

ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

CCL 22/09/20 – THE JUNCTION TO MEREWETHER CYCLEWAY

PAGE 3	ITEM-65	Attachment A:	Exhibited Concept Plans
PAGE 12	ITEM-65	Attachment B:	Consultation Brochure
PAGE 16	ITEM-65	Attachment C:	Summary of Submissions

DISTRIBUTED UNDER SEPARATE COVER

Ordinary Council Meeting

22 September 2020



City of
Newcastle

2

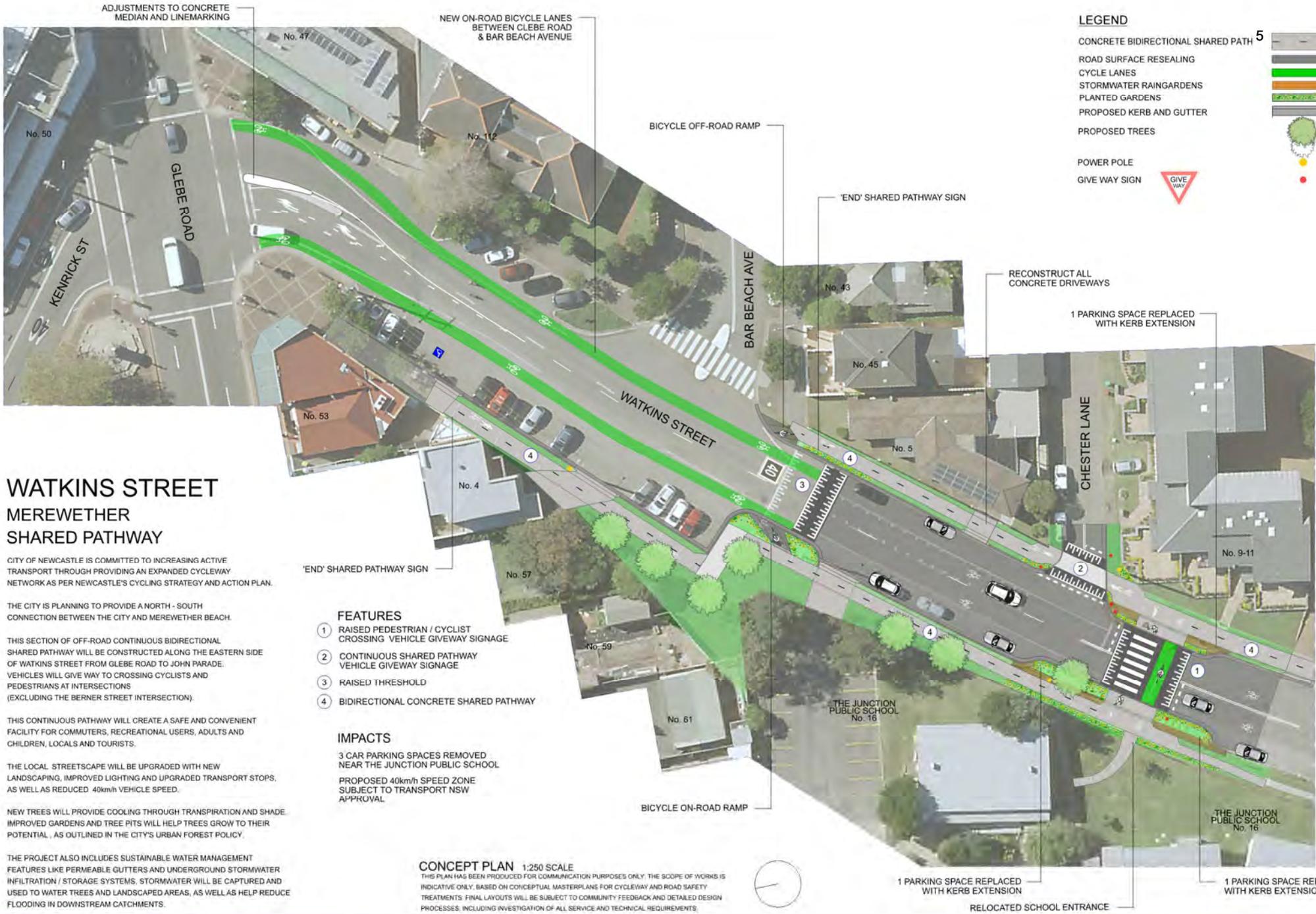
DISTRIBUTED UNDER SEPARATE COVER

ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

CCL 22/09/20 – THE JUNCTION TO MEREWETHER CYCLEWAY

ITEM-65 **Attachment A:** Exhibited Concept Plans

DISTRIBUTED UNDER SEPARATE COVER



LEGEND

- CONCRETE BIDIRECTIONAL SHARED PATH 5
- ROAD SURFACE RESEALING
- CYCLE LANES
- STORMWATER RAINGARDENS
- PLANTED GARDENS
- PROPOSED KERB AND GUTTER
- PROPOSED TREES
- POWER POLE
- GIVE WAY SIGN

WATKINS STREET MEREWETHER SHARED PATHWAY

CITY OF NEWCASTLE IS COMMITTED TO INCREASING ACTIVE TRANSPORT THROUGH PROVIDING AN EXPANDED CYCLEWAY NETWORK AS PER NEWCASTLE'S CYCLING STRATEGY AND ACTION PLAN.

THE CITY IS PLANNING TO PROVIDE A NORTH - SOUTH CONNECTION BETWEEN THE CITY AND MEREWETHER BEACH.

THIS SECTION OF OFF-ROAD CONTINUOUS BIDIRECTIONAL SHARED PATHWAY WILL BE CONSTRUCTED ALONG THE EASTERN SIDE OF WATKINS STREET FROM GLEBE ROAD TO JOHN PARADE. VEHICLES WILL GIVE WAY TO CROSSING CYCLISTS AND PEDESTRIANS AT INTERSECTIONS (EXCLUDING THE BERNER STREET INTERSECTION).

THIS CONTINUOUS PATHWAY WILL CREATE A SAFE AND CONVENIENT FACILITY FOR COMMUTERS, RECREATIONAL USERS, ADULTS AND CHILDREN, LOCALS AND TOURISTS.

THE LOCAL STREETSCAPE WILL BE UPGRADED WITH NEW LANDSCAPING, IMPROVED LIGHTING AND UPGRADED TRANSPORT STOPS, AS WELL AS REDUCED 40km/h VEHICLE SPEED.

NEW TREES WILL PROVIDE COOLING THROUGH TRANSPIRATION AND SHADE. IMPROVED GARDENS AND TREE PITS WILL HELP TREES GROW TO THEIR POTENTIAL, AS OUTLINED IN THE CITY'S URBAN FOREST POLICY.

THE PROJECT ALSO INCLUDES SUSTAINABLE WATER MANAGEMENT FEATURES LIKE PERMEABLE GUTTERS AND UNDERGROUND STORMWATER INFILTRATION / STORAGE SYSTEMS. STORMWATER WILL BE CAPTURED AND USED TO WATER TREES AND LANDSCAPED AREAS, AS WELL AS HELP REDUCE FLOODING IN DOWNSTREAM CATCHMENTS.

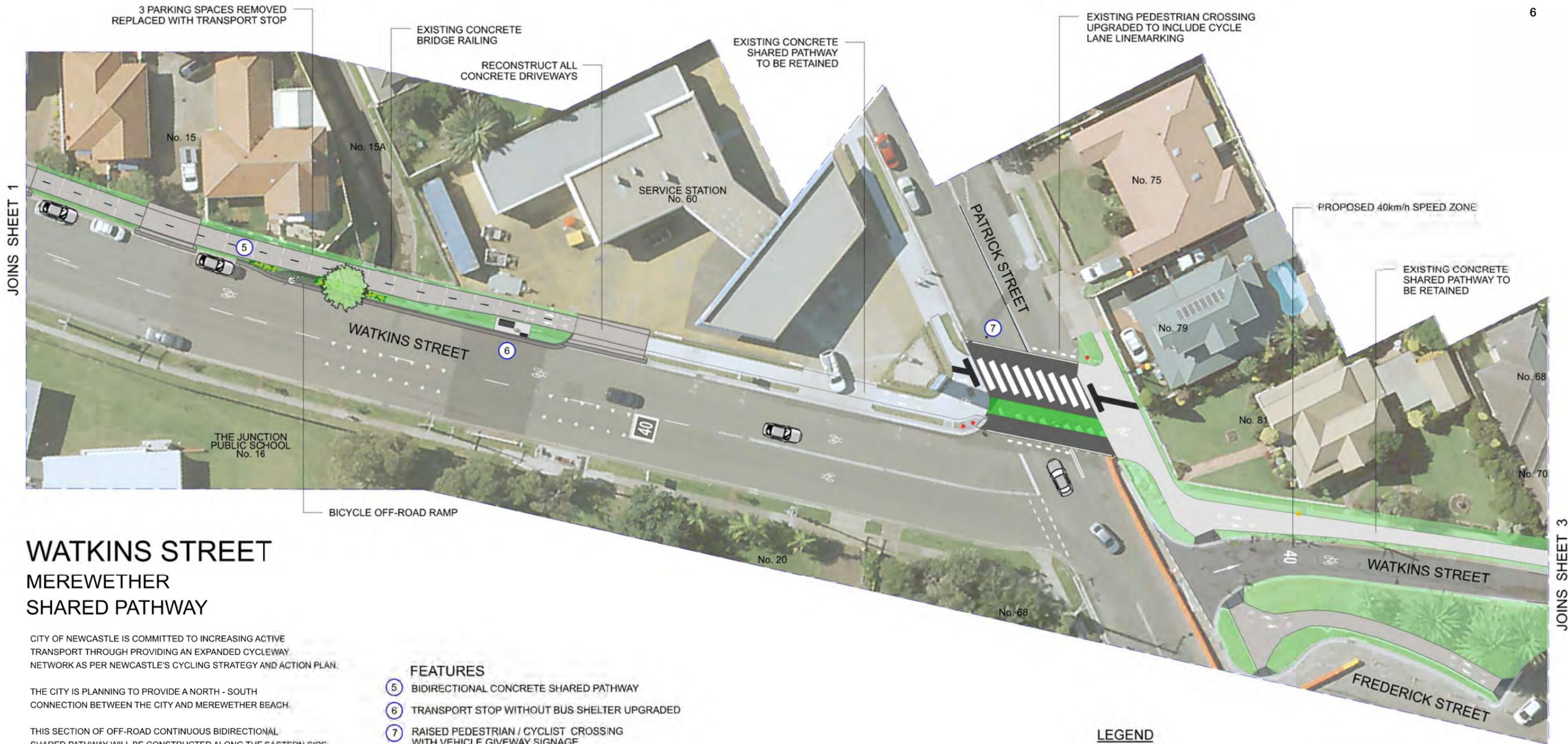
'END' SHARED PATHWAY SIGN

- FEATURES**
- 1 RAISED PEDESTRIAN / CYCLIST CROSSING VEHICLE GIVEWAY SIGNAGE
 - 2 CONTINUOUS SHARED PATHWAY VEHICLE GIVEWAY SIGNAGE
 - 3 RAISED THRESHOLD
 - 4 BIDIRECTIONAL CONCRETE SHARED PATHWAY

- IMPACTS**
- 3 CAR PARKING SPACES REMOVED NEAR THE JUNCTION PUBLIC SCHOOL
 - PROPOSED 40km/h SPEED ZONE SUBJECT TO TRANSPORT NSW APPROVAL

CONCEPT PLAN 1:250 SCALE
 THIS PLAN HAS BEEN PRODUCED FOR COMMUNICATION PURPOSES ONLY. THE SCOPE OF WORKS IS INDICATIVE ONLY. BASED ON CONCEPTUAL MASTERPLANS FOR CYCLEWAY AND ROAD SAFETY TREATMENTS. FINAL LAYOUTS WILL BE SUBJECT TO COMMUNITY FEEDBACK AND DETAILED DESIGN PROCESSES, INCLUDING INVESTIGATION OF ALL SERVICE AND TECHNICAL REQUIREMENTS.

JOINS SHEET 2



JOINS SHEET 1

JOINS SHEET 3

WATKINS STREET MEREWETHER SHARED PATHWAY

CITY OF NEWCASTLE IS COMMITTED TO INCREASING ACTIVE TRANSPORT THROUGH PROVIDING AN EXPANDED CYCLEWAY NETWORK AS PER NEWCASTLE'S CYCLING STRATEGY AND ACTION PLAN.

THE CITY IS PLANNING TO PROVIDE A NORTH - SOUTH CONNECTION BETWEEN THE CITY AND MEREWETHER BEACH.

THIS SECTION OF OFF-ROAD CONTINUOUS BIDIRECTIONAL SHARED PATHWAY WILL BE CONSTRUCTED ALONG THE EASTERN SIDE OF WATKINS STREET FROM GLEBE ROAD TO JOHN PARADE. VEHICLES WILL GIVE WAY TO CROSSING CYCLISTS AND PEDESTRIANS AT INTERSECTIONS (EXCLUDING THE BERNER STREET INTERSECTION).

THIS CONTINUOUS PATHWAY WILL CREATE A SAFE AND CONVENIENT FACILITY FOR COMMUTERS, RECREATIONAL USERS, ADULTS AND CHILDREN, LOCALS AND TOURISTS.

THE LOCAL STREETScape WILL BE UPGRADED WITH NEW LANDSCAPING, IMPROVED LIGHTING AND UPGRADED TRANSPORT STOPS, AS WELL AS REDUCED 40km/h VEHICLE SPEED.

NEW TREES WILL PROVIDE COOLING THROUGH TRANSPIRATION AND SHADE. IMPROVED GARDENS AND TREE PITS WILL HELP TREES GROW TO THEIR POTENTIAL, AS OUTLINED IN THE CITY'S URBAN FOREST POLICY.

THE PROJECT ALSO INCLUDES SUSTAINABLE WATER MANAGEMENT FEATURES LIKE PERMEABLE GUTTERS AND UNDERGROUND STORMWATER INFILTRATION / STORAGE SYSTEMS. STORMWATER WILL BE CAPTURED AND USED TO WATER TREES AND LANDSCAPED AREAS, AS WELL AS HELP REDUCE FLOODING IN DOWNSTREAM CATCHMENTS.

FEATURES

- 5 BIDIRECTIONAL CONCRETE SHARED PATHWAY
- 6 TRANSPORT STOP WITHOUT BUS SHELTER UPGRADED
- 7 RAISED PEDESTRIAN / CYCLIST CROSSING WITH VEHICLE GIVEWAY SIGNAGE

IMPACTS

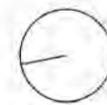
- 3 CARPARKING SPACES REMOVED FOR UPGRADED TRANSPORT STOP
- PROPOSED 40km/h SPEED ZONE SUBJECT TO TRANSPORT NSW APPROVAL

CONCEPT PLAN 1:250 SCALE

THIS PLAN HAS BEEN PRODUCED FOR COMMUNICATION PURPOSES ONLY. THE SCOPE OF WORKS IS INDICATIVE ONLY, BASED ON CONCEPTUAL MASTERPLANS FOR CYCLEWAY AND ROAD SAFETY TREATMENTS. FINAL LAYOUTS WILL BE SUBJECT TO COMMUNITY FEEDBACK AND DETAILED DESIGN PROCESSES, INCLUDING INVESTIGATION OF ALL SERVICE AND TECHNICAL REQUIREMENTS.

LEGEND

- CONCRETE BIDIRECTIONAL SHARED PATH
- ROAD SURFACE RESEALING
- CYCLE LANES
- STORMWATER RAINGARDENS
- PLANTED GARDENS
- PROPOSED KERB AND GUTTER
- PROPOSED TREES
- EXISTING NORFOLK PINE TREES
- POWER POLE
- GIVE WAY SIGN



WATKINS STREET MEREWETHER SHARED PATHWAY AND INTERSECTION UPGRADES

May 2020 - Sheet 2 of 7



PO Box 489 Hunter Region Mail Centre Newcastle 2300

WATKINS STREET MEREWETHER - SHARED PATHWAY

CITY OF NEWCASTLE IS COMMITTED TO INCREASING PARTICIPATION IN ACTIVE TRANSPORT AND EXPANDING AND UPGRADING THE CITY'S BICYCLE NETWORK.

THE CITY IS PLANNING FOR A NEW CYCLEWAY CONNECTING THE JUNCTION TO MEREWETHER BEACH FROM GLEBE ROAD ALONG WATKINS STREET THROUGH TO JOHN PARADE AT MEREWETHER BEACH.

THE PROJECT INCLUDES A NEW SHARED PATH ALONG THE EASTERN SIDE OF WATKINS STREET, TREATMENTS TO SLOW TRAFFIC AND UPGRADES TO SOME INTERSECTIONS TO GIVE PRIORITY TO PEDESTRIANS AND CYCLISTS.

THE CONTINUOUS PATHWAY WILL CREATE A SAFE AND CONVENIENT ROUTE FOR COMMUTERS AND RECREATIONAL CYCLISTS, PEDESTRIAN AND SCHOOL CHILDREN.

OTHER FEATURES OF THE PROJECT INCLUDE NEW LANDSCAPING, UPGRADES TO LIGHTING AND TRANSPORT STOPS AND A REDUCED 40km/h VEHICLE SPEED LIMIT.

THE PROJECT ALSO INCLUDES SUSTAINABLE WATER MANAGEMENT FEATURES SUCH AS UNDERGROUND STORMWATER INFILTRATION / STORAGE SYSTEMS, TO ALLOW STORMWATER TO BE CAPTURED AND USED TO WATER TREES AND LANDSCAPED AREAS, AS WELL AS HELP REDUCE FLOODING IN DOWNSTREAM CATCHMENTS.

IMPACTS

3 CAR PARKING SPACES REMOVED BETWEEN BUCHANAN STREET TO HELEN STREET

PROPOSED 40km/h SPEED ZONE SUBJECT TO TRANSPORT FOR NSW APPROVAL

'NO RIGHT TURN' RESTRICTION WHEN TURNING FROM WATKINS STREET INTO HELEN STREET

ELECTRONIC MESSAGE SIGN BOARD OR ROAD SPEED CUSIONS INSTALLED IN VICINITY

PARKING SPACE REPLACED WITH KERB EXTENSIONS

RECONSTRUCT ALL CONCRETE DRIVEWAY

EXISTING GARDENS ADJACENT TO BOUNDARIES RETAINED

POWER POLE TO BE RELOCATED

POWER POLE TO BE RELOCATED

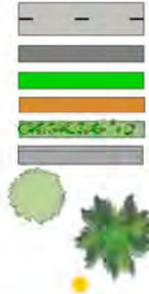
PROPOSED 40km/h SPEED ZONE

RETAIN EXISTING CONCRETE SHARED PATHWAY



LEGEND

- CONCRETE BIDIRECTIONAL SHARED PATH
- ROAD SURFACE RESEALING
- CYCLE LANES
- STORMWATER RAINGARDENS
- PLANTED GARDENS
- PROPOSED KERB AND GUTTER
- PROPOSED JUVINILE TREES
- EXISTING NORFOLK PINE TREES
- POWER POLE



- GIVE WAY SIGN
- NO RIGHT TURN SIGN
- BIDIRECTIONAL CONCRETE SHARED PATHWAY
- RAISED PEDESTRIAN / CYCLIST CROSSING WITH VEHICLE GIVEWAY SIGNAGE
- CONTINUOUS SHARED PATHWAY
- VEHICLE GIVEWAY SIGNAGE



RECONSTRUCT ALL CONCRETE DRIVEWAYS

EXISTING MEDIAN VEGETATION RETAINED

PARKING SPACE REPLACED WITH KERB EXTENSIONS
STORMWATER RAINGARDEN

NEW 'NO RIGHT TURN' SIGN

ROAD SPEED CUSIONS INSTALLED IN VICINITY

PROPOSED 40km/h SPEED ZONE
NEW PEDESTRIAN RAMPS WITH CONNECTING PATHWAYS

CONCEPT PLAN 1:250 SCALE

THIS PLAN HAS BEEN PRODUCED FOR COMMUNICATION PURPOSES ONLY. THE SCOPE OF WORKS IS INDICATIVE ONLY, BASED ON CONCEPTUAL MASTERPLANS FOR CYCLEWAY AND ROAD SAFETY TREATMENTS. FINAL LAYOUTS WILL BE SUBJECT TO COMMUNITY FEEDBACK AND DETAILED DESIGN PROCESSES, INCLUDING INVESTIGATION OF ALL SERVICE AND TECHNICAL REQUIREMENTS.

TRANSPORT STOP REMOVED
REPLACED WITH NEW STOP
AT LOCATION (12)

STREET LIGHT TO BE
RELOCATED

TELEPHONE BOX
NEW LOCATION

STREET LIGHT TO BE
RELOCATED

STREET LIGHT TO BE
RELOCATED

STREET LIGHT TO BE
RELOCATED

TRANSPORT STOP REMOVED
REPLACED WITH NEW STOP
AT LOCATION (12)

JOINS SHEET 3

JOINS SHEET 5



WATKINS STREET MEREWETHER SHARED PATHWAY

CITY OF NEWCASTLE IS COMMITTED TO INCREASING ACTIVE TRANSPORT THROUGH PROVIDING AN EXPANDED CYCLEWAY NETWORK AS PER NEWCASTLE'S CYCLING STRATEGY AND ACTION PLAN.

THE CITY IS PLANNING TO PROVIDE A NORTH - SOUTH CONNECTION BETWEEN THE CITY AND MEREWETHER BEACH.

THIS SECTION OF OFF-ROAD CONTINUOUS BIDIRECTIONAL SHARED PATHWAY WILL BE CONSTRUCTED ALONG THE EASTERN SIDE OF WATKINS STREET FROM GLEBE ROAD TO JOHN PARADE. VEHICLES WILL GIVE WAY TO CROSSING CYCLISTS AND PEDESTRIANS AT INTERSECTIONS (EXCLUDING THE BERNER STREET INTERSECTION).

THIS CONTINUOUS PATHWAY WILL CREATE A SAFE AND CONVENIENT FACILITY FOR COMMUTERS, RECREATIONAL USERS, ADULTS AND CHILDREN, LOCALS AND TOURISTS.

THE LOCAL STREETScape WILL BE UPGRADED WITH NEW LANDSCAPING, IMPROVED LIGHTING AND UPGRADED TRANSPORT STOPS, AS WELL AS REDUCED 40km/h VEHICLE SPEED.

NEW TREES WILL PROVIDE COOLING THROUGH TRANSPIRATION AND SHADE. IMPROVED GARDENS AND TREE PITS WILL HELP TREES GROW TO THEIR POTENTIAL, AS OUTLINED IN THE CITY'S URBAN FOREST POLICY.

THE PROJECT ALSO INCLUDES SUSTAINABLE WATER MANAGEMENT FEATURES LIKE PERMEABLE GUTTERS AND UNDERGROUND STORMWATER INFILTRATION / STORAGE SYSTEMS. STORMWATER WILL BE CAPTURED AND USED TO WATER TREES AND LANDSCAPED AREAS, AS WELL AS HELP REDUCE FLOODING IN DOWNSTREAM CATCHMENTS.

NEW VEGETATED SWALES
BETWEEN EXISTING TREES

UNDERGROUND STORMWATER
INFILTRATION / DETENTION CELL SYSTEM

FEATURES

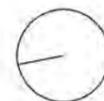
- (11) UNDERGROUND STORMWATER INFILTRATION / STORAGE SYSTEM
- (12) TRANSPORT STOP WITH SHELTER
- (13) BIDIRECTIONAL CONCRETE SHARED PATHWAY

IMPACTS

- PROPOSED 40km/h SPEED ZONE SUBJECT TO TRANSPORT NSW APPROVAL
- 2 TRANSPORT STOPS RELOCATED TO ONE LOCATION (12)

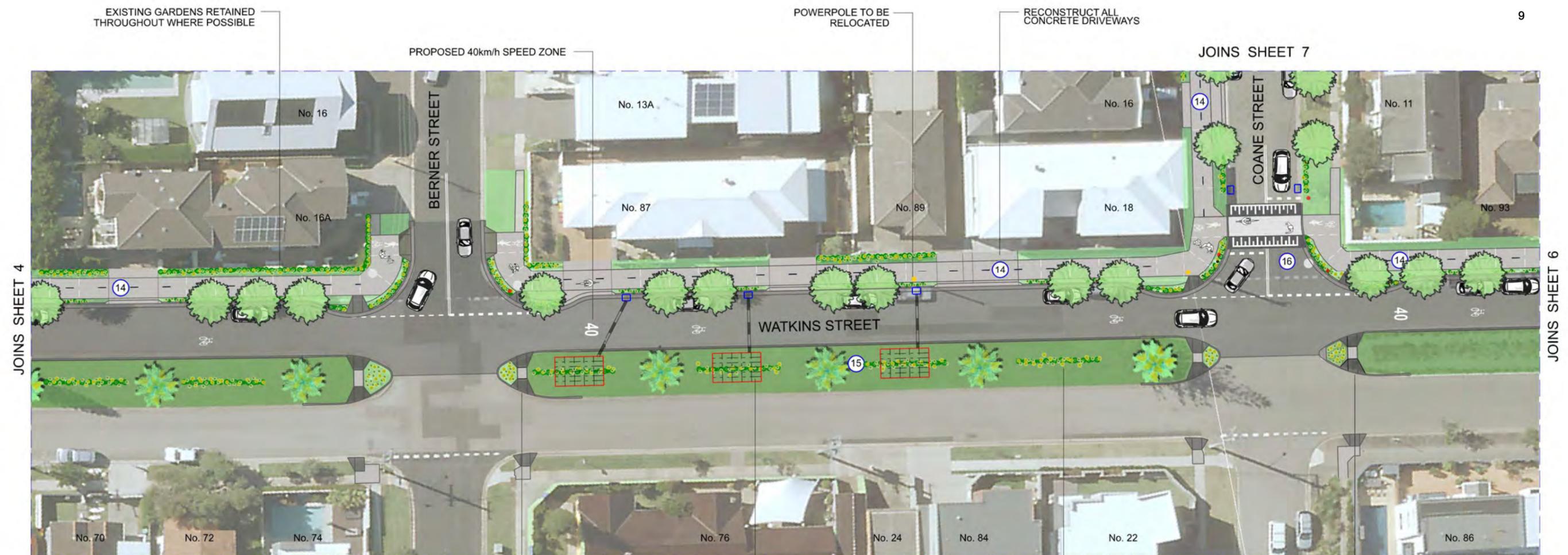
CONCEPT PLAN 1:250 SCALE

THIS PLAN HAS BEEN PRODUCED FOR COMMUNICATION PURPOSES ONLY. THE SCOPE OF WORKS IS INDICATIVE ONLY. BASED ON CONCEPTUAL MASTERPLANS FOR CYCLEWAY AND ROAD SAFETY TREATMENTS. FINAL LAYOUTS WILL BE SUBJECT TO COMMUNITY FEEDBACK AND DETAILED DESIGN PROCESSES, INCLUDING INVESTIGATION OF ALL SERVICE AND TECHNICAL REQUIREMENTS.



LEGEND

- CONCRETE BIDIRECTIONAL SHARED PATH
- ROAD SURFACE RESEALING
- CYCLE LANES
- STORMWATER RAINGARDENS
- PLANTED GARDENS
- PROPOSED KERB AND GUTTER
- PROPOSED TREES
- EXISTING NORFOLK PINE TREES
- POWER POLE
- GIVE WAY SIGN
- STORMWATER PITS AND PIPES
- STORMWATER INFILTRATION TANKS



WATKINS STREET MEREWETHER SHARED PATHWAY

CITY OF NEWCASTLE IS COMMITTED TO INCREASING ACTIVE TRANSPORT THROUGH PROVIDING AN EXPANDED CYCLEWAY NETWORK AS PER NEWCASTLE'S CYCLING STRATEGY AND ACTION PLAN.

THE CITY IS PLANNING TO PROVIDE A NORTH - SOUTH CONNECTION BETWEEN THE CITY AND MEREWETHER BEACH.

THIS SECTION OF OFF-ROAD CONTINUOUS BIDIRECTIONAL SHARED PATHWAY WILL BE CONSTRUCTED ALONG THE EASTERN SIDE OF WATKINS STREET FROM GLEBE ROAD TO JOHN PARADE. VEHICLES WILL GIVE WAY TO CROSSING CYCLISTS AND PEDESTRIANS AT INTERSECTIONS (EXCLUDING THE BERNER STREET INTERSECTION).

THIS CONTINUOUS PATHWAY WILL CREATE A SAFE AND CONVENIENT FACILITY FOR COMMUTERS, RECREATIONAL USERS, ADULTS AND CHILDREN, LOCALS AND TOURISTS.

THE LOCAL STREETScape WILL BE UPGRADED WITH NEW LANDSCAPING, IMPROVED LIGHTING AND UPGRADED TRANSPORT STOPS, AS WELL AS REDUCED 40km/h VEHICLE SPEED.

NEW TREES WILL PROVIDE COOLING THROUGH TRANSPIRATION AND SHADE. IMPROVED GARDENS AND TREE PITS WILL HELP TREES GROW TO THEIR POTENTIAL, AS OUTLINED IN THE CITY'S URBAN FOREST POLICY.

THE PROJECT ALSO INCLUDES SUSTAINABLE WATER MANAGEMENT FEATURES LIKE PERMEABLE GUTTERS AND UNDERGROUND STORMWATER INFILTRATION / STORAGE SYSTEMS. STORMWATER WILL BE CAPTURED AND USED TO WATER TREES AND LANDSCAPED AREAS, AS WELL AS HELP REDUCE FLOODING IN DOWNSTREAM CATCHMENTS.

NEW PEDESTRIAN RAMPS WITH CONNECTING PATHWAYS

NEW VEGETATED SWALES BETWEEN EXISTING TREES

UNDERGROUND STORMWATER INFILTRATION / DETENTION CELL SYSTEM

NEW PEDESTRIAN RAMPS WITH CONNECTING PATHWAYS

- FEATURES**
- 14 BIDIRECTIONAL CONCRETE SHARED PATHWAY
 - 15 UNDERGROUND STORMWATER INFILTRATION / STORAGE SYSTEM
 - 16 CONTINUOUS SHARED PATHWAY WITH VEHICLE GIVEWAY SIGNAGE

IMPACTS

PROPOSED 40km/h SPEED ZONE SUBJECT TO TRANSPORT NSW APPROVAL

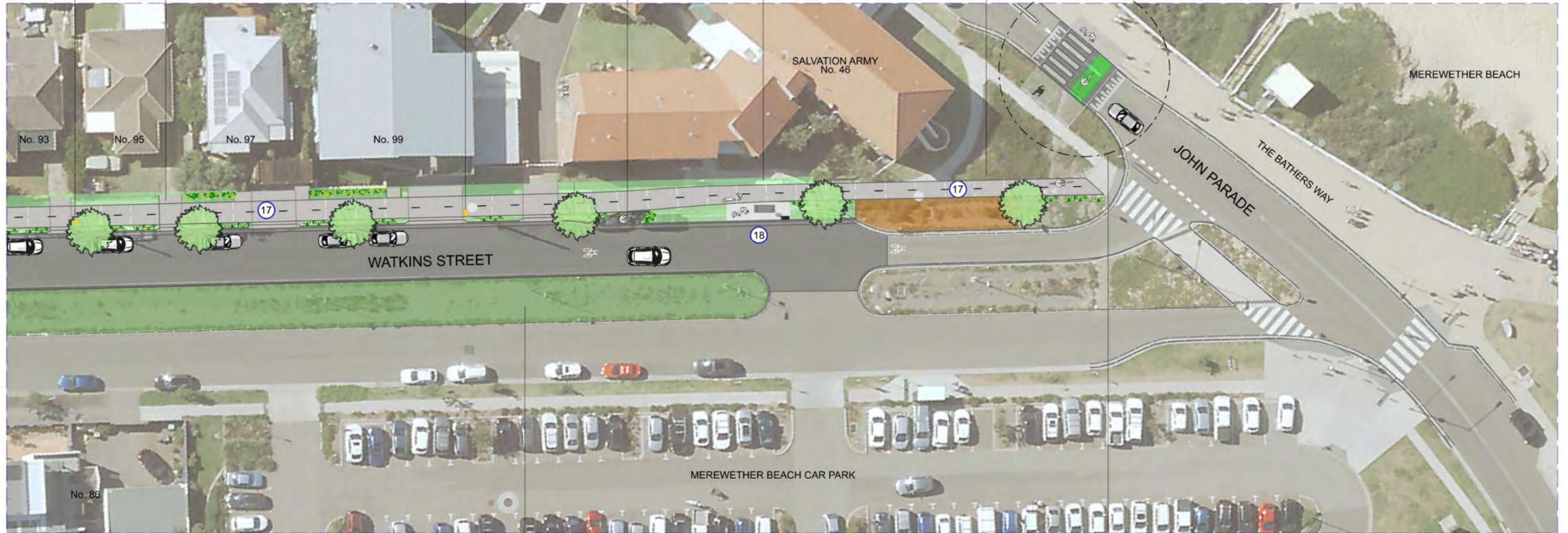
CONCEPT PLAN 1:250 SCALE

THIS PLAN HAS BEEN PRODUCED FOR COMMUNICATION PURPOSES ONLY. THE SCOPE OF WORKS IS INDICATIVE ONLY, BASED ON CONCEPTUAL MASTERPLANS FOR CYCLEWAY AND ROAD SAFETY TREATMENTS. FINAL LAYOUTS WILL BE SUBJECT TO COMMUNITY FEEDBACK AND DETAILED DESIGN PROCESSES, INCLUDING INVESTIGATION OF ALL SERVICE AND TECHNICAL REQUIREMENTS.

LEGEND

- CONCRETE BIDIRECTIONAL SHARED PATH
- ROAD SURFACE RESEALING
- CYCLE LANES
- STORMWATER RAINGARDENS
- PLANTED GARDENS
- PROPOSED KERB AND GUTTER
- PROPOSED TREES
- EXISTING NORFOLK PINE TREES
- POWER POLE
- GIVE WAY SIGN
- STORMWATER PITS AND PIPES
- STORMWATER INFILTRATION TANKS

JOINS SHEET 5



WATKINS STREET MEREWETHER SHARED PATHWAY

CITY OF NEWCASTLE IS COMMITTED TO INCREASING ACTIVE TRANSPORT THROUGH PROVIDING AN EXPANDED CYCLEWAY NETWORK AS PER NEWCASTLE'S CYCLING STRATEGY AND ACTION PLAN.

THE CITY IS PLANNING TO PROVIDE A NORTH - SOUTH CONNECTION BETWEEN THE CITY AND MEREWETHER BEACH.

THIS SECTION OF OFF-ROAD CONTINUOUS BIDIRECTIONAL SHARED PATHWAY WILL BE CONSTRUCTED ALONG THE EASTERN SIDE OF WATKINS STREET FROM GLEBE ROAD TO JOHN PARADE. VEHICLES WILL GIVE WAY TO CROSSING CYCLISTS AND PEDESTRIANS AT INTERSECTIONS (EXCLUDING THE BERNER STREET INTERSECTION).

THIS CONTINUOUS PATHWAY WILL CREATE A SAFE AND CONVENIENT FACILITY FOR COMMUTERS, RECREATIONAL USERS, ADULTS AND CHILDREN, LOCALS AND TOURISTS.

THE LOCAL STREETScape WILL BE UPGRADED WITH NEW LANDSCAPING, IMPROVED LIGHTING AND UPGRADED TRANSPORT STOPS, AS WELL AS REDUCED 40km/h VEHICLE SPEED.

NEW TREES WILL PROVIDE COOLING THROUGH TRANSPIRATION AND SHADE. IMPROVED GARDENS AND TREE PITS WILL HELP TREES GROW TO THEIR POTENTIAL, AS OUTLINED IN THE CITY'S URBAN FOREST POLICY.

THE PROJECT ALSO INCLUDES SUSTAINABLE WATER MANAGEMENT FEATURES LIKE PERMEABLE GUTTERS AND UNDERGROUND STORMWATER INFILTRATION / STORAGE SYSTEMS. STORMWATER WILL BE CAPTURED AND USED TO WATER TREES AND LANDSCAPED AREAS, AS WELL AS HELP REDUCE FLOODING IN DOWNSTREAM CATCHMENTS.

EXISTING MEDIAN VEGETATION RETAINED

JOHN PARADE CROSSING
DETAIL TO BE DETERMINED
AT FUTURE STAGE

FEATURES

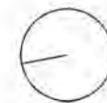
- 17 BIDIRECTIONAL CONCRETE SHARED PATHWAY
- 18 TRANSPORT STOP WITH SHELTER

IMPACTS

PROPOSED 40km/h SPEED ZONE
SUBJECT TO TRANSPORT NSW
APPROVAL

CONCEPT PLAN 1:250 SCALE

THIS PLAN HAS BEEN PRODUCED FOR COMMUNICATION PURPOSES ONLY. THE SCOPE OF WORKS IS INDICATIVE ONLY, BASED ON CONCEPTUAL MASTERPLANS FOR CYCLEWAY AND ROAD SAFETY TREATMENTS. FINAL LAYOUTS WILL BE SUBJECT TO COMMUNITY FEEDBACK AND DETAILED DESIGN PROCESSES, INCLUDING INVESTIGATION OF ALL SERVICE AND TECHNICAL REQUIREMENTS.



LEGEND

- CONCRETE BIDIRECTIONAL SHARED PATH
- ROAD SURFACE RESEALING
- CYCLE LANES
- STORMWATER RAINGARDENS
- PLANTED GARDENS
- PROPOSED KERB AND GUTTER
- PROPOSED TREES
- EXISTING NORFOLK PINE TREES
- POWER POLE
- GIVE WAY SIGN



WATKINS STREET MEREWETHER SHARED PATHWAY

JOINS SHEET 6

1 PARKING SPACE REMOVED
REPLACED WITH CONTINUOUS
CROSSING 'NO STOPPING'
ZONE

COANE STREET / JOHN PARADE
INTERSECTION CROSSING
DETAIL TO BE DETERMINED
AT FUTURE STAGE

CITY OF NEWCASTLE IS COMMITTED TO INCREASING ACTIVE TRANSPORT THROUGH PROVIDING AN EXPANDED CYCLEWAY NETWORK AS PER NEWCASTLE'S CYCLING STRATEGY AND ACTION PLAN.

THE CITY IS PLANNING TO PROVIDE A NORTH - SOUTH CONNECTION BETWEEN THE CITY AND MEREWETHER BEACH.

THIS SECTION OF OFF-ROAD CONTINUOUS BIDIRECTIONAL SHARED PATHWAY WILL BE CONSTRUCTED ALONG THE EASTERN SIDE OF WATKINS STREET FROM GLEBE ROAD TO JOHN PARADE VEHICLES WILL GIVEWAY TO CROSSING CYCLISTS AND PEDESTRIANS AT INTERSECTIONS (EXCLUDING THE BERNER STREET INTERSECTION).

THIS CONTINUOUS PATHWAY WILL CREATE A SAFE AND CONVENIENT FACILITY FOR COMMUTERS, RECREATIONAL USERS, ADULTS AND CHILDREN, LOCALS AND TOURISTS.

THE LOCAL STREETScape WILL BE UPGRADED WITH NEW LANDSCAPING, IMPROVED LIGHTING AND UPGRADED TRANSPORT STOPS, AS WELL AS REDUCED 40km/h VEHICLE SPEED.

NEW TREES WILL PROVIDE COOLING THROUGH TRANSPIRATION AND SHADE. IMPROVED GARDENS AND TREE PITS WILL HELP TREES GROW TO THEIR POTENTIAL, AS OUTLINED IN THE CITY'S URBAN FOREST POLICY.

THE PROJECT ALSO INCLUDES SUSTAINABLE WATER MANAGEMENT FEATURES LIKE PERMEABLE GUTTERS AND UNDERGROUND STORMWATER INFILTRATION / STORAGE SYSTEMS. STORMWATER WILL BE CAPTURED AND USED TO WATER TREES AND LANDSCAPED AREAS, AS WELL AS HELP REDUCE FLOODING IN DOWNSTREAM CATCHMENTS.

FEATURES

- 19 BIDIRECTIONAL CONCRETE SHARED PATHWAY
- 20 UNDERGROUND STORMWATER INFILTRATION / STORAGE SYSTEM
- 21 RAISED PEDESTRIAN / CYCLIST CROSSING VEHICLE GIVEWAY SIGNAGE

IMPACTS

- PROPOSED 40km/h SPEED ZONE SUBJECT TO TRANSPORT NSW APPROVAL
- 1 CAR PARKING SPACE REMOVED COANE STREET

LEGEND

- CONCRETE BIDIRECTIONAL SHARED PATH
- ROAD SURFACE RESEALING
- CYCLE LANES
- STORMWATER RAINGARDENS
- PLANTED GARDENS
- PROPOSED KERB AND GUTTER
- PROPOSED TREES

EXISTING NORFOLK PINE TREES

POWER POLE

GIVE WAY SIGN



CONCEPT PLAN 1:250 SCALE

THIS PLAN HAS BEEN PRODUCED FOR COMMUNICATION PURPOSES ONLY. THE SCOPE OF WORKS IS INDICATIVE ONLY, BASED ON CONCEPTUAL MASTERPLANS FOR CYCLEWAY AND ROAD SAFETY TREATMENTS. FINAL LAYOUTS WILL BE SUBJECT TO COMMUNITY FEEDBACK AND DETAILED DESIGN PROCESSES, INCLUDING INVESTIGATION OF ALL SERVICE AND TECHNICAL REQUIREMENTS



WATKINS STREET MEREWETHER SHARED PATHWAY AND INTERSECTION UPGRADES

May 2020 - Sheet 7 of 7



PO Box 489 Hunter Region Mail Centre Newcastle 2300

ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

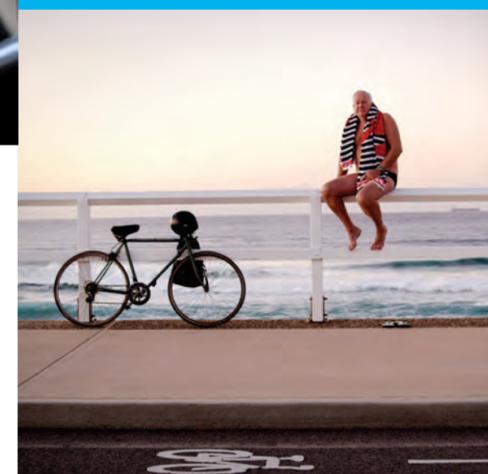
CCL 22/09/20 – THE JUNCTION TO MEREWETHER CYCLWAY

ITEM-65 **Attachment B:** Consultation Brochure

DISTRIBUTED UNDER SEPARATE COVER

Project Update

The Junction to Merewether Beach Cycleway



Community Feedback



We are seeking community feedback to make an informed decision on this project.

Design drawings of the entire route and major elements including the crossing details as well as other information are available on our website.

To have your say visit the Public Exhibition section of our website newcastle.nsw.gov.au and complete the online form to tell us if you support the traffic management aspects of this proposal and to provide your feedback on the overall project.

Alternatively, you can email a written submission to mail@ncc.nsw.gov.au. Include 'Submission – The Junction to Merewether Beach Cycleway' in the subject line.

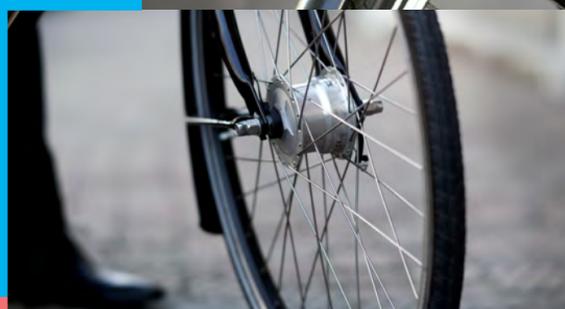
Postal submissions can be sent to:

Chief Executive Officer
City of Newcastle
PO Box 489
Newcastle NSW 2300

Subject: Submission – The Junction to Merewether Beach Cycleway

The public exhibition period closes midnight XXXXXXXX 2020.

For more information visit:
newcastle.nsw.gov.au



Cycleway/Shared path

- On-road cycle lanes from Glebe Road intersection to The Junction Public School children's crossing
- Off-road, bi-directional shared pathway on eastern side of Watkins Street from The Junction Public School through to John Parade, Merewether Beach
- Retain existing (recently upgraded) pathway from north of Patrick Street to Buchanan Street
- Off-road, bi-directional shared pathway on northern side of Coane Street from Watkins Street to John Parade
- The wide kerbside lane from Glebe Road to John Parade also means on-road cycling can be accommodated
- Widening of existing footway between Buchanan Street and John Parade to accommodate 2.5m shared pathway and required offsets.



Crossings upgrades

- Upgrade of existing children's crossing on Watkins Street at The Junction Public School to a combined pedestrian and cyclist crossing and related changes to the school frontage
- Conversion of the recently upgraded pedestrian crossing on Patrick Street to a combined cyclist and pedestrian crossing (linemarking only)
- Proposed new combined pedestrian/cyclist crossings on John Parade at Coane Street and Watkins Street'
- Upgrade of the existing pedestrian crossing on Helen Street to a combined pedestrian and cyclist crossing
- New continuous footpath treatments installed at Chester Lane, Buchanan Street and Coane Street



Bus stop changes and upgrades

- Relocation of bus stop opposite the Junction Public School slightly south away from Hunter Water easement
- New centralised bus stop on Watkins Street at the NSW Land and Housing Corporation units, replacing the two existing bus stops immediately north and south of the units
- Relocation of shelter at bus stop near John Parade
- All relocated stops upgraded to comply with the Disability Standards for Accessible Public Transport.



Drainage upgrades

- Underground stormwater infiltration and storage system to capture stormwater for re-use and reduce downstream flooding
- Permeable gutters and sustainable water management features
- Infiltration drainage pits and rain gardens



Traffic changes

- Proposed 40km/h speed limit on Watkins Street from Glebe Road to John Parade (subject to Transport for NSW approval)
- Changes to No Stopping zones associated with bus stops and intersections
- Installation of additional traffic calming devices including kerb extensions and road humps
- Reduction of approximately 11 on street parking spaces
- Proposed No Right Turn from Watkins Street into Helen Street



Trees and gardens

- Removal of approximately 36 street trees along Watkins Street to accommodate 2.5 metre wide shared path
- Replanting of around 68 advanced street trees of a species similar to the existing trees
- Majority of existing verge gardens retained and left undisturbed during construction
- Replacement landscaping between new shared pathway and roadside kerb
- New garden beds constructed as part of upgraded intersection works

Significant Features

Overall, the project promotes and encourages cycling as a genuine transport option by creating a safe and convenient cycling route for residents, families, commuters and recreational users. Significant features of the project include:



Watkins Street Merewether Shared Pathway and Intersection Upgrades



Indicates area for upgrades

LEGEND	
CONCRETE BIDIRECTIONAL SHARED PATH	
ROAD SURFACE RESEALING	
CYCLE LANES	
STORMWATER RAINGARDENS	
PLANTED GARDENS	
PERMEABLE PAVERS TO INFILTRATE STORMWATER	
PROPOSED KERB AND GUTTER	
PROPOSED TREES	
EXISTING NORFOLK PINE TREES	
POWER POLE	
GIVE WAY SIGN	
NO RIGHT TURN SIGN	
STORMWATER PITS AND PIPES	
STORMWATER INFILTRATION TANKS	

Raised pedestrian/
cyclist crossing
Vehicle Give Way
signage

Raised pedestrian/
cyclist crossing
Vehicle Give Way
signage

Solar electronic
speed message
board

Raised pedestrian/
cyclist crossing
Vehicle Give Way
signage



Expanding and improving the city's bicycle network is one of our four priority projects. Our cycleways objectives include providing high standard facilities that encourage more people to ride for more of their trips.

We have now progressed designs for a cycle route from The Junction through to Merewether Beach starting at the intersection of Glebe Road and Watkins Street and following Watkins Street through to John Parade and Merewether Beach.

The measures include widening the existing footway to create a new shared pathway (mostly along Watkins Street), physical treatments to slow traffic, on road markings and upgrading a number of intersections to give priority to pedestrians and cyclists.

The section from The Junction to Merewether is part of a planned Merewether to City Centre cycleway with design and construction of the extension part of our future program.

Significant upgrades to stormwater drainage systems will be incorporated into the project.

We are now seeking community feedback on the designs. Community feedback will be considered as we progress this project and finalise the designs for approval.

The estimated construction cost is approximately \$2.3 million. If approved, construction may occur over multiple years, depending on funding.

Background

The Newcastle Cycling Strategy and Action Plan guides our plans for providing high quality cycling facilities, creating linkages and expanding our cycleway network.

The Junction to John Parade at Merewether Beach project is part of a broader strategy to provide a north-south connection between Newcastle City and Merewether Beach, which has been identified as a key link in the cycling network.

A major barrier to increased participation in cycling is the perception of lack of safety. Separation from motorised traffic is key to increasing mode share to cycling, particularly for new and less confident riders. Overall, the project has been designed with the aim to provide a slower speed environment for on road cyclists, off road provision (shared path) and changes to intersections and crossings to give priority to pedestrians and cyclists where possible.

Traffic and pedestrian counts have been completed to inform the project design which has in principle support from the Newcastle City Traffic Committee.

Route Description

The proposed route is on Watkins Street from Glebe Road to John Parade at Merewether Beach. From Glebe Road to The Junction Public School on road lanes will be marked and a shared path on the western side of Watkins Street provided. From the crossing, a shared path on the east side of Watkins Street is proposed. A shared path connection on the north side of Coane Street from Watkins Street to John Parade will also be provided.

Removal and replacement of street trees

The new shared pathway will be 2.5m wide, narrowing to 2.0m at select locations.

To maintain the 2.5m width for the majority of the routes, retain existing landscaping at property boundaries and achieve the required offsets to ensure cyclist, pedestrian and motorist safety, it is necessary to remove existing trees and replace with new trees offset from the pathway.

Advanced trees of a similar species will be replanted along the route as part of this project.

Parking impacts

There will be a loss of approximately 11 on-street parking spaces across the proposed route from Glebe Road through to John Parade including the side streets adjacent new crossing treatments. The loss of parking is related to providing the required offsets from pedestrian crossings, intersections and bus stop provisions.

Indicative construction staging

Following consultation and subject to approvals and funding, construction of the new cycleway would be staged over several years. An indicative staging plan is:

1. Helen Street pedestrian crossing
2. Buchanan Street to Helen Street, including traffic calming on Helen Street
3. Helen Street to Berner Street
4. Glebe Road to Buchanan Street, including upgrade of the existing children's crossing
5. Berner Street to John Parade

As part of detailed planning for the project it is also proposed to conduct a tree planting trial to assess proposed planting and drainage techniques.



ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

CCL 22/09/20 – THE JUNCTION TO MEREWETHER CYCLWAY

ITEM-65 **Attachment C:** Summary of Submissions

DISTRIBUTED UNDER SEPARATE COVER

ATTACHMENT C – THE JUNCTION TO MEREWETHER CYCLEWAY – SUMMARY OF SUBMISSIONS

No.	P&R	Suburb	Project Support	Support Continuous Paths - Chester Lane, Buchanan St, Coane St	Support Changes to Crossings - Watkins St, Helen St	Support Linemarking at Patrick St Crossing	Support Road Cushions Helen St	Support 'No Right Turn' into Helen St	Support Combined Crossings on John Parade	Support 40km/h Speed Limit	Summary of Submission	Response
1	TR2020/01732	COOKS HILL	No	No	No	No	No	No	No	No	Respondent states 'roads are for vehicles', notes residents' issues around lack of parking and states that there are enough cycleways.	Noted. Under the <i>Roads Act 1993</i> , bicycles are vehicles.
2	TR2020/01733	HAMILTON SOUTH	Yes with some changes	Yes with some changes	Yes	No	No	Yes	Yes	Yes	Respondent notes concerns about safety of pedestrians on shared paths and requests ramps, notably at Helen Street and Watkins Street. Project is generally supported, except for changes to Helen Street and Patrick Street crossings.	CN has previously prepared material for a safety campaign, to encourage appropriate behaviour by all road and path users. Social media and TV advertising will be used to reinforce desired behaviour. Ramps are included in the project scope.
3	TR2020/01734	THE JUNCTION	No	No	No	No	Yes	No	Yes	Yes	Respondent supports specific measures, such as road cushions on Helen Street and crossings on John Parade but prefers that Bar Beach be upgraded. No further information about desired upgrades provided.	Noted. Bar Beach is under the Coastal Revitalisation Program. Significant improvements to the Bar Beach section of the Bathers Way have been undertaken to date. No suggestions for improvements were included with the submission.
4	TR2020/01735	GEORGETOWN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project supported. No comments provided.	Noted.
5	TR2020/01736	MEREWETHER	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Respondent supports all measures except for speed limit change and road cushions on Helen Street. Respondent considers 50km/h is appropriate for urban areas.	Vulnerable road users such as pedestrians and cyclists have greatly reduced chances of survival at speeds above 30km/h. Although a shared path is provided, it is likely that many cyclists will choose to ride on road.
6	TR2020/01737	COOKS HILL	No	No	Yes	Yes	No	No	No	No	Changes to the children's crossing, Helen Street and Patrick Street crossings are supported but not other measures. No comments provided.	Noted.
7	TR2020/01738	NEWCASTLE	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project supported. No comments provided.	Noted.
8	TR2020/01739	MEREWETHER	Yes	Yes	Yes	Yes		No	Yes	Yes	All measures supported except for No Right Turn into Helen Street. Respondent considers this would force more traffic on Watkins Street and Berner Street. Respondent notes Berner Street/Watkins Street intersection has become very busy since John Parade was made one way. Respondent notes more lighting is needed along Watkins Street. Respondent notes concerns about sightlines from driveways.	Noted. Lighting is to be upgraded as part of the project. The issue about sightlines at driveways is a valid concern. It is a consideration across the whole LGA, as footpaths can legally be used for riding by children under 16 and accompanying adults. CN has prepared material for a safety campaign, part of which focuses on shared paths and driveways. Social media and TV advertising will be used to reinforce desired behaviour.
9	TR2020/01740	NORTH LAMBTON	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project supported. No comments provided.	
10	TR2020/01741	NORTH LAMBTON	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project supported. No comments provided.	
11	TR2020/01742	MEREWETHER	Yes	Yes	Yes	Yes	No		Yes	Yes	Project is supported, except for road cushions on Helen Street. Respondent requests more cycle connections to the rest of Newcastle.	Noted. Road cushions are proposed to assist in reducing traffic speeds on Helen Street, which are often noted as an issue.
12	TR2020/01743	ADAMSTOWN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project supported. No comments provided.	Noted.
13	TR2020/01744	TIGHERS HILL	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project supported.	Noted.
14	TR2020/01745	MEREWETHER	Yes	Yes	No	No	No	No	Yes	Yes	Respondent supports project overall but not measures at Helen Street, Patrick Street and No Right Turn. Respondent notes speeding issues on Helen Street. Respondent considers that traffic signals are needed at Patrick Street and Helen Street to make it safe to cross. Respondent considers a local area traffic study of Merewether is needed.	Noted. The crossing of Helen Street will be raised, with appropriate signposting and linemarking. This measure, variable message boards and road cushions, should modify drivers' behaviour. Agreed that LATM study is required.

No.	P&R	Suburb	Project Support	Support Continuous Paths - Chester Lane, Buchanan St, Coane St	Support Changes to Crossings - Watkins St, Helen St	Support Linemarking at Patrick St Crossing	Support Road Cushions Helen St	Support 'No Right Turn' into Helen St	Support Combined Crossings on John Parade	Support 40km/h Speed Limit	Summary of Submission	Response
15	TR202001746	MEREWETHER	Yes with some changes	Yes with some changes	Yes with some changes	Yes	Yes	Yes	Yes with some changes	Yes	The respondent supports the project overall but expresses strong concerns about the Helen Street crossing, noting a preference for traffic signals at this location and requests development of a safer plan. Respondent also suggests removing the on road cycle lane near Glebe Road due to safety concerns with cars backing out of parking spots. Respondent also suggests inclusion of large signs warning of cyclists crossing.	Concerns are noted. The on road option is provided for confident, more experienced cyclists, who should be practiced at watching for traffic. See above comment.
16	TR2020/01747	MEREWETHER	Yes with some changes	No	Yes	Yes	Yes	No	No	Yes	Respondent supports some aspects of the project but is concerned that residents have not been considered adequately and that they will be fearful of manoeuvring from driveways. Respondent suggests relocating the cycleway to median, widening the median and narrowing verges. Respondent suggests cycleway should continue from the Watkins Street median along Jefferson Park to Merewether Surfhouse.	Noted. A feasibility study was undertaken to determine the route. There are limitations on how close to tree trunks work can be done without compromising viability of trees. It is unclear what crossing/intersection arrangements are proposed, should the cycleway be placed in the median.
17	TR2020/01748	MEREWETHER	Yes	Yes	Yes	Yes	Yes	Yes	Yes with some changes	Yes	Respondent supports the project but would prefer that the crossings on John Parade are not raised, to reduce vehicle noise. Respondent also suggests making Coane Street one way.	Noted. Changes to Coane Street would need to be considered as part of an area-wide study.
18	TR2020/01749	THE HILL	Yes with some changes	Yes with some changes	Yes with some changes	Yes	Yes	Yes	Yes	Yes	Respondent is generally supportive of the project but would like more information about how this cycleway connects to the proposed Corlette Street cycleway. Treatment at Chester Lane is supported but respondent considers Buchanan Street and Berner Street intersections with Watkins Street should have bend out treatment. Further information on the underground infiltration/detention cell system is requested. The submission indicates that the power poles at the Helen Street/Watkins Street intersection should be relocated.	Berner Street does not currently meet warrants for a pedestrian crossing, nor conditions for a footpath treatment. Notwithstanding, a combined pedestrian/cycle crossing will be recommended for Berner Street. Due to costs, relocation of some obstructions has been removed from the project scope. Future relocation has not been precluded. Risks were addressed in a Safety in Design workshop with CN stakeholders.
19	TR2020/01750	HAMILTON SOUTH	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project supported. No comments provided.	Noted.
20	TR2020/01751	ADAMSTOWN	Yes with some changes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project is supported, however the submission notes that the path width should be 3m and suggests that the speed limit is reduced to 30km/h when permitted by the NSW Government.	Noted. Unfortunately the project area is highly constrained. A greater path width would result in further loss of parking or median trees. Compromises were made, as parking demand is high in the area and it is a difficult site to establish trees. CN supports 30km/h limit.
21	TR2020/01752	COOKS HILL	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project supported. No comments provided.	Noted.
22	TR2020/01753	GEORGETOWN	Yes with some changes	Yes with some changes	Yes	Yes	Yes	No	Yes	Yes	All measures are supported except for No Right Turn into Helen Street, however the submission notes that other areas are in greater need of upgrade. Respondent also notes that separation of pedestrians and cyclists is preferred and considers that there is adequate width to achieve cycle paths and footpaths.	Noted. Separation of pedestrians and cyclists is preferred, however the project area is highly constrained. With the reduction in speed (ultimately to 30km/h, desirably), more riders may be confident using the road.
23	TR2020/01754	MEREWETHER	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Respondent supports all measures. Respondent suggests extending the cycleway from the Prince of Wales Hotel to the Mary Ellen Hotel.	Noted. The suggestion for the cycleway extension from the Prince of Wales Hotel to the Mary Ellen Hotel is outside the scope of this project. The Newcastle Cycling Strategy and Action Plan is under review. Suggestion for path extension to be considered in the review.

No.	P&R	Suburb	Project Support	Support Continuous Paths - Chester Lane, Buchanan St, Coane St	Support Changes to Crossings - Watkins St, Helen St	Support Linemarking at Patrick St Crossing	Support Road Cushions Helen St	Support 'No Right Turn' into Helen St	Support Combined Crossings on John Parade	Support 40km/h Speed Limit	Summary of Submission	Response
24		ISLINGTON	Yes with some changes		Yes	Yes	Yes	Yes	Yes	Yes	Respondent supports all measures but notes that shared paths are not ideal for commuting and would prefer separated paths for cyclists.	Noted. The area is highly constrained, which limits the treatments that can be implemented without significant loss of amenity.
25		THE JUNCTION	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project supported. No comments provided.	Noted.
26	TR2020/01729	THE JUNCTION	Yes with some changes	Yes with some changes	Yes with some changes	Yes	Yes	Yes	Yes with some changes	Yes	The respondent is supportive of the project, but requests that the path width is at least 2.5m for the length, and not narrowed in some sections as shown, as these will make passing difficult. A crossing treatment at Berner Street is also requested. Respondent is concerned that trees at the Helen Street crossing may obscure sightlines.	Multiple constraints and the expense required to ameliorate them have resulted in narrowing the path to less than 2.5m in some locations. Pavement markings will be used to warn users about constrained sections, so that they will modify speed and approach cautiously. Tree species have been selected and positioned so that they will not impede sightlines. A combined pedestrian/cycle crossing will be recommended for Berner Street.
27	TR2020/01757	LAMBTON	Yes	Yes	No	Yes	No	No	Yes	No	Overall, project is supported but changes to crossings on Watkins Street and Helen Street, No Right Turn and reduction in speed and road cushions on Helen Street are not. Reasons were not provided.	Noted.
28	TR2020/01731	MEREWETHER	Yes with some changes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	All measures are supported, however respondent requests that buses not be allowed on Watkins Street between Patrick Street and Helen Street, due to the narrow road and danger to pedestrians. Respondent notes buses overhang the path when entering Watkins Street from Patrick Street. Respondent notes additional driveway developments, which have been implemented. Respondent is concerned about loss of parking and issues with exiting the garage, due to increased patronage of the path and potential speeding of path users.	Noted. The request for rerouting of buses is a matter for Newcastle Transport and will be forwarded for consideration. The Project Manager will liaise with Regulatory, Planning and Assessment regarding driveways in new development.
29	TR2020/01761	MEREWETHER	Yes with some changes	Yes with some changes	Yes	Yes	Yes	Yes	Yes	Yes	Project is supported, with some changes. Respondent requests improved infrastructure at the Berner Street intersection and widening of the path between Patrick Street and Buchanan Street. Respondent also requests a connection from the proposal to the Union Street gate of The Junction Public School, as bike storage is located on this side. Respondent requests that pedestrian safety on Railway Street be improved (between Union Street and Lingard Street). Respondent suggests closing Railway Street from Union Street.	The section of Watkins Street between Patrick Street and Buchanan Street is highly constrained. Details of the proposal were forwarded to NSW Schools Infrastructure. Closure of Railway Street is outside project scope.
30	TR2020/01762	MEREWETHER	Yes with some changes	Yes with some changes	Yes	Yes	Yes	No	Yes	Yes	Respondent notes support for the proposal is contingent on cycle logos only, reduction in speed and rerouting of bus stops out of Watkins Street (as the street is too narrow to accommodate buses). These measures would save \$3M, power poles and established trees could remain. Respondent notes concerns with a shared path across driveways, potential for accidents and impacts on local population with loss of parking. Respondent does not support No Right Turn into Helen Street and considers this will increase left turn movements into Helen Street and greater congestion at John Parade. Respondent states that brochure was not received.	Noted. Loss of parking is primarily associated with sightlines required for crossings. Reduction in speed is unlikely to be approved by Transport for NSW without measures to establish a self-regulating environment. These measures contribute to the project cost. Refer to summary of key issues in Council report for further comments.
31	TR2020/01771	MEREWETHER	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	All measures supported.	Noted.

No.	P&R	Suburb	Project Support	Support Continuous Paths - Chester Lane, Buchanan St, Coane St	Support Changes to Crossings - Watkins St, Helen St	Support Linemarking at Patrick St Crossing	Support Road Cushions Helen St	Support 'No Right Turn' into Helen St	Support Combined Crossings on John Parade	Support 40km/h Speed Limit	Summary of Submission	Response
32	TR2020/01778	HAMILTON SOUTH	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project supported. No comments provided.	Noted.
33	TR2020/01795	KOTARA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project supported. No comments provided.	Noted.
34	TR2020/01816	MEREWETHER	No	Yes	Yes with some changes	Yes	Yes	No	Yes with some changes	Yes	Overall, the project is not supported, however many of the individual measures are, including changes to all crossings and speed reduction. Respondent considers safety would be improved by rerouting buses out of Watkins Street. The respondent notes issues with residents' lack of maintenance of vegetation and is concerned about increased potential for accidents on the proposed shared path, from vehicles exiting driveways. Respondent suggests that the wattle trees near the Buchanan Street intersection be replaced with less expansive species. Respondent requests that traffic calming devices allow unimpeded travel by cyclists.	Refer to key issues in Council report. CN specialists have been involved in the project, to advise on tree issues.
35	TR2020/01817	MEREWETHER	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	All measures supported.	Noted.
36	TR2020/01820	MEREWETHER	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project is supported, however the respondent considers that Watkins Street median planting could be reduced to allow room for inclusion of a cycle lane on each side of the road. Submission notes there is a lot of greenery and signage, which are supported, but not much of a cycleway. Respondent suggests making Coane Street one way to decrease traffic flow and allow for a cycleway.	Noted. Refer to key issues in Council report. Changes to Coane Street would need to be considered as part of an area-wide study.
37	TR2020/01840	DUDLEY	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project is supported. No comments provided.	Noted.
38	TR2020/01846	MEREWETHER	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project is supported. No comments provided.	Noted.
39	TR2020/01874	MEREWETHER	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Project is supported however respondent considers that roundabouts are needed at the intersection of Helen Street with Watkins Street and Helen Street with Livingstone Street. No Right Turn at Helen Street is not supported, unless done in conjunction with safer turn access onto Frederick Street at Berner Street, Coane Street and John Parade. Issues noted with banking up of traffic at Livingstone Street and potential for accidents. Respondent suggests cycle lane in widened median between Helen Street and Coane Street.	Noted. Refer to key issues in Council report.
40	TR2020/01879	Merewether	Yes		Yes	Yes	Yes		Yes with some changes	Yes	Respondent notes potential issues with reversing cars in the section from Glebe Road to Bar Beach Avenue. Respondent considers community education will be required and additional warning signage on John Parade, also changes at The Junction (lane markings on Kenrick Street and widening of Glebe Road footpath).	Noted. A shared path is provided on the western side of Watkins Street between the upgraded crossing and Glebe Road. Widening of the path on the eastern side will be considered. Community education is to be undertaken.
41	TR2020/01885	COOKS HILL	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Respondent supports the project but considers that crossings should line up with the shared path and that the speed limit should be reduced to 30km/h.	Crossings have been designed in accordance with Austroads and Transport for NSW/RMS technical guidelines. CN supports a further reduction in speed to 30km/h and will liaise with Transport for NSW to implement this.

No.	P&R	Suburb	Project Support	Support Continuous Paths - Chester Lane, Buchanan St, Coane St	Support Changes to Crossings - Watkins St, Helen St	Support Linemarking at Patrick St Crossing	Support Road Cushions Helen St	Support 'No Right Turn' into Helen St	Support Combined Crossings on John Parade	Support 40km/h Speed Limit	Summary of Submission	Response
42	TR2020/01886	HAMILTON	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project is supported. No comments provided.	Noted.
43	TR2020/01887	HAMILTON	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Proposal supported. No comments provided.	Noted.
44	TR2020/01888	COOKS HILL	Yes with some changes	Yes	No	No	Yes	No	No	Yes	Respondent queries whether warrants for crossings are met and is concerned about reaction time for drivers if cyclists ride across crossings. Respondent considers that the crossing be designated as pedestrian crossings only.	Counts were undertaken and results considered by the Newcastle City Traffic Committee at preliminary concept stage, for proposed crossing on Watkins Street. There is an existing crossing on Helen Street, which is proposed to be raised. Crossings on John Parade are noted as future works, however, these will be implemented as pedestrian only crossings. Concerns regarding riders on crossings are noted. For combined crossings, signage will indicate that drivers are required to stop and give priority to riders and pedestrians. Pavement signage will encourage path users to watch out for traffic.
45	TR2020/01889	MEREWETHER	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Project is supported, except for No Right Turn from Watkins Street into Helen Street.	Noted.
46	TR2020/01890	NEWCASTLE EAST	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project supported. No comments provided.	Noted.
47	TR2020/01891	HAMILTON	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Respondent supports all measures and requests continuation of the cycleway along Corlette Street to the City Centre and Honeysuckle.	Noted.
48	TR2020/01953	THE JUNCTION	Yes with some changes	No	Yes		Yes	Yes	Yes	Yes	The respondent supports the project and measures, except for continuous footpath treatments at Chester Lane, Buchanan Street and Coane Street. The respondent notes that Chester Lane does not have kerb and guttering and no delineation between the road and pathway. Respondent states that kerb and guttering should be completed to show that Chester Lane is a road.	Current road rules dictate that vehicles must give way to any pedestrians crossing the road into which they are turning. The modifications proposed at Chester Lane and signage will clearly indicate that users of the path on Watkins Street, which will be continuous across Chester Lane, have priority over vehicles on Chester Lane or turning into Chester Lane. Community education will be undertaken to encourage riders and pedestrians to slow down and look before crossing.
49	TR2020/01956, TR2020/02002	MEREWETHER	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Respondent is supportive of all measures but considers that the buses on Watkins Street (with few if any passengers) are a danger to cyclists. The second submission (TR2020/02002) details issues created by buses for pedestrians and cyclists.	Noted. Matter to be referred to KD re space for cyclists and pedestrians. Drivers are required to give cyclists at least one metre in passing. If that cannot be achieved, they are required to wait.
50	TR2020/01962	MEREWETHER	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	All measures supported except for No Right Turn into Helen Street.	Noted.
51	OT2020/02961	COOKS HILL	No	No	No	No	No	No	No	No	Respondent considers that the measures are not needed and that the speed limit should be reduced to 30km/h and cyclists share the road with cars.	Noted. A speed reduction to 30km/h is supported however, any speed change must be approved by Transport for NSW. Some trials of 30km/h have been approved. Even with a low speed environment, some users will prefer the shared path.
52	TR2020/01980	MAYFIELD WEST	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project supported. No comments provided.	Noted.

No.	P&R	Suburb	Project Support	Support Continuous Paths - Chester Lane, Buchanan St, Coane St	Support Changes to Crossings - Watkins St, Helen St	Support Linemarking at Patrick St Crossing	Support Road Cushions Helen St	Support 'No Right Turn' into Helen St	Support Combined Crossings on John Parade	Support 40km/h Speed Limit	Summary of Submission	Response
53	TR2020/01983	MEREWETHER	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Project and all measures are supported, as long as the path is 2.5m wide at minimum, with signage to encourage users to keep left. Respondent notes there will not be sufficient room for two prams abreast and a bike.	The path is 2.5m, except for short sections which are highly constrained. Pavement markings will warn users of path narrowing. Prior to, and in conjunction with implementation, City of Newcastle will distribute material about expected behaviours for road and path users.
54	TR2020/02000	MEREWETHER	Yes with some changes	Yes with some changes	Yes	Yes	Yes	Yes	Yes	Yes	Respondent considers the project unnecessary and expensive; that it is a shared path, not a cycleway and that cyclists needs a separate and protected lane in the roadway between parked cars and the kerb (with a narrower travel lane), especially so with COVID requirements for distancing. Respondent considers that Berner Street should have a continuous footpath treatment, in addition to the others proposed.	Refer to key issues in Council report. A combined pedestrian/cycle crossing is to be recommended for Berner Street.
55	TR2020/02003	MEREWETHER	Yes with some changes	Yes with some changes	Yes with some changes	Yes	Yes	Yes	Yes with some changes	Yes	Respondent considers that the path width should be a minimum of 3m and that the crossing treatments should not have a 'dog leg' approach. Respondent notes that cyclists are forced to carry out manoeuvres while slowing down.	The path alignment was constrained on the approach to the Watkins Street crossing by property boundaries. The bend out treatments for combined crossings are in accordance with NSW Bicycle Guidelines. These allow storage of a vehicle so it is not queued across the crossing.
56	OT2020/02984	MEREWETHER	Yes with some changes	No	Yes	Yes	Yes	Yes	No	Yes	Respondent is generally supportive of the project (except for continuous path treatments and crossings on John Parade) but notes 'massive issue' with parking in the area which is not addressed by the project. Respondent suggests the Coane Street section is not needed, but if it does proceed, that it should be relocated to the other side. Respondent suggests a change of route from Buchanan Street into Livingstone Street and upgrade of the Helen Street/Livingstone Street intersection.	Noted. Refer to key issues in Council report.
57	OT2020/02985	THE JUNCTION	Yes with some changes	Yes with some changes	Yes with some changes	Yes	Yes	Yes	Yes	Yes	Respondent notes support for all measures but suggests removing the section of shared path between Bar Beach Avenue and Patrick Street, which is considered to decrease public safety. Respondent's main concern related to sightlines from driveways and potential for a collision and suggests marking an on road lane in this section.	Noted.
58	TR2020/02026	MEREWETHER	Yes with some changes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Respondent is concerned about the speed of bikes on the shared path and cars reversing and queries what measures CN has considered to address these issues. Respondent would also like to see crossings on John Parade offset to discourage children from riding straight across. The respondent is also concerned about planting of appropriate species on the nature strip and replanting of appropriate species on the median strip. Respondent requested that the path on Coane Street be narrowed to allow more garden in the verge. A detailed submission was provided with species suggestions and information about issues with current plantings and suggestions about how to address them.	Noted. Refer to key issues in Council report. Crossings on John Parade will be marked as pedestrian crossings only, with cyclists encouraged to dismount prior to the crossing. CN specialists have been involved in the project, to advise on tree and vegetation issues.

No.	P&R	Suburb	Project Support	Support Continuous Paths - Chester Lane, Buchanan St, Coane St	Support Changes to Crossings - Watkins St, Helen St	Support Linemarking at Patrick St Crossing	Support Road Cushions Helen St	Support 'No Right Turn' into Helen St	Support Combined Crossings on John Parade	Support 40km/h Speed Limit	Summary of Submission	Response
59	OT2020/03007	MEREWETHER	Yes with some changes	Yes	Yes	Yes	No	No	No	Yes	Respondent is generally supportive of the proposal but requests that as many parking spaces as possible be retained. Road cushions, No Right Turn and crossings on John Parade are not supported.	Noted. Speeding has been noted as an issue on Helen Street. Road cushions and other measures are proposed to address this.
60	TR2020/02037	TIGHES HILL	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Project is supported except for road cushions on Helen Street.	Noted.
61	TR2020/02045	HAMILTON NORTH	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Respondent supports the proposal, except for road cushions on Helen Street and reduction in speed limit.	Noted. The reduction in speed limit is considered essential for increased safety and to encourage more participation in cycling.
62	OT2020/02998	THE JUNCTION									Respondents note loss of parking is a large concern. Respondents expressed concern with use of path for cyclists and pedestrians, noting its high use and general congestion, with bus stops, service station entries. Respondents suggest relocation of the bus stop. Respondents note traffic calming device has previously been removed as it was causing structural damage, therefore similar devices should not be considered. Respondent notes issues with sightlines from driveways and potential for accidents.	Traffic calming devices proposed are road cushions in lieu of a road hump (on Helen Street). Tree species and placement have been considered carefully, with regard to growth and impact on sightlines.
63	TR2020/01701		Yes								Respondent supports the project, but requests that crossing facilities be provided on Frederick Street so that those on the western side of Frederick Street can get to the shared path.	Noted. A pedestrian refuge on Frederick Street at Coane Street has previously been endorsed by the Committee (Item 137 of 16 July 2018), with the report noting that warrants for a pedestrian crossing were not met. Improvements to the intersection of Frederick Street and Coane Street are funded for design in the current financial year
64	TR2020/01719	MEREWETHER									The respondent supports the concept of a cycleway to connect the City Centre to Merewether, however, is concerned about potential for accidents with cars backing out of driveways (due to speed of path users). Respondent also queries the inclusion of Coane Street, noting Berner Street affords better views if the intention was to create a single direction loop.	Concerns about reversing vehicles are noted. CN will distribute information about expected behaviour, to encourage paths users and drivers to exhibit due care. In relation to inclusion of the section on Coane Street, the reasoning was for additional points of access to the Bathers Way, rather than completion of a loop.
65	TR2020/01860, TR2020/01865, TR2020/02023	MEREWETHER	No								Respondent is concerned that the path is too narrow and located too close to property boundaries. References are made to Austroads Part 6A. Respondent notes that CN has permitted relatively high fences and screening walls to be built at property boundaries, which impede sightlines. Respondent suggests that the path should be set back 1.5 - 2m from property boundaries. An alternative suggestion is made for retention of the existing path and construction of a separate bike path closer to the kerb. Respondent queries what bicycle design speed has been used. Respondent suggests removing safety hazards, such as power poles, from the path. In a subsequent submission, the respondent states that the pathway location is inappropriate due to the number of motor vehicle access points across it.	Noted. Refer to key issues in Council report. Due to costs, relocation of some obstructions has been removed from the project scope. Future relocation has not been precluded.

No.	P&R	Suburb	Project Support	Support Continuous Paths - Chester Lane, Buchanan St, Coane St	Support Changes to Crossings - Watkins St, Helen St	Support Linemarking at Patrick St Crossing	Support Road Cushions Helen St	Support 'No Right Turn' into Helen St	Support Combined Crossings on John Parade	Support 40km/h Speed Limit	Summary of Submission	Response
66	TR2020/01864	MEREWETHER									Respondent is supportive of measures to encourage trips by bike and improve safety. Respondent notes increased congestion in the area since COVID restrictions and considers that removal of parking spaces and narrowing/landscaping intersections will make traffic conditions worse. Potential hazard with vehicles reversing from driveways is noted. Respondent notes difficulty crossing John Parade but considers a crossing would create even more traffic issues. Rerouting of the cycleway from Watkins Street into Berner Street and right into Ocean Street is suggested. Respondent notes issues with establishing plants in the coastal environment and considers existing vegetation should be retained. Respondent is concerned about light pollution and detrimental impacts on amenity of lighting upgrades. Respondent notes issues with waste generation and suggests increasing the number of bins.	Noted. Refer to key issues in Council report. Additional bins will be considered. The design has allowed for significant retention of vegetation and specialists in this area have been involved throughout the design process.
67	TR2020/01981	THE JUNCTION	Yes								The respondent is very supportive of the proposal. Suggestions made for consideration include make a ruling on the speed of motorised bicycles and include signage to encourage desired behaviours, such as bell ringing, control of dogs and picking up waste.	Noted. CN has prepared material as part of a safety campaign for road and shared path users and will distribute this material widely. Pavement markings and signage will reinforce desired behaviours.
68	TR2020/01966	THE JUNCTION									The respondent refers to a conversation with the Project Manager confirming no speed humps on Watkins Street between Glebe Road and Patrick Street. Respondent had previously advocated for removal of the speed hump near the drain due to property damage arising from vibrations. Respondent notes that following removal, all impacts ceased. Respondent requests that parking losses be minimised.	CN is aware that there is high demand for parking in the vicinity of the school. Parking losses are limited to those required to ensure adequate sight lines. The proposed combined crossing on Watkins Street is a raised crossing, which was noted by the Project Manager in the discussion. It is thought that the soil profile and proximity to the drainage channel were factors in the vibration impacts of the removed road hump. The raised crossing is not proximate to the drain and is not expected to cause vibration damage.
69	TR2020/01990	COOKS HILL	No								The respondent does not support the project and considers that the design will create a dangerous situation where speeding cyclists will travel along the front boundaries of residential properties, creating a safety risk for cyclists and pedestrians. The respondent considers the loss of 11 parking spaces and trees unacceptable and the latter contrary to CN's Urban Forest Policy. The respondent, as a rider, has not found riding on the road on this route a safety issue and considers anyone cycling with children can do so legally on the footpath. Respondent considers most 'serious' riders will still ride on the road and not the shared path and that the project is a poor use of funds with higher priority routes in need of funding.	As the respondent notes, children and accompanying adults can legally ride on the footpath. With the proposed traffic calming measures, it is expected that many users will choose to ride on road, however, there are those not currently riding, who would not be comfortable, at least initially, in a road environment. The current width of the footpath, for the majority of the route, is not of adequate width to accommodate a rider and a pedestrian, or two wheelchairs passing. An arborist has been involved in development of the project and provided advice on tree species and positioning.

No.	P&R	Suburb	Project Support	Support Continuous Paths - Chester Lane, Buchanan St, Coane St	Support Changes to Crossings - Watkins St, Helen St	Support Linemarking at Patrick St Crossing	Support Road Cushions Helen St	Support 'No Right Turn' into Helen St	Support Combined Crossings on John Parade	Support 40km/h Speed Limit	Summary of Submission	Response
70	TR2020/02031	MEREWETHER	Yes								Late submission. Respondent supports the project. Respondent notes that the project concentrates on the route from The Junction to Merewether but is missing provision of safe access routes for cyclists and pedestrian coming from the west. Respondent notes that the only safe crossing of Frederick Street is via the tunnel at Ridge Street and that it would be prudent to provide another on Frederick St to link with the cycleway at Coane Street. The respondent has witnessed many incidents/near misses at the Frederick Street/Coane Street intersection. The respondent provided a detailed proposal for a crossing on Frederick Street at Coane Street.	Noted. A pedestrian refuge on Frederick Street at Coane Street has previously been endorsed by the Committee (Item 137 of 16 July 2018), with the report noting that warrants for a pedestrian crossing were not met. Improvements to the intersection of Frederick Street and Coane Street are funded for design in the current financial year. Design will be undertaken to allow incorporation of a crossing.
71	TR2020/02074	MEREWETHER									Submission received 4/8/20. Respondent supports the concept of a shared bike/pedestrian path but considers that the route from Watkins Street to Coane Street is problematic. Respondent notes that the intersection of John Parade and Coane Street does not have clear sightlines for pedestrians or vehicles because of the density of traffic and parked cars. Pedestrians and cyclists heading to the beach will have to cross a one-way bike path to join the shared path at a very busy location. Respondent notes that accidents have already occurred because few people realise it is one way and cyclists ride too fast. Respondent notes poor sightlines from driveways in Coane Street due to the curvature of the street. Respondent suggests use of Berner Street instead and that plans should consider how people can safely access all parts of the Dixon Park/Merewether foreshore.	Noted. Refer to key issues in Council report. Proposed crossings at John Parade will be pedestrian crossings only, with riders encouraged to dismount.
72	TR2020/02179	GEORGETOWN	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Late submission. Respondent supports the project, except for No Right Turn from Watkins into Helen Street. No additional comments provided.	Noted.