



# Bonny Hills Progress Association INC.

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ABN 13 704 877 608  
PO Box 44  
BONNY HILLS NSW 2445  
[bhpa@bonnyhills.org.au](mailto:bhpa@bonnyhills.org.au)

11 March 2019

The General Manager  
Port Macquarie Hastings Council  
PO Box 84  
Port Macquarie NSW 2444

Attention: John Hanlon

## **Road and pedestrian safety – Graham Street, Bonny Hills**

Dear Craig,

At its committee meeting on 13 November 2018, Bonny Hills Progress Association resolved to seek your urgent attention to concerning safety and parking issues raised by residents living along Graham St, Bonny Hills<sup>1</sup>.

### **In brief**

- Graham St is a narrow two-way connection between Ocean Drive at the east end and Suters St and Panorama Avenue at the west end (see attached map).
- The bitumen surface is only 5.5 m wide
- There is No Parking on the southern side, but off-road parking is not possible on the northern side so additional cars are necessarily parked on the bitumen reducing useable road width to about 3.0m
- There is no footpath on either side so pedestrians have no option but to share the narrow bitumen with vehicles going both ways.
- Vehicle and pedestrian traffic volumes are increasing and are significant at times as:
  - the “Top Shop”, a caravan park, two bus stops and the Hall Reserve are all located adjacent to the East end
  - large service vehicles come to and from the shop including fuel tankers
  - peaks occur when children are going to and from school, when people are going to and from work, and holiday times increase volumes.

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<sup>1</sup> Please note that conflicts of interest were declared by BHPA committee members residing in Graham Street.

## **Expanding on the above**

### Parking

The street is so narrow that parking is very limited. It is feasible only on one side because developments on narrow blocks between Ocean Drive and Graham St have been permitted right up to the edge of the roadway on the north eastern side. Consequently, it is very difficult for vehicles to pass vehicles parked along the street.

We are relieved that Council recently replaced and renewed “No Stopping” signs along the southwestern side of the street. The new signage has resulted in a big improvement in parking behaviour, but there is a substantial middle section where it is not obvious that parking is not permitted so that vehicles continue to park here.

### Pedestrian safety

Because of the narrowness of Graham St, pedestrians are always at risk from a growing stream of cars and trucks. They have no alternative but to walk on the road at the mercy of passing cars and trucks. While most vehicles travel carefully, some do not and trucks are sometimes so wide that little space is available for pedestrians, nor is there any off-road refuge for them. These problems are compounded when opposing vehicles attempt to pass.

### Vehicle safety

Narrowness, two-way traffic and occasional irresponsible driving create opportunities for damage to persons and property for the length of Graham St from Suters St to the entry to the Hall Reserve at the eastern end. The risks are greater at its intersections with Ocean Drive and Suters St.

At the eastern intersection with Ocean Drive, a very busy shop/fuel station and the entrance to Reflections Caravan Park create significant congestion from time to time. Even without congestion, exiting on to Ocean Drive at this point is dangerous due to short lines of sight, so that many residents choose to exit on to Suters Street at the western end.

That, however, is no less dangerous. At this intersection, the absence of a footpath has brought vegetation to the edge of the tarmac, so that drivers entering or exiting Graham St cannot see oncoming traffic. A further risk occurs when drivers speed downhill from Panorama Drive aiming for Suters St and Ocean Drive or the eastern end of Graham St.

Heavy vehicles supplying the shop, that is, fuel trucks and providores, tend to enter Graham St from the Suters St end. They must negotiate this narrow street, while avoiding parked and moving vehicles and pedestrians. At times, irregular parking makes it impossible for them to get through, so they have to reverse back to Suters St. Incidents such as this also pose risks to people and property, as do the big trucks in themselves. Even smaller vehicles travelling in opposite directions commonly are unable to pass each other.

## **Possible improvements**

Some potential improvements suggest themselves including those in the attached petition:

1. Insert an additional “No Stopping” sign mid-way along Graham St;
2. Make Graham St “No Entry” for west-bound traffic from just west of the Hall Reserve entry, OR
3. Declare Graham St a One-Way street, with the probable safest option being entry from the Ocean Drive end and exiting at Suters St. Exemptions will be required for fuel and waste trucks;
4. Consider lowering standard urban speed restrictions in Graham St;
5. Improve line of sight at the Graham St – Suters St intersection, and install Give-Way signs and line marking here, on Graham St;
6. Redesign and upgrade the Graham St – Ocean Drive intersection and the associated entry and exit points for the shop and Hall Reserve along with provision for additional parking.

## **Proposed next step**

We recognise that solutions require expert advice. To that end, we request a meeting on site with appropriate Council officers and Traffic Police at the earliest opportunity.

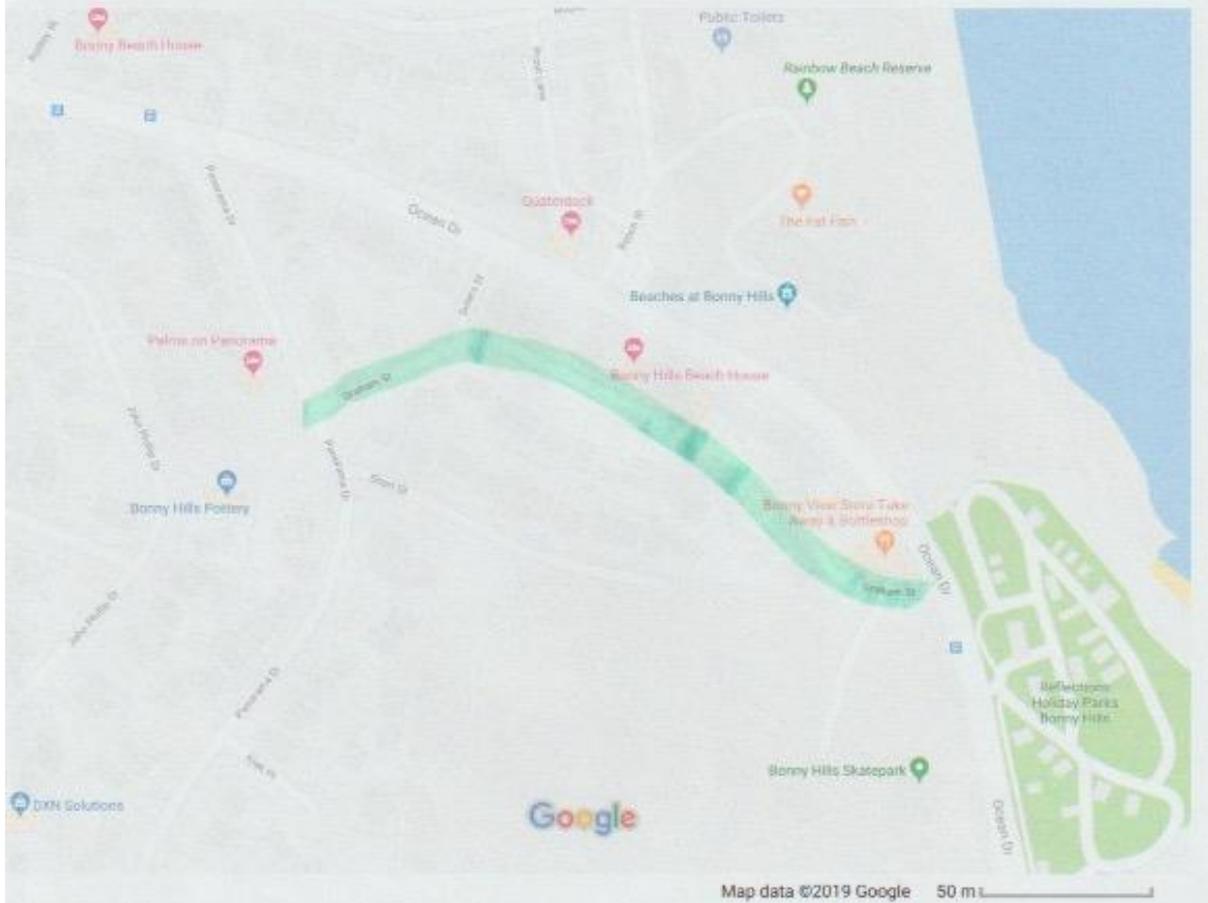
Would you, please, note that this letter has been distributed to every household in Graham St for comment. Of the ten responses, all supported investigation and improvement.

A safe environment is our mutual goal.

Yours sincerely

Roger Barlow  
President  
Bonny Hills Progress Association

CC Leslie Williams MP  
Cr Lee Dixon



Attn: Port Macquarie-Hastings Council

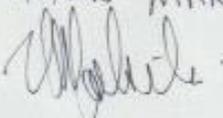
We the undersigned, the residents and owners of properties on Graham Street, Bonny Hills request that the council address our concerns about the safety and amenity in the street.

Our concerns include:

1. With development over recent years available parking in the street been reduced, leading to street congestion.
2. There has been a substantial increase in vehicle traffic
3. The combination of increased parking congestion (restriction to traffic flow) and increased traffic has resulted in dangers to traffic entering the street from driveways and in particular to pedestrians.

We would like the council to evaluate the changes required to improve safety and amenity. Such changes could include some or all of the following:

1. Make Graham St "No Entry" for west bound traffic from just west of the reserve entry.
2. Upgrade the Graham St - Ocean Dr - Shop - Reserve intersection.
3. Improve the Graham st - Suters St Intersection.
4. Improve line of sight from the Ocean Dr - Suters St intersection.
5. Install a path for pedestrians the length of the street

NAME VIVIAN MANICA  


ADDRESS 945 OCEAN DR  
 BONNY HILLS NSW  
 2465

Ray Hardy  
 ODETTE COUNSELL

953 OCEAN ST BONNY HILLS  
 13 GRAHAM ST, BONNY HILLS

BRAD GARNETT  


17 GRAHAM ST BONNY HILLS

PAUL THOMPSON

15 WILSON ST BONNY HILLS

JOHN DRAINAN

23 GRAHAM ST, BONNY HILLS

ROGER BARLOW

9 GRAHAM ST " "

Pamela Barlow

9 GRAHAM ST. B HILLS