
**Port Stephens
Local Traffic Committee Minutes**

**Meeting held in the Port Stephens Council Committee room and via Zoom on
Tuesday 3rd October 2023, at 9:30am**

Present:

Mayor Ryan Palmer, Jamie Smoother – Transport for NSW, Joe Gleeson (Chairperson), John Maretich, Andrew Behrens, Anna Brown – Port Stephens Council

Apologies:

Kate Washington MP, Cr Leah Anderson, NSW Police, William Ridley - CDC Hunter Valley Buses, Anthony Biscan – Port Stephens Coaches

A. Listed matters

- 50_10/23 Medowie Road, Williamtown – Safety concerns**
- 51_10/23 Magnus Street, Nelson Bay – Request for No Parking**
- 52_10/23 Masonite Road, Heatherbrae – Roundabout design**
- 53_10/23 Adelaide Street, Raymond Terrace – Request for a temporary bus zone**
- 54_10/23 Medowie road, Medowie - Connection to Tall Trees Estate**
- 55_10/23 Medowie Road Medowie – Installation of intersection controls at the Tall Trees Estate**
- 56_10/23 Ferodale Road, Medowie – Formalisation of bus stop ID: 2318238**

Addendum – Council’s agreed levels of engagement

A. Listed matters

Item: 50_10/23

Medowie Road, Williamstown – Safety concerns

Requested by: Fighter World

File:

Background:

A volunteer at Fighter World at Williamstown, has contacted Council to report a recent crash at the Fighter World access, on Medowie Road. There is concern from RAAF and Fighter World personnel that the right-turn into Fighter World is unsafe and should be banned, making all traffic approaching from the north, go to the roundabout and return to turn left-in.

Comment:

There appears to be a lot of activity at this property, possibly due to a popular café on-site with a high number of RAAF personnel attending. Banning of the right-turn from Medowie Road would improve safety although it would impact access to the site.

Ultimately, a channelized intersection would be ideal but would require significant funding for road widening. There is plenty of room within the road reserve to provide for a channelized turn, if funding were to become available.

In the short-term, additional warning signage may assist safety. A narrow median barrier is also a possibility but would need further discussion with affected stakeholders.

Traffic Data for the area of Medowie Road adjacent to the Fighterworld entrance, from November 2022:

- 9901 vehicles per day (ADT),
- 78km/h - 85th percentile speed
- 7% heavy vehicles
- Crash data details from third parties – yet to be confirmed by Police
- No reported crashes according to data from TfNSW – (up to current data period to September 2022)
- PSC has no roadworks planned in the 10 year plan

Design options/ issues:

- CHR (short) – Would require significant shoulder works over the length of the site with regard to the ADT / speed / HV % (B Double route)
- No Right turn – Left-in Left-out – would likely result in U-turns north and south of existing entrance
- Potential internal road connection to the south entrance of RAAF Base, including closure of the Fighter World Medowie Road access
- Activate a northern entrance to Fighter World with redesign of lanes and linemarking of RAAF Southgate turn in /out lanes on Medowie Rd

Discussion:

Local Traffic Committee members noted that without recorded crash data, it is difficult to establish a pattern of incidents. It was also noted that left-in / left-out restrictions, even with a median, would result in unsafe turning manoeuvres. It was recommended that warning signs be provided in the short-term and that Council officers investigate further options.

Committee's recommendation:

It was recommended that warning signs be provided in the short-term and that Council officers investigate further options.

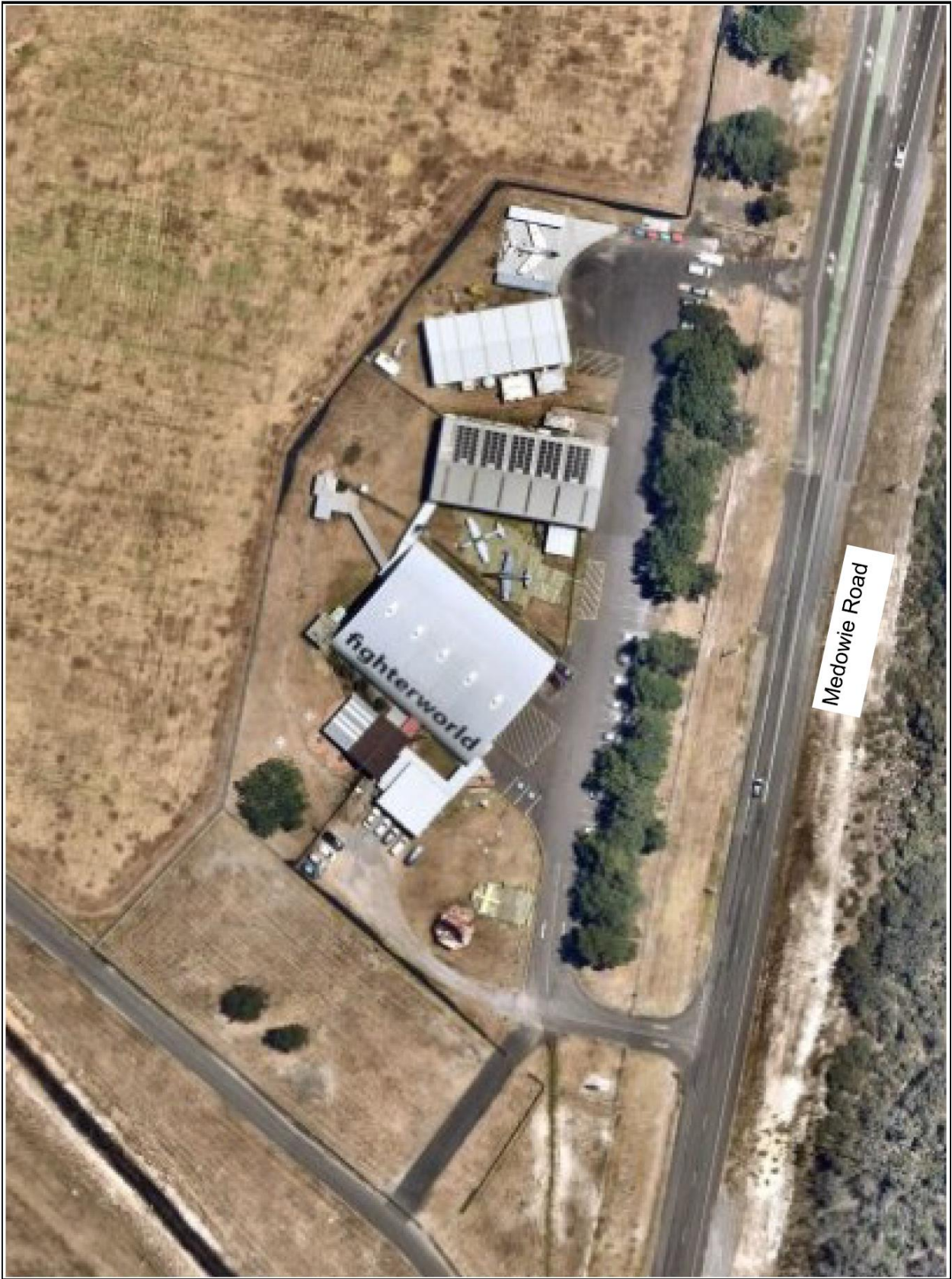
Engagement level

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: 51_10/23

Magnus Street, Nelson Bay – Request for No Parking

Requested by: A resident
File: CRM 358613

Background:

A local property owner is concerned about the traffic and parking along Magnus Street, Nelson Bay. He has found that getting out of the driveway at No.3 Magnus Street is extremely difficult as he is unable to see past the parked cars, with cars driving along the street drive quite fast.

Comment:

It was noted on inspections that it would be difficult to see past parked vehicles however, prohibition of parking would remove approximately 20 spaces, from a heavily used location. There is plenty of kerb space further to the north, with no driveway accesses, which is rarely used.

It was also noted that the whole road is too narrow for on-street parking on both sides of the road.

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:

Local Traffic Committee members noted that Council does not generally support installation of parking restrictions at residential driveways and that removal of parking is not supported.

Committee’s recommendation:

No action

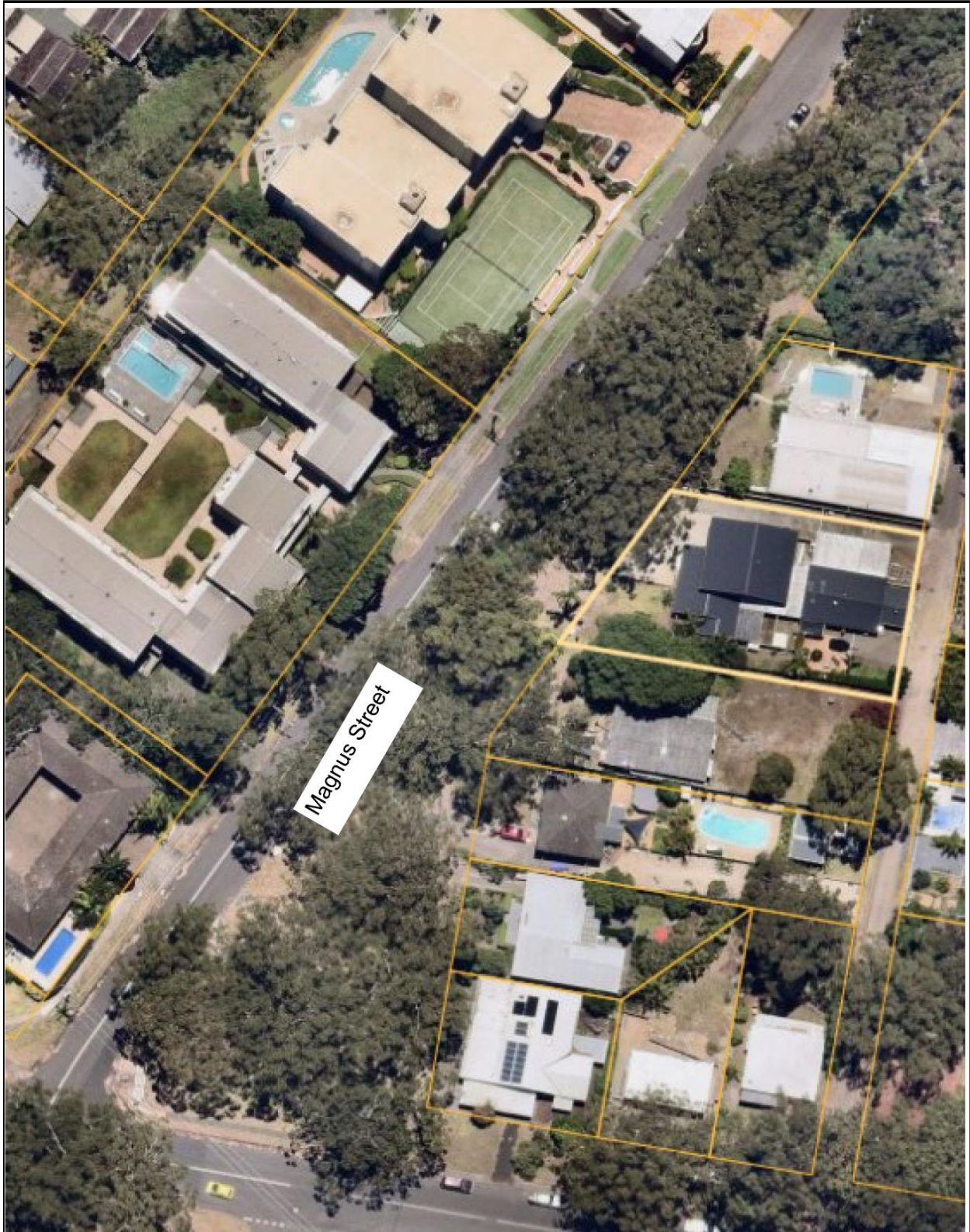
Engagement level

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: 52_10/23

Masonite Road, Heatherbrae – Roundabout design

Requested by: Development Engineering

File: 138-2023-13-1

Background:

Local Traffic Committee acceptance is requested for the linemarking and signage plans for the new proposed, Stage 2 Roundabout connection at Kinross Estate, Heatherbrae.

Comment:

The Kinross Industrial Estate at Heatherbrae is proposing construction of a roundabout on Masonite Road, Heathbrae. The roundabout will provide a safe connection for Camfield Drive, to the sections of the estate separated by Masonite Road.

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:

The TfNSW representative noted that splitter islands need to meet minimum design requirements and that kerb ramps and splitter islands should be provided on all legs of the roundabout

Committee’s recommendation:

Accept the linemarking and signage plans for the new proposed Stage 2 Roundabout Connection at Kinross Estate, Heatherbrae, as shown on the attached sketches, Annexure A.

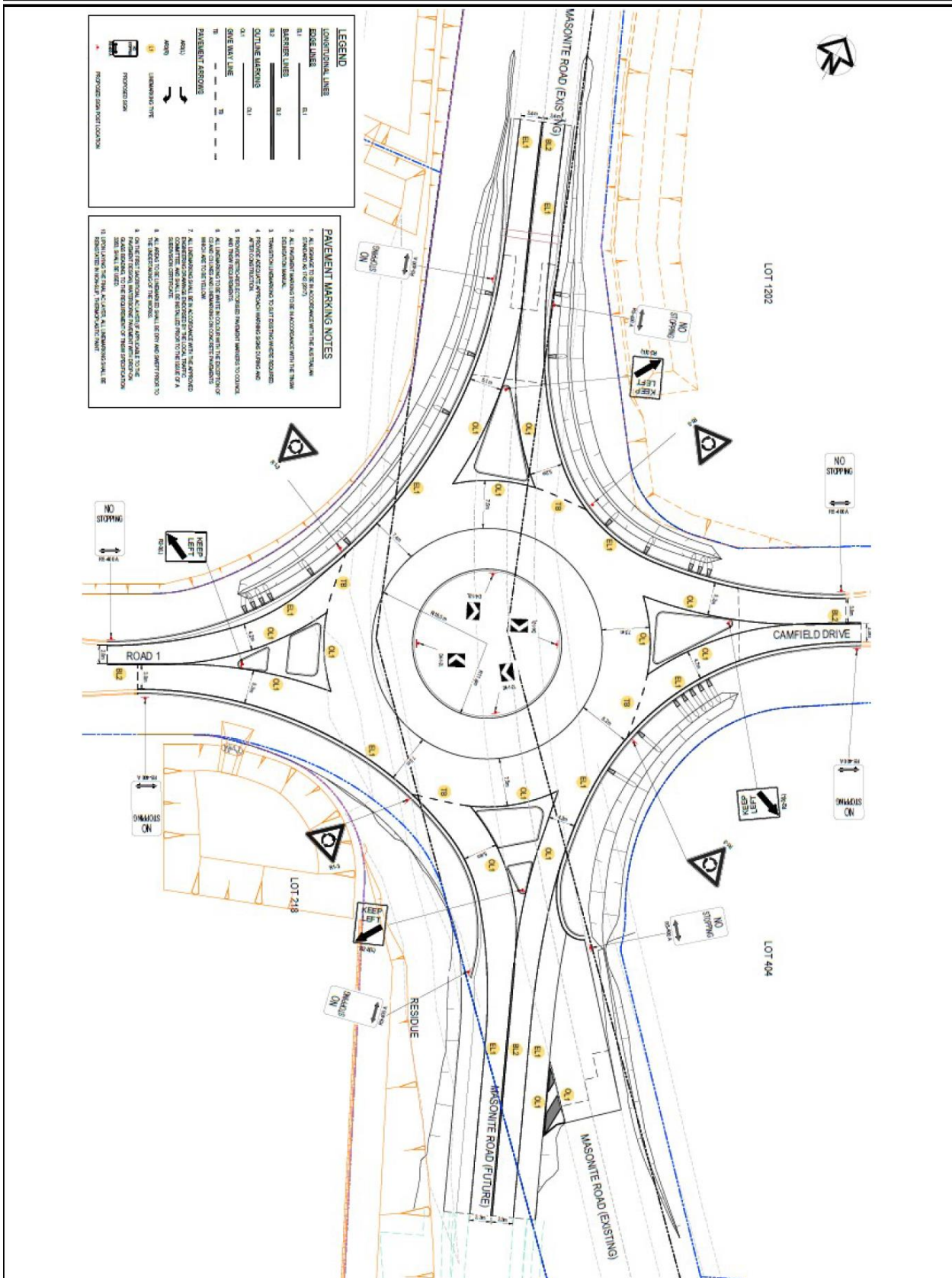
Engagement level

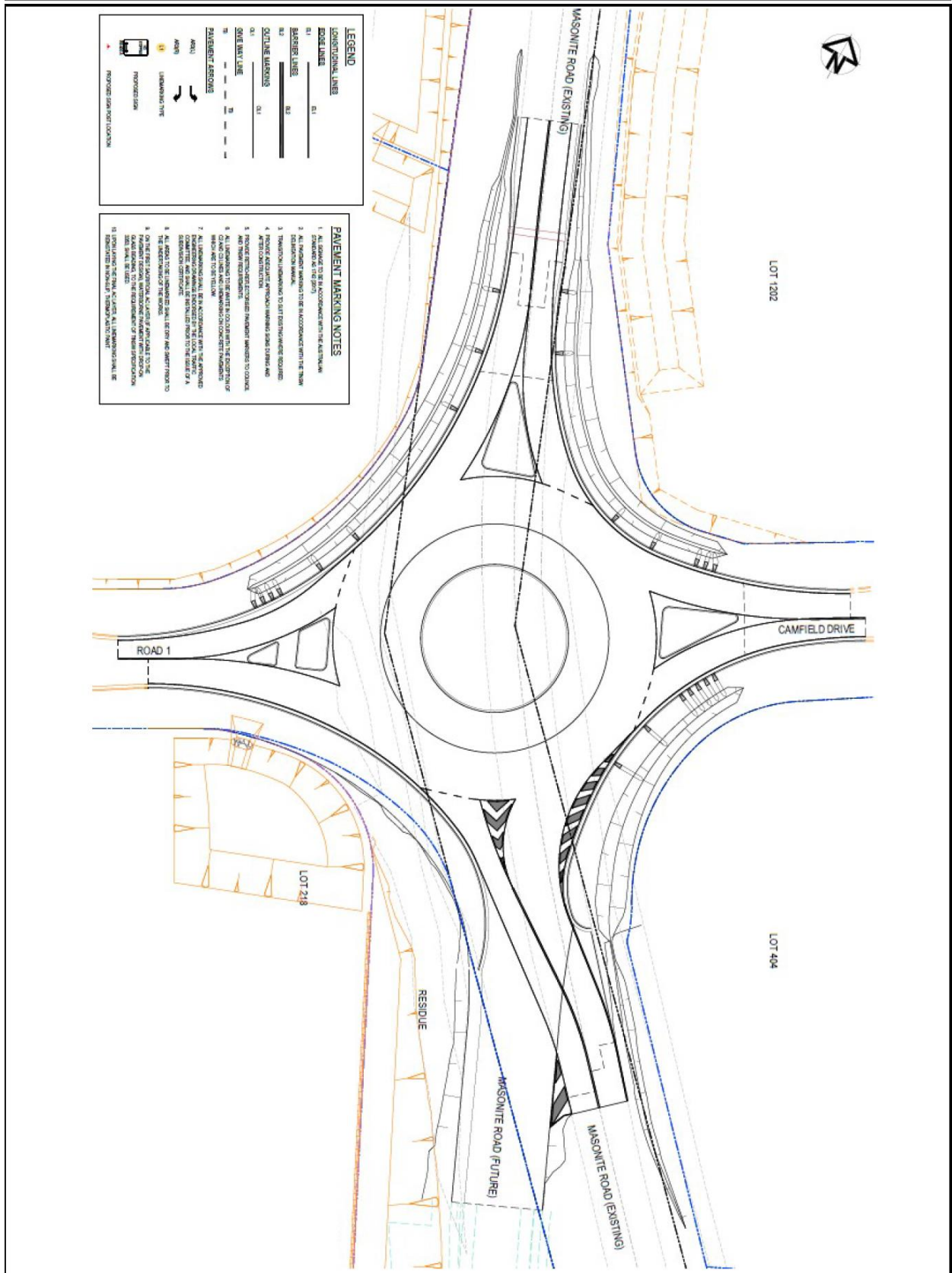
Level 1 – Inform

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

LONGITUDINAL LINES	—	01
EDGE LINES	—	02
SEPARATED LINES	—	03
OUTLINE MARKINGS	—	04
DRIVE WAY LINE	—	05

PAVEMENT MARKINGS

- ▲ LANE CHANGE TYPE
- ▲ ROAD WORKS
- ▲ PROPOSED SIGN
- ▲ PROPOSED SIGN POST LOCATION

- PAVEMENT MARKING NOTES**
1. ALL MARKINGS TO BE APPLIED TO THE ROAD SURFACE IN ACCORDANCE WITH THE AUSTROADS STANDARD AS 1742-2010.
 2. ALL MARKINGS TO BE APPLIED TO THE ROAD SURFACE IN ACCORDANCE WITH THE AUSTROADS STANDARD AS 1742-2010.
 3. TRAFFIC LIGHTS TO BE APPLIED TO ALL ROADWAYS AS REQUIRED.
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 15. ALL MARKINGS TO BE APPLIED TO THE ROAD SURFACE IN ACCORDANCE WITH THE AUSTROADS STANDARD AS 1742-2010.

Item: 53_10/23

Adelaide Street, Raymond Terrace – Request for a temporary bus zone

Requested by: RAAF

File: 89-2023-26-1

Background:

The Royal Australian Air Force are planning to hold an Airshow over Newcastle and at Williamstown RAAF Base, in November of this year. It is proposed to operate a park and ride system between Raymond Terrace and RAAF Williamstown. Airshow attendees will have the option to park on the open space behind the Council administration building in Raymond Terrace and catch shuttle buses to and from the RAAF Base.

The intent is to reduce congestion on the roads surrounding the airport on Sunday, 19th November, when there will be static aircraft displays at the RAAF Base open day and up to 20,000 visitors are anticipated at the Base.

The parking lane along Adelaide Street is required to allow buses to queue, pick-up and drop-off in the area that is currently unrestricted parking. In order to ensure that this area is free of parked vehicles on the day, it is proposed to install a temporary bus zone.

Comment:

It was noted that there would be little demand for parking in this location on the weekend, with most parking during the working week belonging to Council employees.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule 183 – 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 along Adelaide Street, Raymond Terrace for the 19th November 2023, as shown on the attached sketch, Annexure A.

The bus zone is to be removed following the Air Show

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: 54_10/23

Medowie Road, Medowie - Connection to Tall Trees Estate

Requested by: Development Engineering

File: 138-2023-32-1

Background:

Council has received a request for acceptance of proposed linemarking and signage for the new proposed connection to Tall Trees Estate, Medowie Road Medowie.

Comment:

The proposed R9-200 sign – ‘Emergency Vehicles Excepted’, is not delegated for Council installation and requires direct, written authorisation from TfNSW.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule 88 – Left turn signs, Rule 91 - No left turn

RMS signs database – R2-14, R2-6, R9-200

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

Discussion:

Local Traffic Committee members noted that there would likely be little demand for traffic to access directly to or from Medowie Road.

Committee’s recommendation:

Accept the proposed linemarking and signage plan, as shown on the attached sketch, Annexure A.

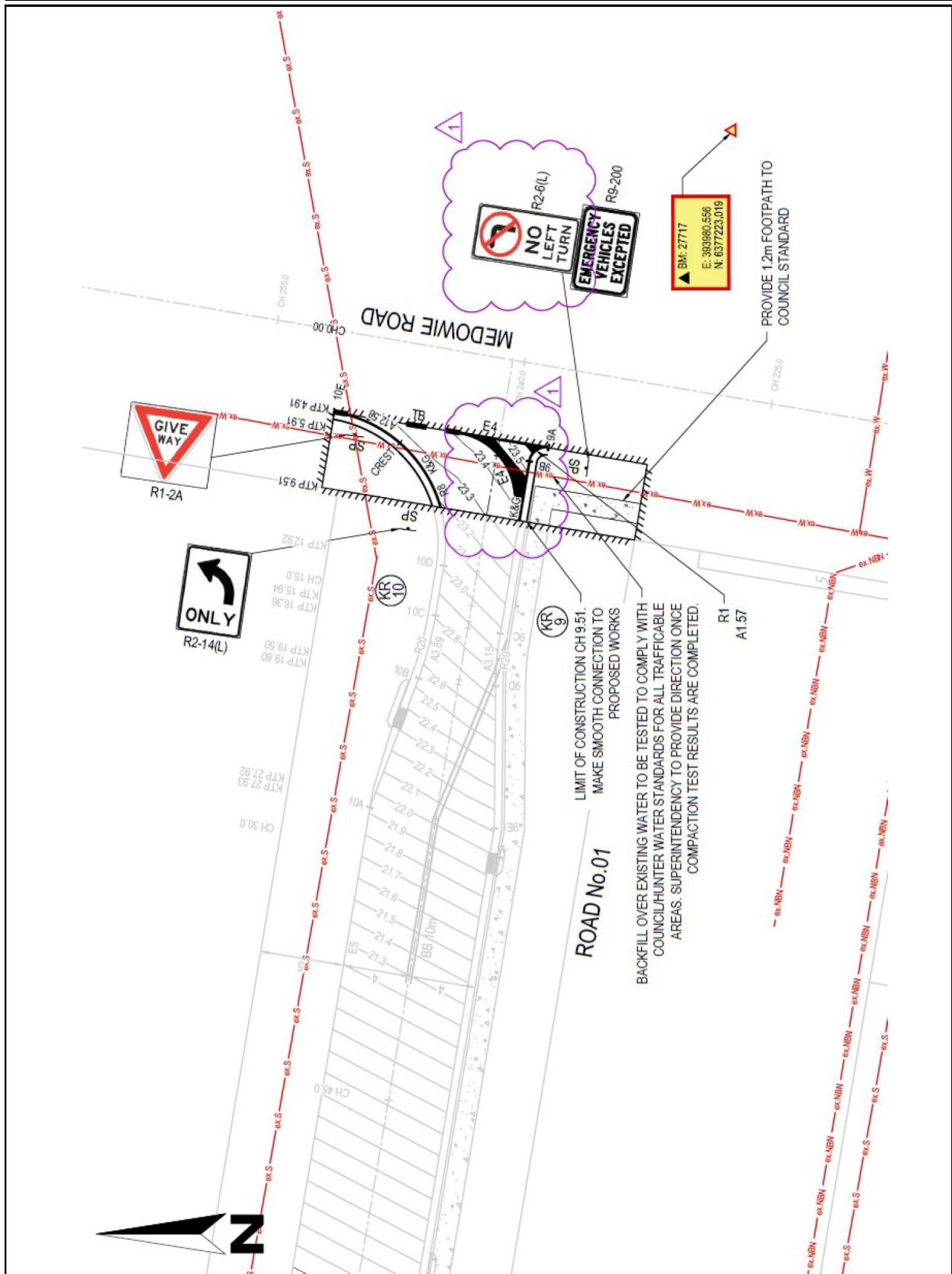
Engagement level

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	



Item: 55_10/23

Medowie Road Medowie – Installation of intersection controls at the Tall Trees Estate

Requested by: Development Engineering

File: 6-2017-837-1/2

Background:

Following initial consideration of this item during the June 2023 Local Traffic Committee, Council officers have been in discussions with the developer of the property at 799 Medowie Road in regard to the implementation of give way controls at intersections within the new subdivision.

The following timeline is noteworthy background in regard to the design of the 4-way intersection at 799 Medowie Road, Medowie.

1. Numerous RFI (last 10/01/2019) as part of the Development Engineering referral were sent requesting 4-way intersection to be designed as roundabout.
2. RFI sent from PSC planner to applicant (11/01/2019) requesting roundabout to be addressed whereby Council may accept an alternate design that is supported by LTC.
3. Request for conditions with 4 way intersection to be addressed prior to issue of CC.
4. Conditions of consent were approved on the floor of Council. The approved DA plans show a 4-way intersection as a Give Way intersection with conditions approved at the Council meeting as follows: *“a detailed plan of the 4-way Intersection of road 1, 2, 4 and Peppertree Road, including regulatory signage shall be prepared and approved by the Port Stephens Local Traffic Committee.”*
5. Construction Certificate first issued 14/06/2022 by private certifier.

The Developer has completed construction of the 4-way intersection.

Comment:

Although not in accordance with Council’s DCP, the 4-way intersection, in this instance will service low volumes of traffic, in a residential setting.

Legislation, Standards, Guidelines and Delegation:

NSW Road Rules – Rule 69 - Giving way at a give way sign or give way line at an intersection (except a roundabout)

RMS signs database – R1-2

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

Committee’s recommendation:

Accept the proposed signage and line marking as shown on the attached plan, Annexure A

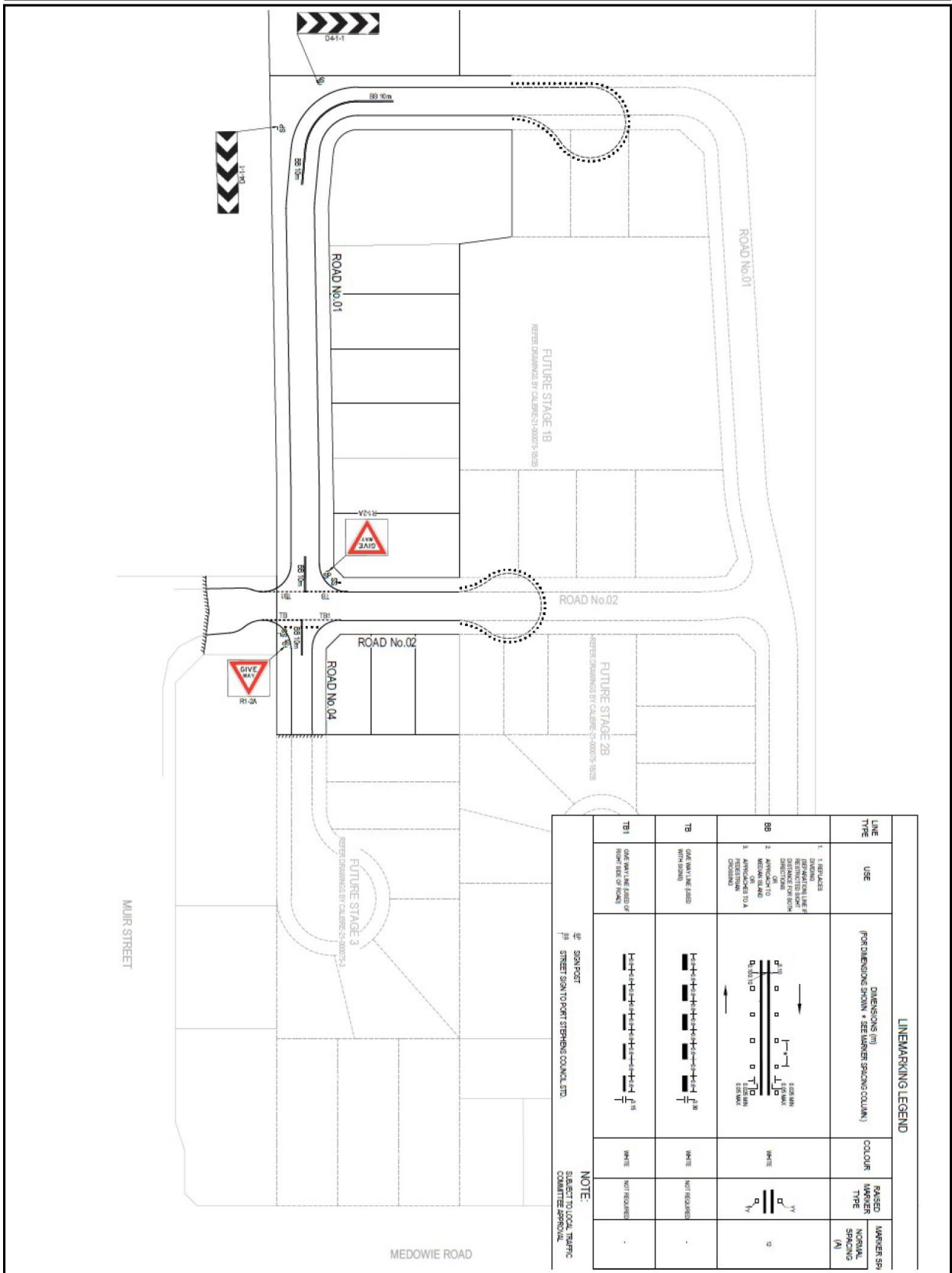
Engagement level

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	



LINEMARKING LEGEND					
LINE TYPE	USE	DIMENSIONS (m) (FOR DIMENSIONS SHOWN * SEE MARKER SPACING COLUMN)	COLOR	RAISED MARKER TYPE	MARKER SPACING (m)
TB1	GIVE WAY (SEE MARKER SPACING OF ROAD)		WHITE	NOT REQUIRED	-
TB	GIVE WAY (SEE MARKER SPACING)		WHITE	NOT REQUIRED	-
BB	1. APPROACH 2. APPROACH TO 3. APPROACH TO 4. APPROACH TO 5. APPROACH TO 6. APPROACH TO 7. APPROACH TO 8. APPROACH TO 9. APPROACH TO 10. APPROACH TO 11. APPROACH TO 12. APPROACH TO 13. APPROACH TO 14. APPROACH TO 15. APPROACH TO 16. APPROACH TO 17. APPROACH TO 18. APPROACH TO 19. APPROACH TO 20. APPROACH TO 21. APPROACH TO 22. APPROACH TO 23. APPROACH TO 24. APPROACH TO 25. APPROACH TO 26. APPROACH TO 27. APPROACH TO 28. APPROACH TO 29. APPROACH TO 30. APPROACH TO 31. APPROACH TO 32. APPROACH TO 33. APPROACH TO 34. APPROACH TO 35. APPROACH TO 36. APPROACH TO 37. APPROACH TO 38. APPROACH TO 39. APPROACH TO 40. APPROACH TO 41. APPROACH TO 42. APPROACH TO 43. APPROACH TO 44. APPROACH TO 45. APPROACH TO 46. APPROACH TO 47. APPROACH TO 48. APPROACH TO 49. APPROACH TO 50. APPROACH TO 51. APPROACH TO 52. APPROACH TO 53. APPROACH TO 54. APPROACH TO 55. APPROACH TO 56. APPROACH TO 57. APPROACH TO 58. APPROACH TO 59. APPROACH TO 60. APPROACH TO 61. APPROACH TO 62. APPROACH TO 63. APPROACH TO 64. APPROACH TO 65. APPROACH TO 66. APPROACH TO 67. APPROACH TO 68. APPROACH TO 69. APPROACH TO 70. APPROACH TO 71. APPROACH TO 72. APPROACH TO 73. APPROACH TO 74. APPROACH TO 75. APPROACH TO 76. APPROACH TO 77. APPROACH TO 78. APPROACH TO 79. APPROACH TO 80. APPROACH TO 81. APPROACH TO 82. APPROACH TO 83. APPROACH TO 84. APPROACH TO 85. APPROACH TO 86. APPROACH TO 87. APPROACH TO 88. APPROACH TO 89. APPROACH TO 90. APPROACH TO 91. APPROACH TO 92. APPROACH TO 93. APPROACH TO 94. APPROACH TO 95. APPROACH TO 96. APPROACH TO 97. APPROACH TO 98. APPROACH TO 99. APPROACH TO 100. APPROACH TO		WHITE	NOT REQUIRED	2

NOTE:
 SUBJECT TO LOCAL TRAFFIC COMMITTEE APPROVAL

Item: 56_10/23

Ferodale Road, Medowie – Formalisation of bus stop ID: 2318238

Requested by: Development Engineering

File: 6-2021-370-1

Background:

Part of the conditions of consent for a development at 5A and 5B, Ferodale Road, Medowie, requires:

'Details of the proposed bus stop location and design to be endorsed by the Local Traffic Committee prior to release of the Subdivision Works Certificate and the bus stop is to be constructed prior to release of the Subdivision Certificate.'

Comment:

Google maps shows the bus stop on the northern side of Ferodale Road, just after Fairlands Road but there is no infrastructure in evidence.

Legislation, Standards, Guidelines and Delegation:

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

Discussion:

Local Traffic Committee members noted that it will be difficult to fit a DDA compliant bus stop, at the location indicated, but that the general concept of the bus stop is supported by the Traffic Committee. It was noted that Council's Development Engineers will be able to liaise with the developer to ensure that a suitable outcome is achieved for the community.

Committee's recommendation:

Endorse the bus stop design plan, as shown on the attached sketch, Annexure A.

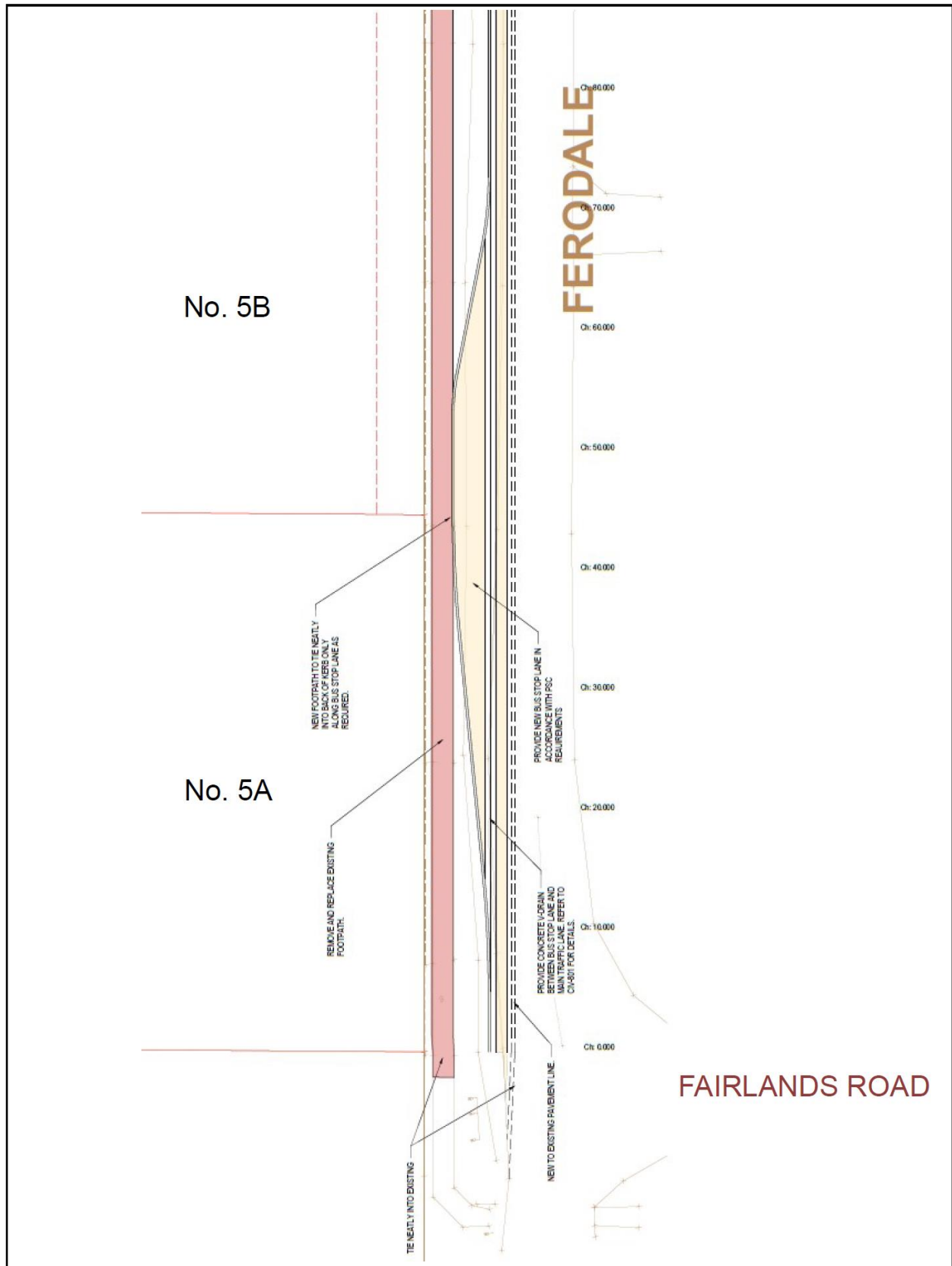
Engagement level

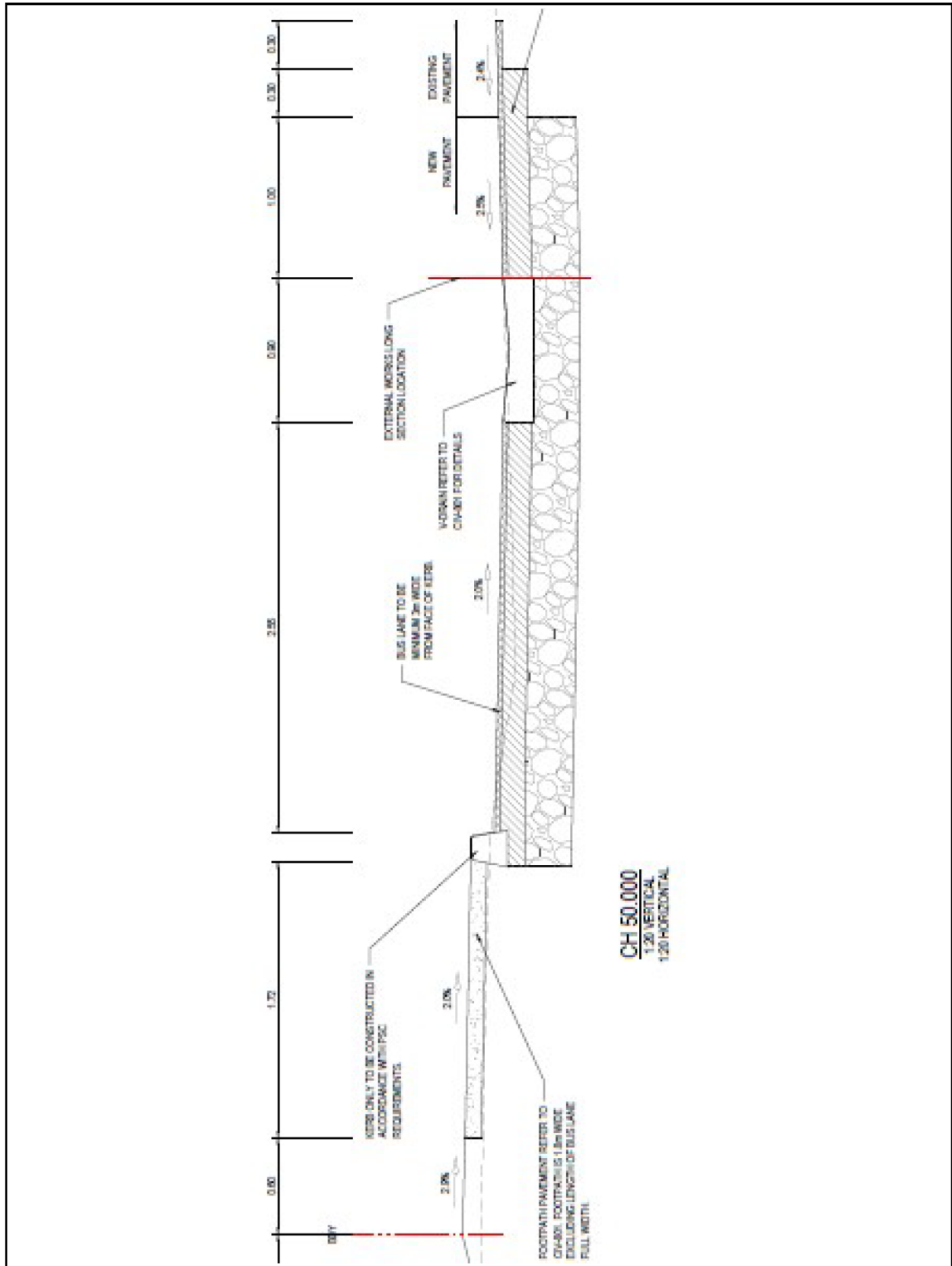
Level 1 – Inform

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	





Addendum:

Engagement level	Insert tick below
Level 1 – Inform Provide stakeholders with information to assist them in understanding the problems, alternatives and/or solutions.	
Level 2 – Consult Obtain stakeholder feedback on the project to aid decision making.	
Level 3 – Involve Work with stakeholders throughout the project, ensuring issues and concerns are understood and incorporated in decision making.	
Level 4 – Collaborate Partner with stakeholders throughout the project to develop alternatives and identify the preferred solution.	

The meeting closed at 10.05am