

We are making Stockton's local centre a safer, more attractive place to visit with our upgrade of Mitchell Street between Hunter Street and King Street.

### Why are we delivering this upgrade?

In 2016 we audited all the Local Centres within Newcastle. Through this process Stockton was prioritised for improvements. We developed a [Public Domain and Traffic Plan](#) to identify and address issues with the public areas within Stockton Local Centre, which is the section of Mitchell Street between Hunter Street and King Street.

### Why is City of Newcastle investing in the Mitchell Street Upgrade when there are continuing erosion issues at Stockton Beach?

The Mitchell Street upgrade is funded out of our Urban Revitalisation Program, which is separate to the funding for management of erosion at Stockton Beach. Funding of the Mitchell Street upgrade does not redirect funds from our investment in management of erosion.

Managing the erosion issues at Stockton Beach remains a key priority. Both are important for the Stockton community both now and into the future.

### How will the upgrade improve the area?

- We are **improving safety, parking and access** for vehicles, cyclists, pedestrians, buses, and taxis.
- We are **replacing old infrastructure** with new road surfaces, drainage, trees, street furniture, lighting, and public utilities.
- We are **improving how people find their way around** with better connectivity and signage, and new opportunities for outdoor dining and different uses of the space.
- We are **improving the look and feel** of the area with new trees, plants, and public art.
- We hope to **reduce crime** such as graffiti and vandalism through better design.

### How will road safety be improved?

The speed limit on Mitchell Street between King Street and Hunter Street will be reduced from 50km/h to a 40km/h High Pedestrian Activity Area.

Slowing down traffic and building kerb extensions at intersections will make it safer for pedestrians to cross the road, and easier for traffic to enter Mitchell Street from side streets.

We are building three pedestrian crossings, with one located at the King Street / Mitchell Street intersection and two located at the Crown Street / Mitchell Street intersection.

### How will the entrances into this main street area be improved?

The area we are upgrading has entrances at each end - at the King Street / Mitchell Street intersection to the north, and at the Hunter Street / Mitchell Street intersection to the south.

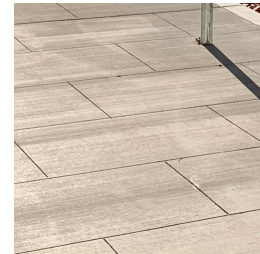
The King Street entrance will continue to be signposted as the main entry into the main street area from Fullerton Street.

The Hunter Street entrance will continue to be signposted as the main entry into the main street area from the ferry terminal. Planned improvements to the ferry terminal and foreshore area will further emphasise this entrance in the future once delivered.

Entrances to the 40km/h High Pedestrian Activity Area will have signage, kerb extensions and tree planting.

The main shopping area on Mitchell Street will have a pedestrian crossing at each end.

A concrete "ashlar patterned" footpath along the western side of Mitchell Street will guide people from Hunter Street to the main shopping area. An ashlar pattern within the concrete is created by cutting lines into the path to create a patterned finish that looks like stone pavers.



Example of ashlar pavement

### **How will the look and feel of Mitchell Street be improved?**

Shade trees will be planted in the footpath where possible and in the parking lane where there are overhead awnings. The number of street trees will increase from 3 to 40, significantly adding to the shade and visual appeal of the area.

Footpaths within the area will be plain concrete with an ashlar pattern which creates a stone-like effect, reflecting the age of the buildings.

New street furniture will be installed. The furniture chosen will be like the street furniture installed at Stockton Active Hub, creating consistency between these two neighbouring precincts.

Kerb extensions will include ground cover planting to green the street and will be surrounded by sandstone retained from the old kerbs (see below for further information about retaining the sandstone).

The commercial centre area between King and Crown Street will be highlighted with landscaping, with improvements also proposed to the forecourt of the library.

Rain gardens with decorative patterning will "polish rainwater" with tolerant grasses to help reduce surface runoff after heavy rain and improve the quality of water flowing into drains.

### **What is happening to the sandstone from the old sections of kerb?**

We are moving the sandstone blocks from the site to safely store at one of our facilities so their condition can be assessed, and they can be cleaned, protected, and then brought back to life at Stockton, surrounding the rain gardens planned for key intersections along Mitchell Street. It is important to retain these heritage items for the Stockton community, and using the blocks will improve the look of the rain gardens.



Example of how sandstone is used to frame raingardens

### **Will there be a change to the number of parking spaces?**

Yes. The number of regular parking spaces will be reduced from 59 spaces to 54, however the number of disabled spaces will increase from 3 spaces to 4. The reduction in spaces is necessary to make space for the new pedestrian crossing and kerb extensions, which are needed to improve safety for all road and footpath users, as well as the placement of some of the new street trees.

### **How will Mitchell Street be made more user friendly?**

The speed limit on Mitchell Street will be reduced from 50km/h to a 40km/h High Pedestrian Activity Area to make it safer for pedestrians, cyclists, and vehicles.

Bus stops will stay in their current locations for easy access to the shops. A disabled parking space will be provided close to the Senior Citizen's Centre and GP clinic. Street furniture will be upgraded.

Footpaths in poor condition will be replaced. Stone patterned concrete paving will be used in the core area and along the western side of Mitchell Street from Crown Street to Hunter Street. Footpath paving will be continued across laneway entries, giving pedestrians right of way. Shade trees will be planted in the footpath where possible and in the parking lane where there are shop awnings.

#### **How will crime prevention be addressed through design?**

Street lighting will be improved along Mitchell Street. We have written to the private owners of the IGA shopping complex regarding community concerns about the design, lighting, maintenance and overall safety of the shops and car park. We cannot make changes on private land.

#### **How will drainage issues in Mitchell Street and the IGA car park be addressed?**

Mitchell Street currently lacks drainage between King Street and Crown Street and there is no outlet for the natural low point in the IGA car park. We will construct missing sections of drainage, providing the IGA car park with an outlet.

The IGA car park is privately owned, and it will be up to the owners to make drainage improvements on their land to connect to the outlet we provide.

#### **When will all this occur?**

Detailed design was finalised, and construction commenced on 1 March 2021, and we aim to complete the upgrade in mid-2022. We started with upgrades to the water main, and civil works to footpaths, kerb and gutter following. Our work is being managed in stages, with residents and businesses along Mitchell Street receiving updates from our crews before work starts in their area.