limit

Requested by: A resident

File: 338484-2023 & 340244-2023

Background:

The resident writes: “the residents of Wighton Street are continuously covered in dust and risk health and safety when either walking or driving on this road. The health and safety of the residents and their animals is also significantly affected due to the excess dust created by fast cars, large trucks, and unlicensed youth riding motor bikes using this road even when they have alternate routes. There have been many accidents on this road over the years (have photographic evidence), but do not seem to have been reported by police, even though police have been in attendance for some of these. Hoping something can be done to reduce speed limit and the use of unnecessary large trucks on this road or the ultimate, sealing the road.

A load limit on this road would definitely help but need to have an exemption for the very considerate residents that need to drive their truck in the street.”

Comment:

Inspection Committee members did not support the introduction of a weight limit in Wighton Street. It was also noted that load limits would only apply to through-traffic and not to vehicles with an origin or destination within the restricted area and that this would need to be communicated to residents.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule 104 – No truck signs

TfNSW signs database – R6-10-2, R9-231

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

Discussion:

Committee members noted that ‘No truck’ signs, with a weight limit, may improve resident amenity by deterring heavy vehicles on Wighton Street.

Committee’s recommendation:

Install ‘Trucks prohibited’ signage with a 5T weight limit, to Wighton Street, Seaham.

Support for the recommendation:

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



Item: 11_03/23

Bagnall Beach Road, Salamander Bay – Request for installation of bus zone signs

Requested by: A resident

File: 340130

Background:

A local resident has contacted Council with concern for the safety of school students that use the school bus stop on Bagnall Beach Road, opposite Central Avenue, Salamander Bay. Cars are being parked very close to the bus stop, not leaving enough space for the bus to pull in.

Comment:

Committee members noted cars parked within the bus stop area at the time of inspections. Bus zone signage could inform motorists of their responsibility to leave the required space.

Port Stephens Coaches was contacted for comment and advised that there are often vehicles parked too close to the bus stop.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule183 – Stopping in a bus zone

TfNSW signs database – R5-20

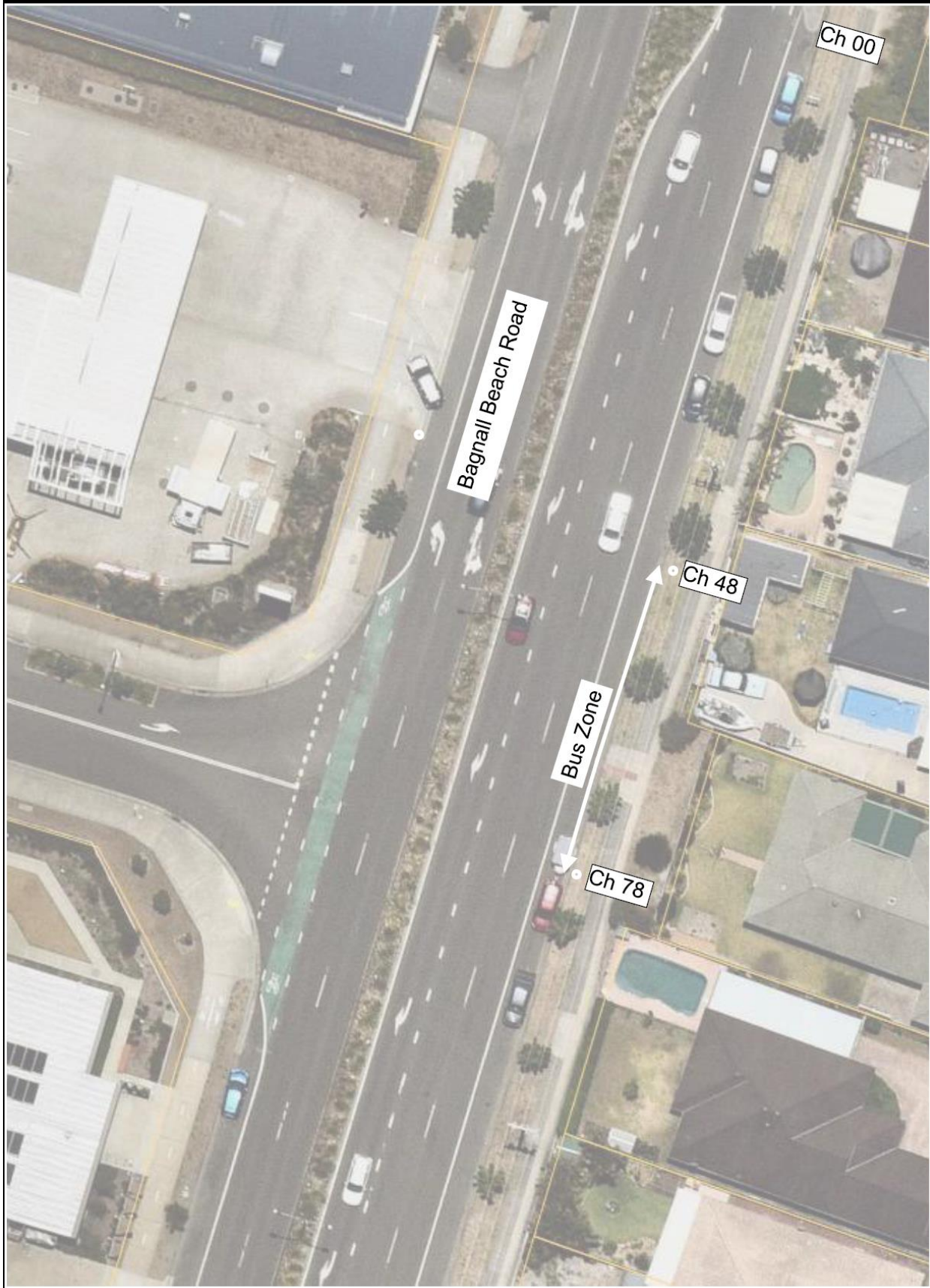
Traffic control devices installed under Part 5.3 Div. 2 Road Transport Act 2013

Committee's recommendation:

Install Bus Zone signage in Bagnall Beach Road, Salamander 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: 12_03/23

Brocklesby Road, Medowie – Request for Bus Zone to be extended

Requested by: Wirreanda Public School

File:

Background:

The school principal writes: “I would like to formalise our request to the traffic committee for the school bus zone on Brocklesby Road Medowie to be extended to the south by 35 meters to align with the staff car park driveway.

This will allow our school buses to:

- Fit into the extended zone at the same time
- Pull in at a safer angle without cars blocking the entry access.
- Pick up safely for excursions without having to wait further down Brocklesby Road until there is space

The extended space will also allow better line of sight for our crossing guards when performing their duties.”

Comment:

The Inspection Committee supported the proposed bus zone extension. No issues were evident.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule183 – Stopping in a bus zone

TfNSW signs database – R5-20

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

Committee’s recommendation:

Extend the existing school bus zone, in Brocklesby Road, Medowie, and standardise the times of operation for the parking restrictions, 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

N St	=	No Stopping
N St*	=	No Stopping - 8-9.30am, 2.30-4pm School Days
UNR	=	Unrestricted parking
NP*	=	No Parking - 8-9.30am, 2.30-4pm School Days
BZ*	=	Bus Zone - 8-9.30am, 2.30-4pm School Days
○	=	Existing post
●	=	New post

Item: 13_03/23

Still Street, Seaham – Request for parking restrictions in the cul-de-sac

Requested by: A resident

File:

Background:

A local parent/carers has contacted Council to request better parking and road space around Seaham Public School, Still Street, Seaham. Still Street has a large drain/gutter preventing parking and the cul-de-sac at the end of the street is inadequate for a u-turn because of people parking at the end of it. I see on the School's first newsletter the road rules regarding schools and it states no 3 point turns. There is no other option when the road is too narrow and doesn't go through.

Comment:

The Inspection Committee supported installing part-time parking restrictions, subject to consultation. The school has been contacted and is also supportive.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule 167 – No stopping signs

TfNSW signs database – R5-400

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

Discussion:

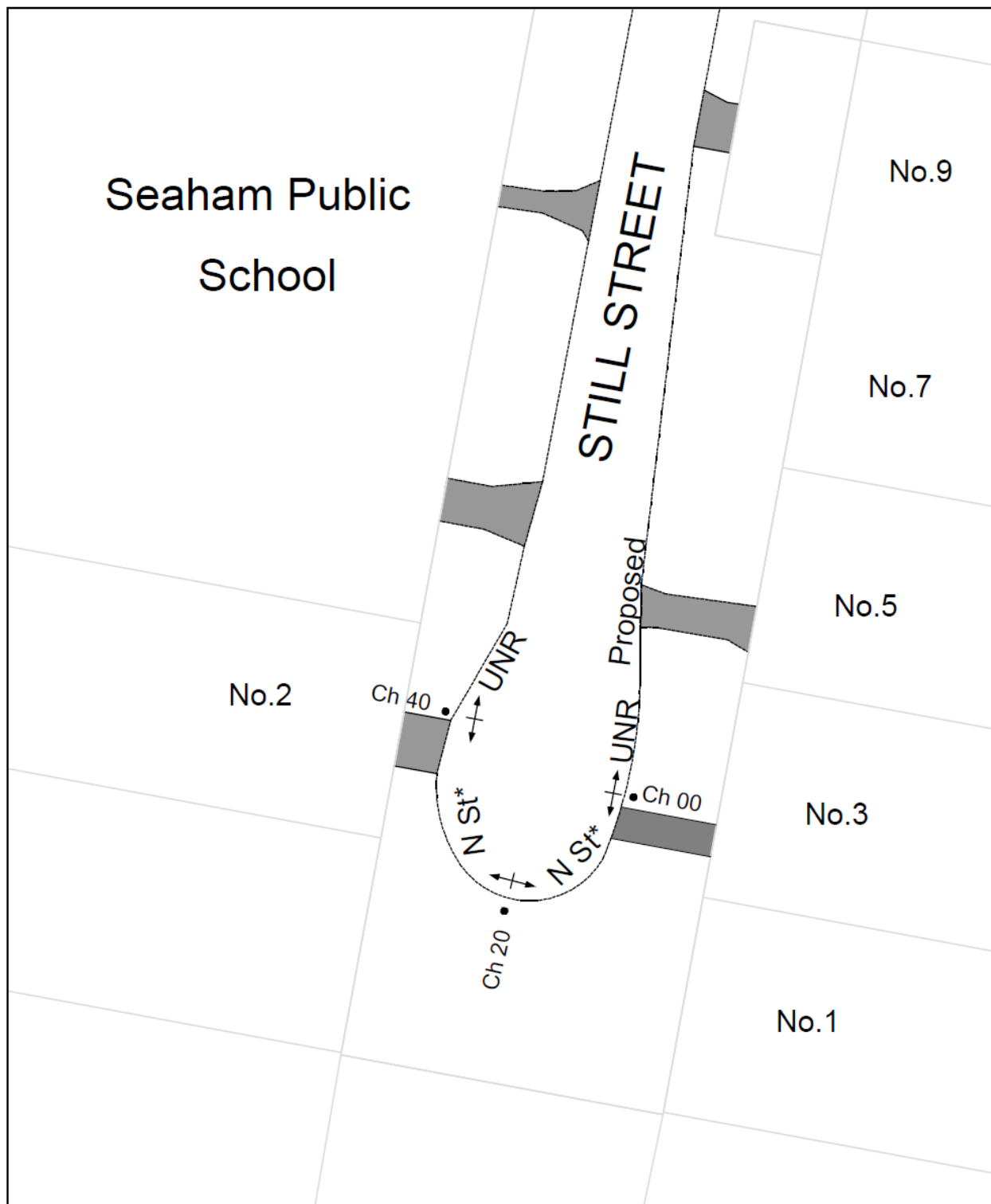
Councillor Arnott requested that affected residents be consulted prior to changing any parking restrictions.

Committee's recommendation:

Install 'No Stopping' restrictions in Still Street, Seaham, to operate during school zone times, 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

N St* = No Stopping - 8.00-9.30am, 2.30-4.00pm School Days
UNR = Unrestricted parking

Item: 14_03/23

Adelaide Street, Raymond Terrace – Installation of stop controls at Coonanbarra Street

Requested by: Port Stephens Council

File:

Background:

Council was successful in obtaining a Federal Blackspot grant to undertake the following works along Adelaide Street, Raymond Terrace:

- Install a raised centre median island, north and south of the pedestrian crossing adjacent to Kent Street.
- Install kerb extensions on both sides of the road at the pedestrian crossing
- Upgrade the lighting at the crossing as required to meet current pedestrian lighting standards
- Upgrade asphalt wearing surface north and south of the pedestrian crossing to a high friction asphalt seal
- Install rural gateway treatment at the speed limit change
- Upgrade the intersection of Adelaide Street and Coonanbarra Street. Change from give way line to stop line and install a raised median if possible. Adjust line markings to suit conditions.

There has been a fatal head-on crash, a pedestrian crash as well as two other non-injury crashes that have occurred from the 50km/h entry to 300m north, on Adelaide Street. The current pedestrian crossing at Kent Street does not comply with standards as pedestrians are required to walk across two lanes heading north being Adelaide St northbound lane and the Kent Street turn lane. Standards require only one lane per direction of travel. There is also no protection to the sides which leave path users in a more open and vulnerable position. Installing kerb blisters / extensions on the sides of the travel lanes will provide additional protection for pedestrians. The centre median island also does not comply with current standards. This will be upgraded and extended to the south for approximately 50m to provide delineation for road users and aid in protecting path users.

The turn lane into Kent St will be shortened and modified, possibly removed. This turn lane is a hangover from the old Pacific Highway days and is not required based on current and projected traffic volumes. Having this turn lane adds additional conflict points to this crossing which is not ideal.

The rural gateway treatment is a mixture of linemarking and lane narrowing's to help emphasize and enforce the speed limit change when entering Raymond Terrace, without compromising safety for other road users such as cyclists.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule 67 - Stopping and giving way at a stop sign or stop line at an intersection without traffic lights

TfNSW signs database – R1-1

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

Discussion:

Committee members did not support the introduction of Stop control at Coonanbarra/Sketchley intersection, as the sight distance requirements would not be met. Cr Arnott also requested that consideration be given to removal of the median on Adelaide Street and construction of a roundabout at this intersection. It was advised that this is outside the scope of this project.

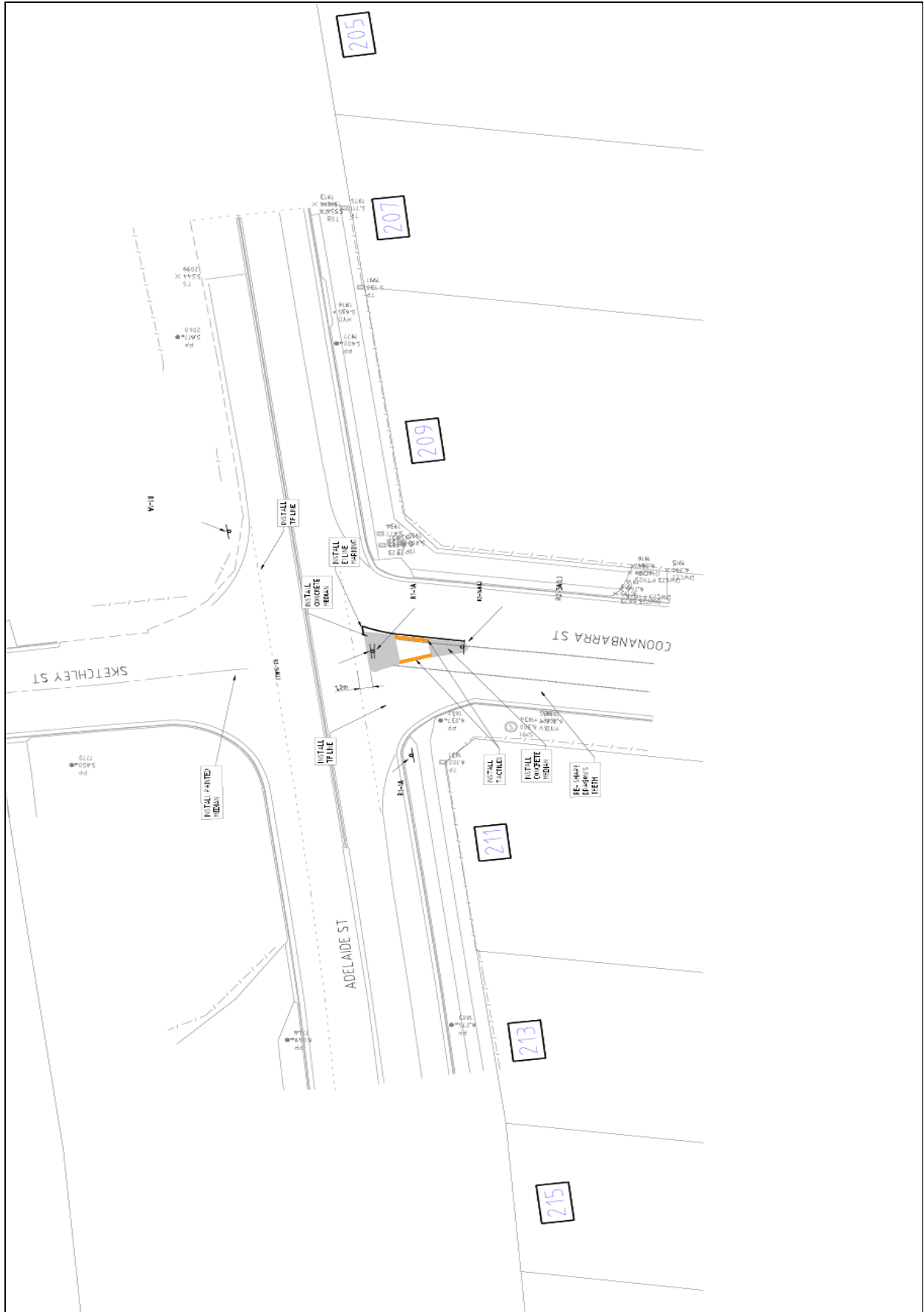
TfNSW questioned the use of red pavement marking at the gateway treatment however, this is in accordance with the TfNSW Standard *Town Entry Gateway Treatment* (TS 00020:1.0).

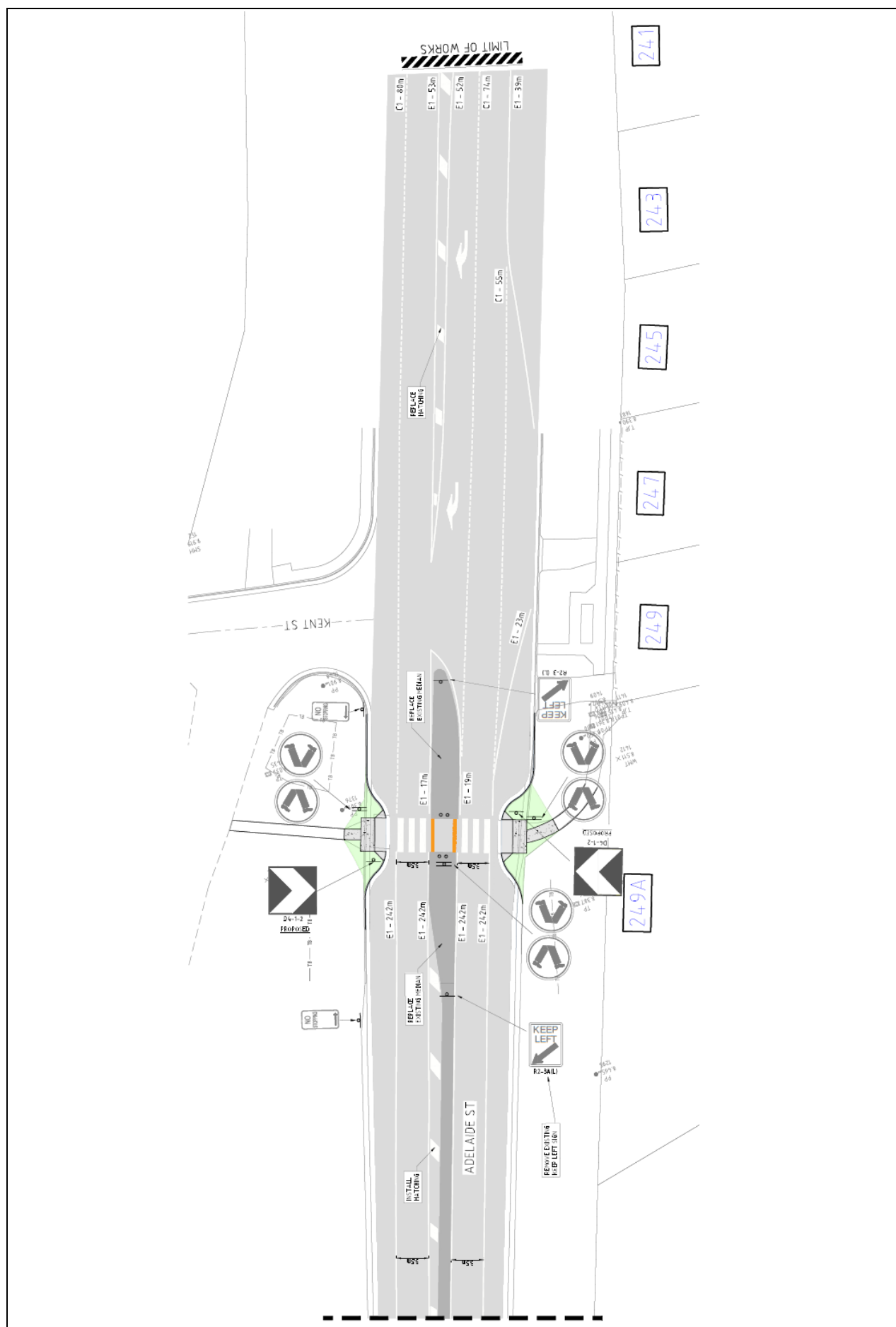
Committee's recommendation:

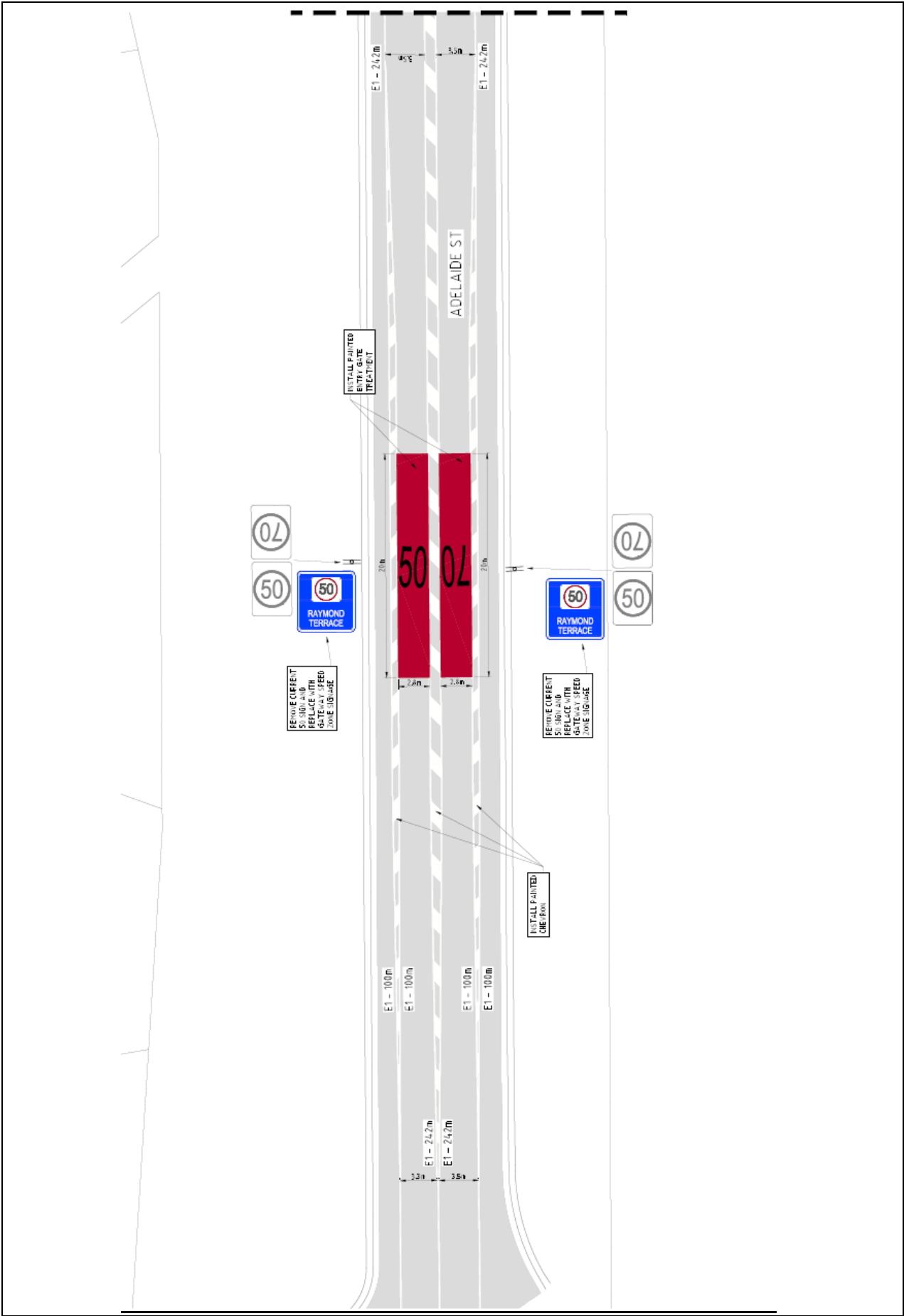
1. Install a gateway, entry treatment on Adelaide Street, Raymond Terrace in accordance with the TfNSW Standard *Town Entry Gateway Treatment* (TS 00020:1.0).
2. Upgrade the pedestrian crossing, including kerb extensions, replace the non-compliant median, signs and linemarking.
3. At the intersection of Adelaide Street and Coonanbarra Street, retain existing give way control, install a raised median and adjust line markings to suit, 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 10.45am