

---

**ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER**

**CCL 23/03/21 - SCHOLEY STREET AT NELSON STREET,  
MAYFIELD - PROPOSED PEDESTRIAN / CYCLE REFUGE,  
ROAD CUSHIONS AND INTERSECTION REALIGNMENT**

<b>PAGE 3</b>	<b>ITEM-25</b>	<b>Attachment A:</b>	<b>Scholey Street at Nelson Street, Mayfield - Plan</b>
<b>PAGE 8</b>	<b>ITEM-25</b>	<b>Attachment B:</b>	<b>Scholey Street, Mayfield - Summary of Submissions</b>
<b>PAGE 13</b>	<b>ITEM-25</b>	<b>Attachment C:</b>	<b>Consultation Leaflet - Scholey Street</b>

**DISTRIBUTED UNDER SEPARATE COVER**



---

**ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER**

**CCL 23/03/21 - SCHOLEY STREET AT NELSON STREET,  
MAYFIELD - PROPOSED PEDESTRIAN / CYCLE REFUGE,  
ROAD CUSHIONS AND INTERSECTION REALIGNMENT**

**ITEM-25      Attachment A:      Scholey Street at Nelson Street, Mayfield - Plan**

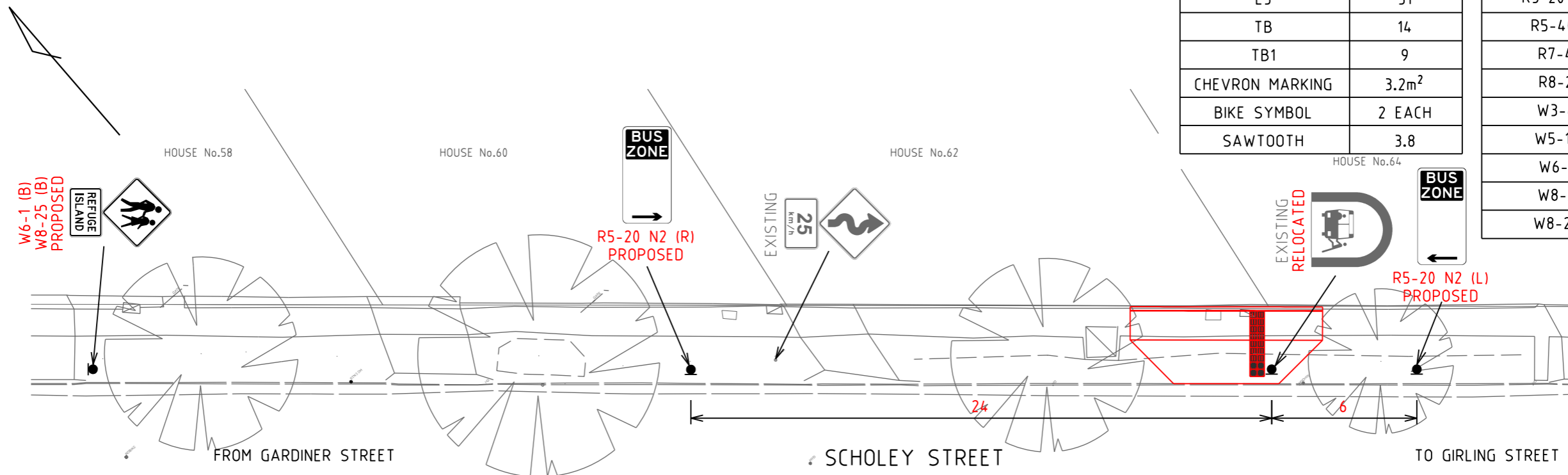
**DISTRIBUTED UNDER SEPARATE COVER**

# Ordinary Council Meeting

23 MARCH 2021

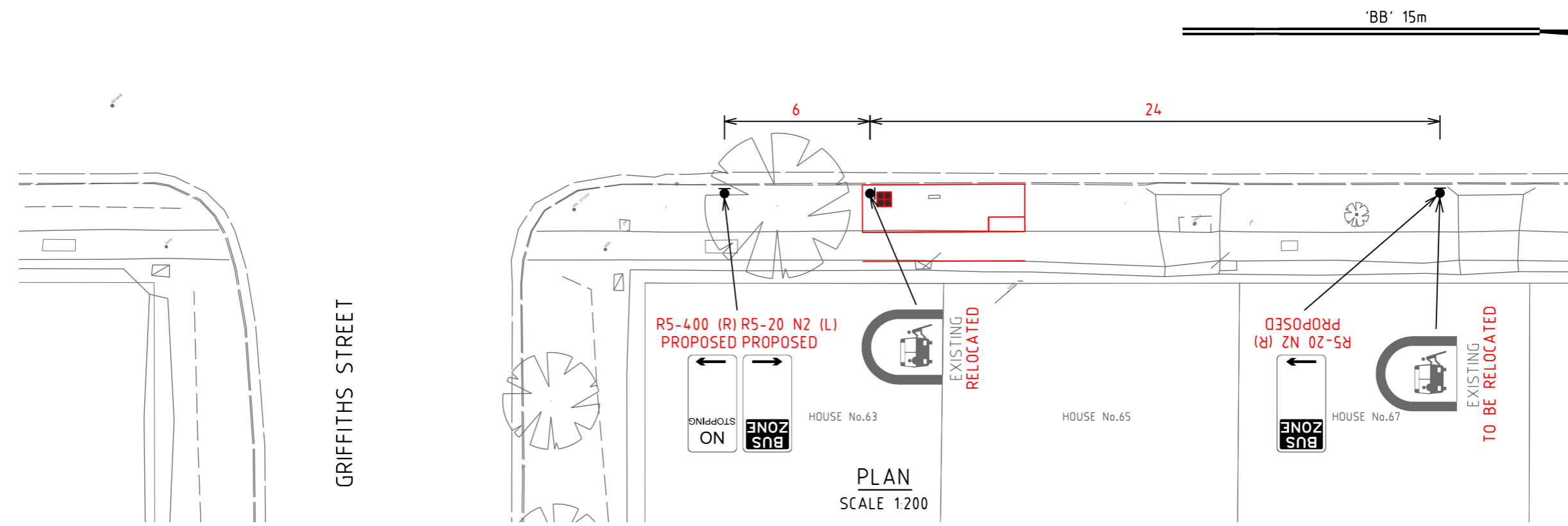


**DISTRIBUTED UNDER SEPARATE COVER**

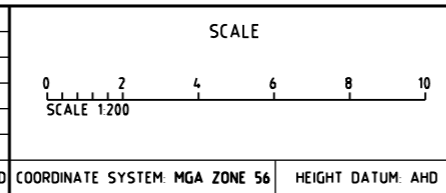


LINEMARKING SCHEDULE	
RMS REF.	LENGTH (m)
BB	87
C1	82
E1	63
E5	51
TB	14
TB1	9
CHEVRON MARKING	3.2m <sup>2</sup>
BIKE SYMBOL	2 EACH
SAWTOOTH	3.8

SIGN SCHEDULE	
RMS REF.	NUMBER
R2-3 (B) L	2
R5-400 (R)	3
R5-20 N2 (L)	2
R5-20 N2 (R)	2
R5-400 (L)	2
R7-4 (A)	2
R8-2 (A)	4
W3-4 (B)	2
W5-10 (B)	2
W6-1 (B)	2
W8-2 (B)	2
W8-25 (B)	2



No.	AMENDMENT DETAILS	DATE	INITIALS
3	FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL	11-01-21	MS
2	FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL	02-11-20	MS
1	FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL	09-07-20	MS



DESIGNED: M STEVENSON  
REVIEWED: J COLLIE

INFRASTRUCTURE AND PROPERTY  
ASSETS AND PROJECTS  
CIVIL SERVICES TEAM

MICROSTATION FILE: R7845\_10.dgn  
12d PROJECT FILE: C3814\_DESIGN\_F20210111A3.project  
CIVIL PROJECT No. 2015-16/002/21211

SUR: M GOODE  
F.B.: 535  
L.B.: -

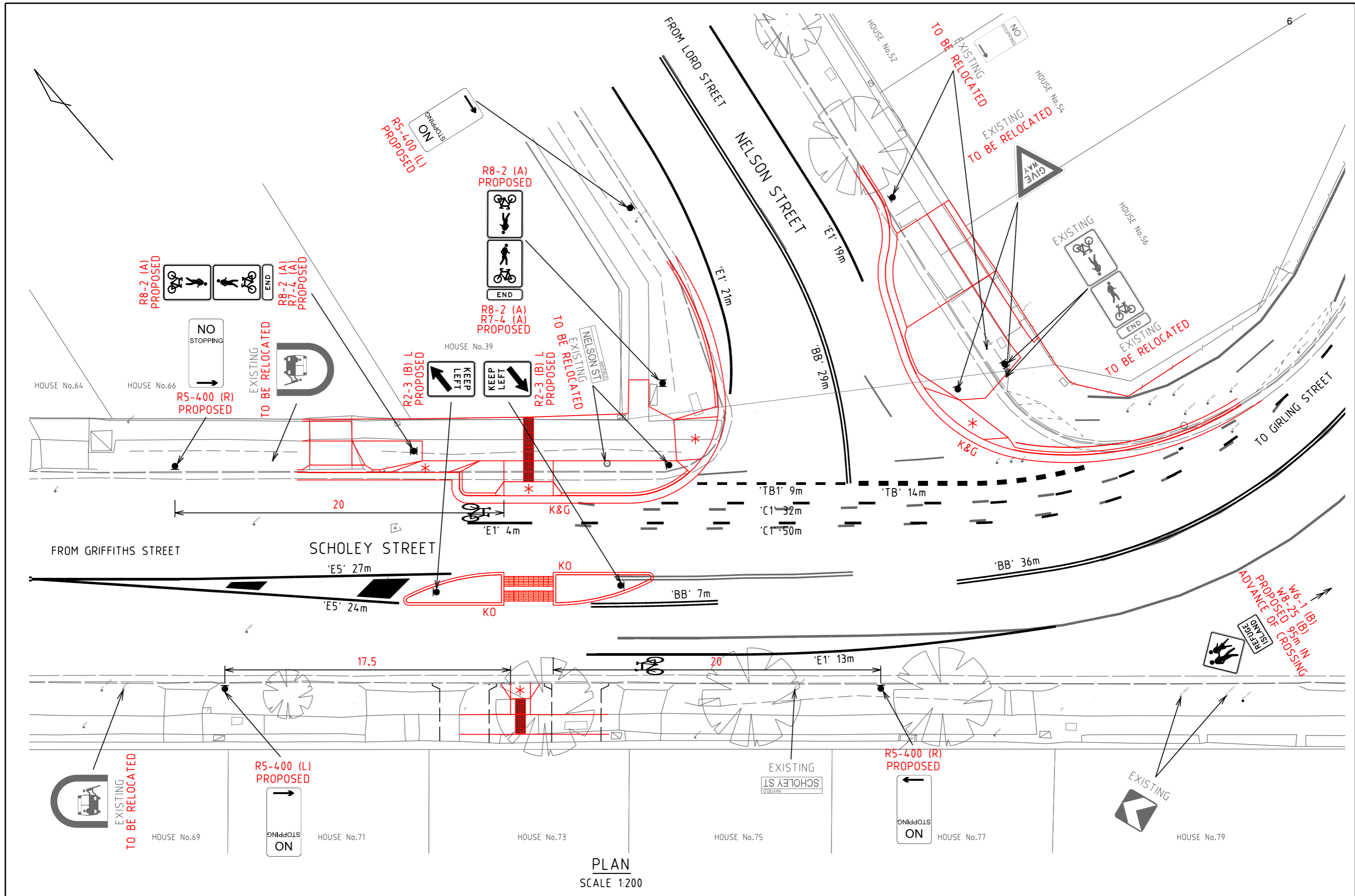
SIGNPOSTING AND LINEMARKING  
PLAN - SHEET 1 OF 3

CITY OF NEWCASTLE

SCHOLEY STREET MAYFIELD  
INTERSECTION AT NELSON STREET  
PEDESTRIAN REFUGE INSTALLATION

CN PLAN No. R7845  
AMENDMENT No. 3

SHEET No. 10 OF 15 SHEETS



PLAN  
SCALE 1:200

No.	AMENDMENT DETAILS	DATE	INITIALS
3	FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL	11-01-21	MS
2	FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL	02-11-20	MS
1	FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL	09-07-20	MS

SCALE	
0	12.5
2.5	
5.0	
7.5	
10.0	

SCALE 1:250

	INFRASTRUCTURE AND PROPERTY ASSETS AND PROJECTS CIVIL SERVICES TEAM
	DESIGNED: M STEVENSON REVIEWED: J COLLIE

MICROSTATION FILE: R7845_11.dgn	SUR: M GOODE
12d PROJECT FILE: C3814_DESIGN_F2021011A3.project	F.B.: 535
CIVIL PROJECT No. 2015-16/002/21211	L.B.: -

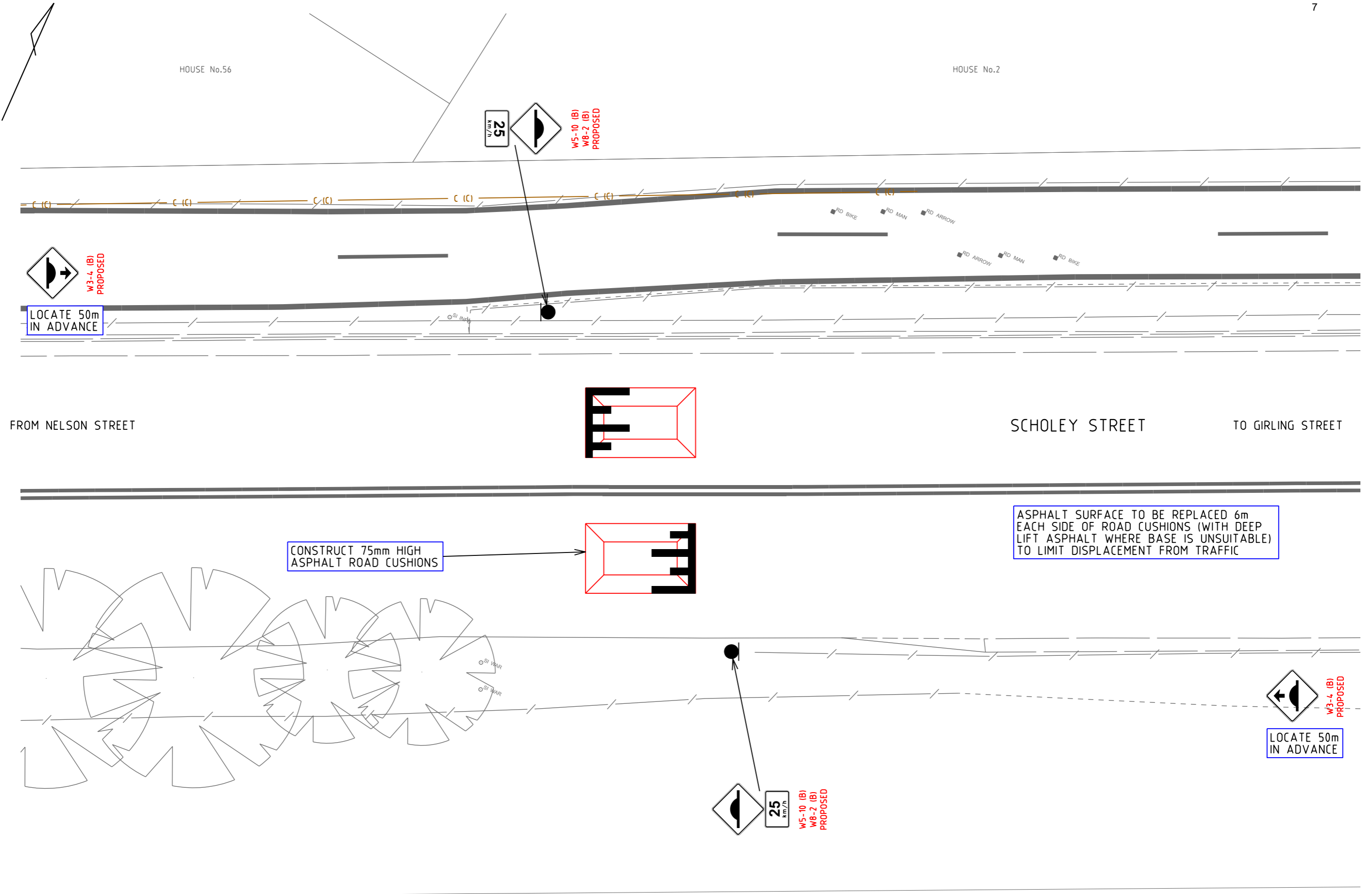
SIGNPOSTING AND LINEMARKING  
PLAN - SHEET 2 OF 3

CITY OF NEWCASTLE	
SCHOLEY STREET MAYFIELD INTERSECTION AT NELSON STREET PEDESTRIAN REFUGE INSTALLATION	

CN PLAN No.	SHEET No.
R7845	11
AMENDMENT No. 3	OF 15
	SHEETS

A3 ORIGINAL THIS SHEET WAS PREPARED IN COLOUR AND WILL BE INCOMPLETE IF COPIED

COORDINATE SYSTEM MGA ZONE 56 HEIGHT DATUM AHD



ASPHALT SURFACE TO BE REPLACED 6m EACH SIDE OF ROAD CUSHIONS (WITH DEEP LIFT ASPHALT WHERE BASE IS UNSUITABLE) TO LIMIT DISPLACEMENT FROM TRAFFIC

PLAN  
SCALE 1:100

<table border="1"> <tr> <th>No.</th> <th>AMENDMENT DETAILS</th> <th>DATE</th> <th>INITIALS</th> </tr> <tr> <td>3</td> <td>FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL</td> <td>11-01-21</td> <td>MS</td> </tr> <tr> <td>2</td> <td>FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL</td> <td>02-11-20</td> <td>MS</td> </tr> <tr> <td>1</td> <td>FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL</td> <td>09-07-20</td> <td>MS</td> </tr> </table>			No.	AMENDMENT DETAILS	DATE	INITIALS	3	FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL	11-01-21	MS	2	FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL	02-11-20	MS	1	FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL	09-07-20	MS	<p>SCALE</p> <p>SCALE 1:100</p>	<p>INFRASTRUCTURE AND PROPERTY ASSETS AND PROJECTS CIVIL SERVICES TEAM</p> <p>DESIGNED: M STEVENSON REVIEWED: J COLLIE</p>	<p>MICROSTATION FILE: R7845_12.dgn 12d PROJECT FILE: C3814_DESIGN_F20210111A3.project CIVIL PROJECT No. 2015-16/002/21211</p> <p>SUR: M GOODE F.B.: 535 L.B.: -</p>	<p>CITY OF NEWCASTLE</p> <p>SIGNPOSTING AND LINEMARKING PLAN - SHEET 3 OF 3</p>	<p>CN PLAN No. R7845 AMENDMENT No. 3</p>	<p>SHEET No. 12 OF 15 SHEETS</p>
No.	AMENDMENT DETAILS	DATE	INITIALS																					
3	FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL	11-01-21	MS																					
2	FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL	02-11-20	MS																					
1	FINAL DESIGN PLAN ISSUED FOR CLIENT APPROVAL	09-07-20	MS																					
<p>A3 ORIGINAL THIS SHEET WAS PREPARED IN COLOUR AND WILL BE INCOMPLETE IF COPIED</p>				<p>COORDINATE SYSTEM MGA ZONE 56 HEIGHT DATUM AHD</p>																				

---

**ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER**

**CCL 23/03/21 - SCHOLEY STREET AT NELSON STREET,  
MAYFIELD - PROPOSED PEDESTRIAN / CYCLE REFUGE,  
ROAD CUSHIONS AND INTERSECTION REALIGNMENT**

**ITEM-25    Attachment B:    Scholey Street, Mayfield - Summary of  
Submissions**

**DISTRIBUTED UNDER SEPARATE COVER**





## ATTACHMENT B

**SUMMARY OF SUBMISSIONS  
SCHOLEY STREET, MAYFIELD – PROPOSED PEDESTRIAN REFUGE AT NELSON STREET**

No.	P&R	Street/Suburb	Support Measures?	Summary of Submission	CN Comment
1	TR2020/01133	Scholey St	No	Respondent states that speeding in the area is the main problem, with the proposed refuge likely to increase the danger faced by all road users. They assert that the camber of the road with the proposed refuge (specifically the western splayed approach) will render access to their driveway from the westbound lane impossible. The respondent notes that they judge the crossing of Nelson Street to be the greater danger to pedestrians, as opposed to the crossing of Scholey Street.	The presence of the refuge in the roadway should act to calm traffic in Scholey Street. Access to the driveway will be possible. Road cushions have been included in the project scope for further traffic calming. Kerb extensions at Nelson Street will improve sight lines.
2	TR2020/01183	Nelson St	Yes, with changes	The respondent states that they agree with the refuge on Scholey Street, but assert that the crossing on Nelson Street presents a greater risk to pedestrians as pedestrians are essentially blind to traffic approaching from either direction on Scholey Street in addition to westbound traffic often speeding up/crossing the centreline around corners at this location. They note that audible indicators of vehicular traffic are often drowned-out by activity in the nearby rail corridor, further increasing the hazard posed to pedestrians. The applicant requests that an additional pedestrian refuge be considered on Nelson Street.	Noted. An additional refuge on Nelson Street was investigated. Incorporation of the refuge meant that the planned kerb extensions would not be possible, crossing would be in two stages and crossing distance not markedly reduced. It was considered that the exhibited arrangement would be more effective in addressing the reported issues.
3	TR2020/01296	Scholey St	No	The respondent advises that they have development consent for a new driveway at No. 73 which is directly impacted by the southern kerb ramp of the proposed crossing with pedestrian refuge, noting that the proposed refuge will make access 'very difficult and quite dangerous'. They request the refuge be relocated west by approximately 'two properties'.	<p>CN design staff have reported that the two driveways approved will not impede the installation of the pedestrian facilities, specifically the kerb ramp and Tactile Ground Surface Indicators. They note additionally that the space between the driveways as shown on the design supplied by this respondent is 2.71m. The pedestrian facilities which may have overlapped will be approximately 2.4 m wide.</p> <p>The refuge is to be located to allow transition from the off-road path on the Scholey Street bridge to on road, for continuation of travel west.</p>
4	(NA – online submission)	Mayfield	Yes, with changes	Respondent suggested moving the refuge further west towards Purdue Park, to allow	The refuge is to be located to allow transition from the off-road path on the Scholey Street

No.	P&R	Street/Suburb	Support Measures?	Summary of Submission	CN Comment
				retention of parking between No. 71 and No. 77 Scholey Street. Respondent queried why Scholey Street could not have a treatment similar to Roe, Valencia and Hart streets.	bridge to on road, for continuation of travel west. Roe, Valencia and Hart streets have a threshold treatment, which is primarily a traffic calming device rather than a crossing facility. Guidelines discourage use of traffic calming devices on pedestrian desire lines. Road cushions are proposed east of Nelson Street.
5	(NA – online submission)	Islington	Yes, with changes	Respondent considers that: Nelson Street requires a refuge; cars speed down the bridge, heading west; refuge islands are too small (cannot accommodate trailers or tag-a-longs) and bike symbols are confusing. Buffers (in accordance with Road Rules) should be provided.	An additional refuge was investigated, however, the exhibited proposal, with the addition of road cushions, is considered the best option. Facilities are designed in accordance with Austroads and Transport for NSW guides and technical directions. It is acknowledged that larger bikes and mobility devices are more common, however site constraints dictate what can be accommodated.
6	(NA – online submission)	Merewether	Yes, with changes	Respondent indicates that the design is not compatible with Road Rule 144. Respondent considers that refuge islands are too small and cannot accommodate trailers or tag-a-longs.	Road 144 indicates that 'the driver of a motor vehicle driving past to the right of a bicycle that is travelling on a road in the same direction as the motor vehicle must pass the bicycle at a safe distance from the bicycle'. The safe distance is at least one metre if the speed limit is less than 60km/h. This is primarily a behavioural issue. The onus is on the driver to pass at a safe distance or wait (behind the rider) until it is possible to do so safely. It is acknowledged that larger bikes and mobility devices are more common, however site constraints dictate what can be accommodated.
7	(NA – online submission)	Mayfield	No	Respondent suggests adding a separated cycleway on the southern side of the bridge or close the bridge to traffic. Respondent considers that the proposal does not address any of the conflict areas.	The bridge has recently been upgraded. The bridge is not a CN asset and significant negotiation and costs were involved to achieve the cycling provisions included in the upgrade.
8	(NA – online submission)	Newcastle East	No	Respondent notes difficulties with bi-directional facilities and considers that it would be cheaper and easier to run protected bike lanes on both sides of the road from Islington Park to Gardiner Street.	Noted.
9	(NA – online submission)	Mayfield	Yes, with changes	Respondent queries the need for the bus stops (noting another bus stop 300m west on Scholey	Removal of the bus stops has not been considered as part of this proposal. Bus stop

No.	P&R	Street/Suburb	Support Measures?	Summary of Submission	CN Comment
				Street) and notes imminent increased need for on street parking, with development at No. 73 Scholey Street. Respondent requests additional traffic calming at the bottom of the rail bridge. Respondent supports provision of a pedestrian refuge.	locations and spacing are determined primarily by Transport for NSW and Newcastle Transport. Road cushions have been incorporated in the project scope.
10	(NA – online submission)	Cooks Hill	Yes, with changes	Respondent notes difficulty with performing a right turn from Nelson Street into Scholey Street, due to sight lines. Would like visibility improved.	Implementation of the refuge and road cushions should assist with moderating speeds. These measures and realignment of the intersection should improve the safety of the right turn.
11	(NA – online submission)	Mayfield	Yes	Respondent requests a mirror on Scholey Street, noting that mirrors are not 'preferred' treatments. They request an additional pedestrian refuge or plastic bollard median treatment on Nelson Street, as well as measures to slow traffic departing the rail bridge on Scholey Street.	Mirrors are not supported road treatments. An additional refuge on Nelson Street was investigated but raised other issues. The exhibited proposal, with the addition of road cushions, is preferred.
12	(NA – online submission)	Hamilton	Yes	No comments provided.	Noted.
13	(NA – online submission)	The Hill	No	Respondent considers the refuge is not required as few pedestrians cross at the intersection. Respondent objects to loss of parking.	Noted.
14	(NA – online submission)	Islington	No	Respondent considers a refuge is needed to cross Nelson Street, noting poor sightlines. Respondent suggests remaining on the north side of Scholey Street until clear then crossing.	Purpose of the refuge is to facilitate the movement described. Realignment of the intersection is intended to improve sight lines.

---

**ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER**

**CCL 23/03/21 - SCHOLEY STREET AT NELSON STREET,  
MAYFIELD - PROPOSED PEDESTRIAN / CYCLE REFUGE,  
ROAD CUSHIONS AND INTERSECTION REALIGNMENT**

**ITEM-25    Attachment C:    Consultation Leaflet - Scholey Street**

**DISTRIBUTED UNDER SEPARATE COVER**



Traffic and  
pedestrian project

Traffic and  
pedestrian project

## Background

Scholey Street is part of the R6 regional cycling route from the University (Callaghan) to the Newcastle City Centre and key walking routes, with nearby attractors including Newcastle TAFE and Islington Public School. Several improvements have been made to the route in recent years, including upgrade of the Scholey Street rail bridge and construction of shared paths on the bridge approaches. A pedestrian refuge was proposed to be constructed in addition to these works, to enable pedestrians and west bound cyclists to cross Scholey Street at the end of the shared pathway.

## How we use feedback

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

**To view the concept design of the pedestrian refuge and have your say, visit the Public Exhibition section of our website [newcastle.nsw.gov.au](http://newcastle.nsw.gov.au) and complete the online form to tell us if you support this proposal.**

**Alternatively, you can email a written submission to [mail@ncc.nsw.gov.au](mailto:mail@ncc.nsw.gov.au)**

**Subject: Submission – Pedestrian Refuge – Scholey Street at Nelson Street, Mayfield.**

**Postal submissions can be sent to:**

Chief Executive Officer  
City of Newcastle  
Attention: Transport and Compliance  
PO Box 489  
Newcastle NSW 2300

Subject: Submission – Pedestrian Refuge – Scholey Street at Nelson Street, Mayfield.

The public exhibition period closes  
Friday 29 May 2020.

Proposed  
pedestrian refuge

# Scholey Street at Nelson Street, Mayfield



For more information call 4974 2000  
[newcastle.nsw.gov.au](http://newcastle.nsw.gov.au)

City of Newcastle is seeking feedback on a proposal to construct a pedestrian refuge on Scholey Street near Nelson Street, Mayfield.

### What is proposed

We are seeking feedback on a proposal to improve safety for pedestrians and cyclists in the vicinity of Scholey Street and Nelson Street, Mayfield.

The proposed changes are as follows:

- Construct a pedestrian refuge and kerb ramps on Scholey Street, immediately west of Nelson Street, Mayfield
- Realign the intersection of Nelson Street and Scholey Street by constructing kerb extensions and linemarking
- Relocation of the bus stops slightly west of current locations, upgrade of the stops and formalisation of bus zones
- Upgrade street lighting
- Associated signage and linemarking works.

## Scholey Street at Nelson Street, Mayfield

