
**Port Stephens
Local Traffic Committee Minutes**

**Meeting held in the Port Stephens Council Committee room and via Zoom on
Tuesday 1st October, 2024 at 9:30am**

Present:

Cr Giacomo Arnott representing Tim Crakanthorp MP, John Carey, Paul Stevens – TfNSW, William Ridley - CDC Hunter Valley Buses, John Maretich, Andrew Behrens, Joe Gleeson (Chairperson) - Port Stephens Council

Apologies:

NSW Police, Kate Washington MP, Anthony Biscan – Port Stephens Coaches, Mark Morrison – Transport for NSW, Dave Davies - Busways

A. Business arising from previous meeting

612_08/24 Cox's Lane, Fullerton Cove – Request for speed limit change

29_09/24 Italia Road, Balickera – Request for a review of proposed regulatory signage

B. Listed matters

30_10/24 Camfield Drive, Heatherbrae – Signage and linemarking plan

31_10/24 Muir Street, Medowie – Request for parking restrictions

32_10/24 Paterson Road, Woodville – Extension of 'No Stopping' at Iona Public School

A. Business arising from previous meeting

Item: 612_08/24

Cox's Lane, Fullerton Cove – Request for speed limit change

Requested by: Cr Arnott

File:

Background

At the August Local Traffic Committee meeting, Cr Arnott requested that the 50km/h speed limit be reinstated in Cox's Lane at Fullerton Cove. The speed limit was recently changed to 60km/h, following a TfNSW review of speed limits in the area.

Council subsequently wrote to TfNSW, requesting that the speed zone changes be reviewed, in accordance with the resolution on this matter made at the Council meeting held on 23 July 2024.

Response from Transport for NSW:

"Transport for NSW has reviewed its recent decision to change the speed limit on Cox's Lane to 60km/h, and we have determined the change is appropriate and will remain in place.

Transport for NSW reduced the speed limit to 60km/h on all roads included in our recent speed zone reviews in the area, with the only exception being on Cox's Lane where we increased the speed limit to 60km/h from 50km/h. We made this decision from a holistic view to create a consistent precinct with limited speed-limit changes.

On Fullerton Cove Road, development has been varied and extensive over time. There is a new Over 55s' complex (The Cove) which now accesses Fullerton Cove Road off the roundabout, and another similar facility is under construction next door. There is also a shopping centre at the development-application (DA) stage in the same area. Transport for NSW could find no review in any system creating a 50km/h zone on Cox's Lane. There is a single 50km/h sign on Cox's Lane near Fullerton Cove Road, but no pavement numeral which Transport always provides. There are also no 50km/h signs on approach from the Nelson Bay Road interchange.

A short section of Cox's Lane nearer to Fullerton Cove Road might appear appropriate for a 50km/h speed limit, but that section of road doesn't continue for more than 200-to-300 metres, and there is mostly bush on both sides of the road leading up to the interchange.

Transport for NSW did not install the 50km/h zone on Cox's Lane because Cox's Lane aligns with a rural residential 60km/h zone under both the old NSW Speed Zoning Guidelines and the new Standard that we use to determine speed limits.

Several side roads had default rural 100km/h speed limits, so we also brought down those speed limits to 60km/h.

We acknowledge your comment about community concerns around heavy vehicle movements on Cox's Lane. It is important to note heavy vehicles (vehicles heavier than 5 tonne) are banned from using Cox's Lane, and this is signposted on both Cox's Lane and Fullerton Cove Road.

We hope this has clarified the reasoning behind our decision to change the speed limit on Cox's Lane."

Discussion:

Cr Arnott expressed his concerns with the decision from TfNSW, to keep the speed limit at 60km/h. He expressed that he will continue to strive to have this decision overturned and to have Cox's Lane returned to a 50km/h speed limit.

Council will arrange to collect traffic volume and speed data to determine the speed and type of vehicle currently using Cox's Lane.

Item: 29_09/24

Italia Road, Balickera – Request for a review of proposed regulatory signage

Requested by: Development Engineering

File: 138-2024-48-1

Background

Boral has an approval for the continued operation of the Boral Seaham Quarry, under development consent number **7-1985-2683-6**, subject to the following condition (among others):

(31) Prior to the commencement of quarrying within the north-east quarry pit to lower the pit floor from RL 75m to RL 45m, the following steps relating to regulatory signage are to be undertaken:

(a) A Roads Act Approval Application is to be made to Council in accordance with Section 138B of the Roads Act 1993 for the installation of regulatory signage at the approach of the intersection of Italia Road and Pacific Highway prohibiting the right hand turn of quarry trucks from Italia Road onto the Pacific Highway.

The regulatory signage is to apply to quarry trucks only, through a means endorsed by the Local Traffic Committee. The sign is to specify any exceptions to which the signage does not apply, such as light vehicles, buses and the like.

(b) The Roads Act Approval Application, inclusive of regulatory signage is to be referred to the Local Traffic Committee for endorsement.

(c) The approval or recommendation of the Local Traffic Committee is to be implemented under the Roads Act Approval.

Discussion:

Local Traffic Committee members did not support the proposed signage, noting that the sign proposed does not meet the requirement of being a regulatory sign.

The suggestion from Committee members is that the previously proposed 'No Right Turn' with a supplementary plate such as 'Vehicles under 17m excepted' would be more suitable.

It was noted and acknowledged that such a sign would potentially impact some non-quarry traffic but that this is unavoidable.

Committee's recommendation:

Council officers to liaise with the applicant to develop a suitable sign design.

Support for the recommendation:

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



DEVELOPMENT CONSENT 7-1985-2683-6
CONDITION 31
PROPOSED ITALIA ROAD SIGNAGE - SITE PLAN
25 SEPTEMBER 2024

**QUARRY
TRUCKS
MUST
TURN
LEFT**

A. Listed matters

Item: 30_10/24

Camfield Drive, Heatherbrae – Signage and linemarking plan

Requested by: Development Engineering

File: 138-2023-13-1

Background:

Local Traffic Committee acceptance is requested for the linemarking and signage plans for the next stage of road construction at Kinross Estate, Heatherbrae.

Comment:

The new roundabout at the intersection of Masonite Road and Camfield Drive is nearing completion as part of the Kinross Industrial Estate at Heatherbrae.

Legislation, Standards, Guidelines and Delegation:

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

Discussion:

TfNSW offered the following comments with regard to the submitted plans:

- Use of TB1 markings for Give Way or Stop controlled intersections is now optional under the AS1742 and not noted in any TfNSW supplements. It can be used if considered appropriate or necessary, otherwise the use of TB complies with the Standard;
- BL2 markings (the old double unbroken BB) usually ends on a prolongation of the side road's kerb line and not several metres back (as shown). It could be extended;
- Length of BL2 in the side roads – not shown - suggest the length be shown on the plans. Typically it can end at a point corresponding with the end of the statutory 10 x 10m No Stopping area in a standard treatment;
- The need for the Give Way intersection control is questioned when both side streets are 'T' intersections;
- Whether there's a need (or otherwise) to delineate the 10 x 10m statutory No Stopping areas at both intersections – using R5-400 signs and / or NS1 (old C3) yellow kerbside line. Could be applied at time of construction or assessed by Council later. Note if the 10 x 10m area is delineated, Council can apply signs or NS1 at any time without an LTC recommendation as the treatment is simply delineating the statutory area – however if the lengths are more than 10 x 10m, needs to go to LTC;
- Lane widths not shown.

Committee's recommendation:

Endorse the changes requested by TfNSW, to linemarking and signage plans for the next stage of the Kinross Estate, Heatherbrae, Annexure A.

Engagement level

Level 1 – Inform

Action: Provide stakeholders with information to assist understanding of the changes and the Local Traffic Committee recommendation once endorsed

Support for the recommendation:

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

Item: 31_10/24

Muir Street, Medowie – Request for parking restrictions

Requested by: A resident

File:

Background:

A local resident has contacted Council to report safety concerns when exiting the driveways along Muir Street, Medowie. The resident reports that sight distance is restricted by parked vehicles which resulted in a recent crash and requests that parking restrictions be considered to improve safety.

Comment:

It was also noted on inspections, that the pedestrian refuge in Muir Street, does not have the statutory ‘No Stopping’ restrictions installed

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

Committee’s recommendation:

Install ‘No parking’ and ‘No Stopping’ restrictions in Muir Street, Medowie, as shown on the attached sketch, Annexure A.

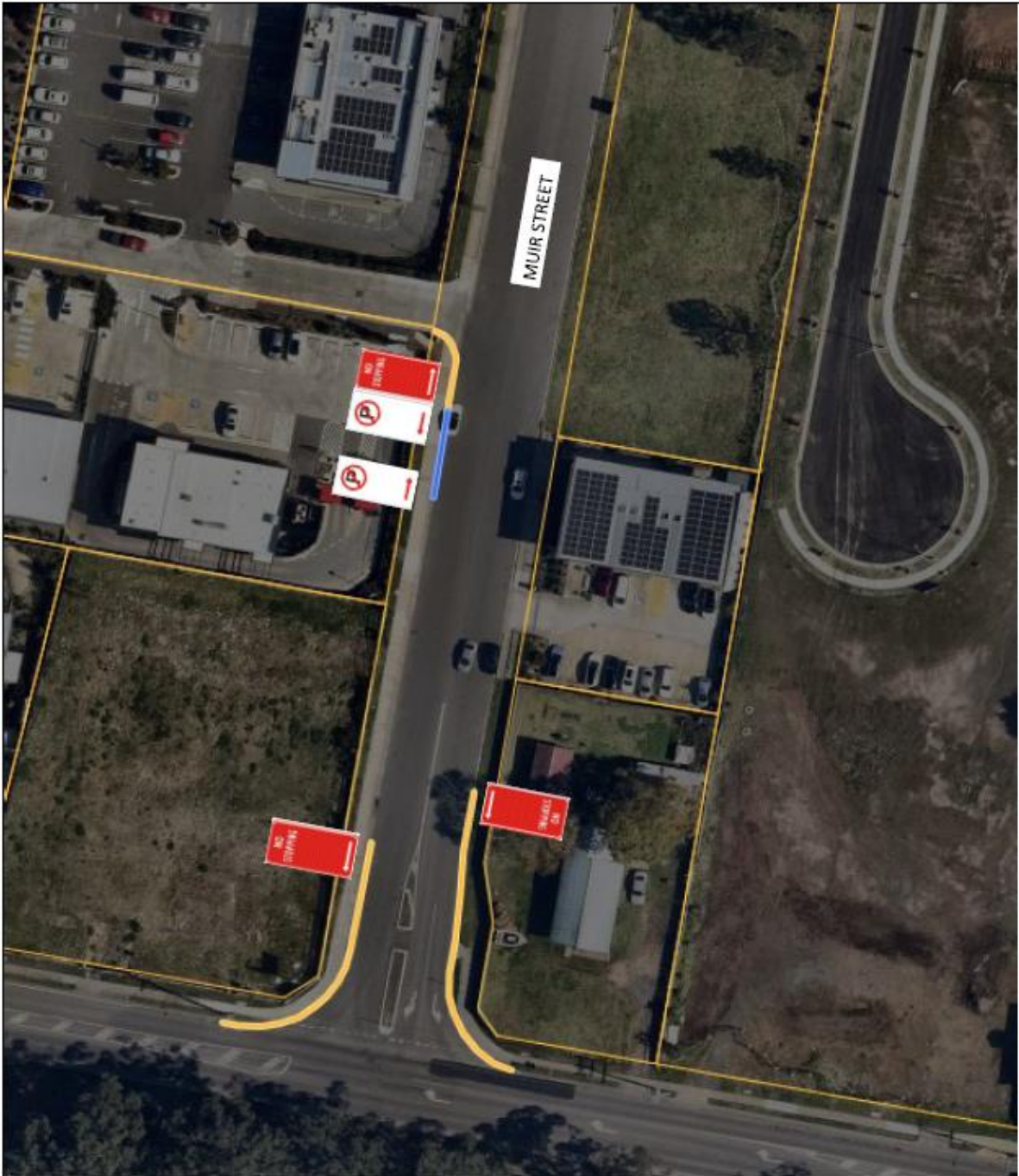
Engagement level

Level 1 – Inform



Action: Provide stakeholders with information to assist understanding of the changes and the Local Traffic Committee recommendation once endorsed

Support for the recommendation:

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



LEGEND

-  = No stopping restrictions (proposed)
-  = No parking restrictions (proposed)

Item: 32_10/24

Paterson Road, Woodville – Extension of ‘No Stopping’ at Iona Public School

Requested by: Port Stephens Council

File:

Background:

Changes to the parking layout at Iona Public School have necessitated a change to the existing parking restrictions.

Comment:

It was noted on inspections, that the existing, part-time, ‘No Stopping’ restrictions need to be extended to cover the fenceline between the school gate and the angle parking on the school side.

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

Committee’s recommendation:

Extend the part-time ‘No Stopping’ restrictions at Iona Public School, as shown on the attached sketch, Annexure A.

Engagement level

Level 1 – Inform

Action: Provide stakeholders with information to assist understanding of the changes and the Local Traffic Committee recommendation once endorsed

Support for the recommendation:

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



The meeting closed at 10.05am