

**ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER**

**CCL 08/12/20 – MARYLAND DRIVE, MARYLAND – PROPOSED  
PEDESTRIAN REFUGES NEAR GRANGE AVENUE AND  
HOLYWELL STREET**

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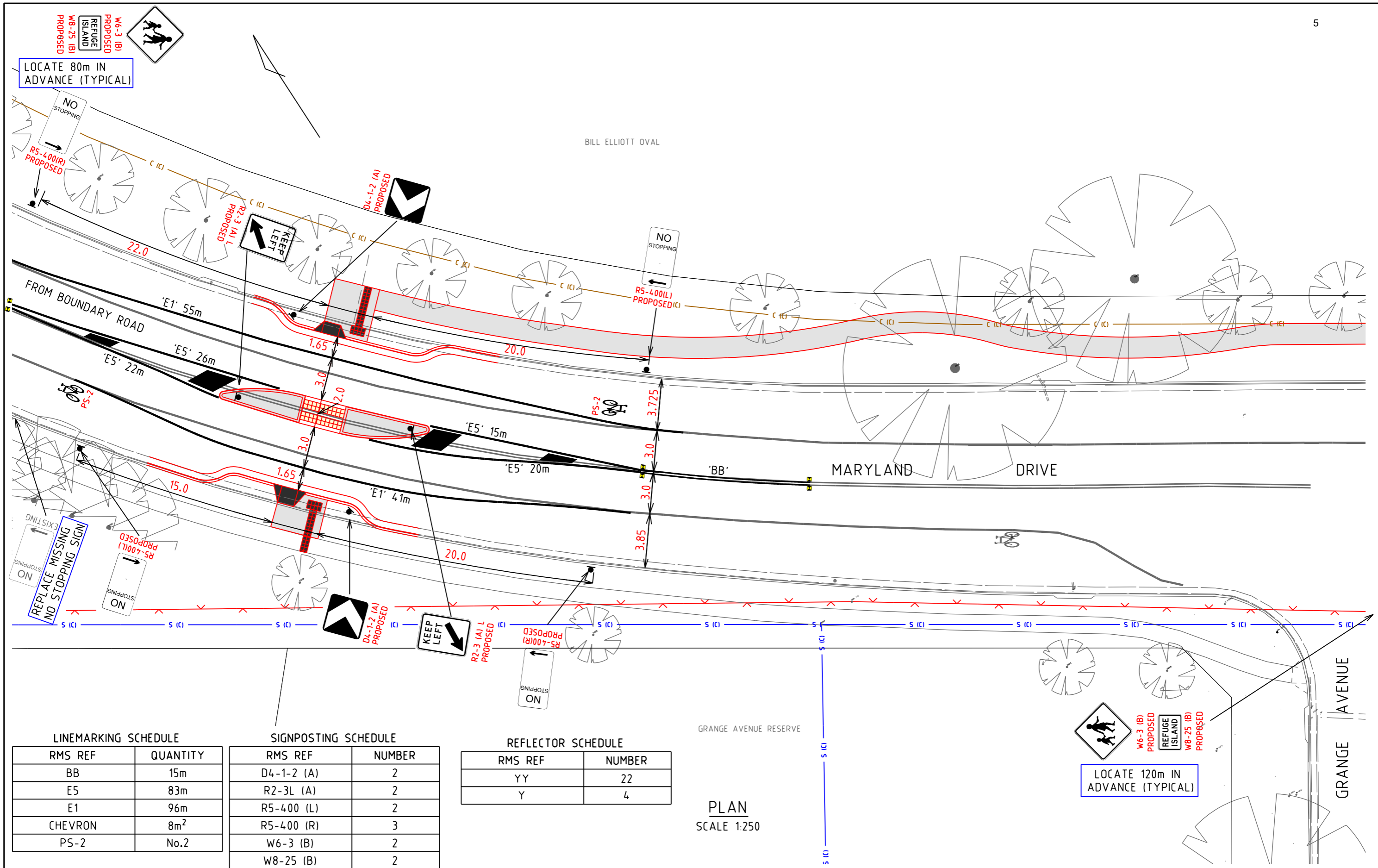
**CCL 08/12/2020 – MARYLAND DRIVE, MARYLAND – PROPOSED  
PEDESTRIAN REFUGES NEAR GRANGE AVENUE AND  
HOLYWELL STREET**

**ITEM-108**      **Attachment A:**      Plan – Pedestrian Refuge – Maryland Drive near  
Grange Avenue, Maryland

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LOCATE 80m IN ADVANCE (TYPICAL)

LOCATE 120m IN ADVANCE (TYPICAL)

**LINEMARKING SCHEDULE**

RMS REF	QUANTITY
BB	15m
E5	83m
E1	96m
CHEVRON	8m <sup>2</sup>
PS-2	No.2

**SIGNPOSTING SCHEDULE**

RMS REF	NUMBER
D4-1-2 (A)	2
R2-3L (A)	2
R5-400 (L)	2
R5-400 (R)	3
W6-3 (B)	2
W8-25 (B)	2

**REFLECTOR SCHEDULE**

RMS REF	NUMBER
YY	22
Y	4

PLAN  
SCALE 1:250

SCALE AS SHOWN		INFRASTRUCTURE AND PROPERTY ASSETS AND PROJECTS CIVIL SERVICES TEAM	MICROSTATION FILE: R7862_10.dgn	SUR: L KNAUS	CITY OF NEWCASTLE  MARYLAND DRIVE MARYLAND BOUNDARY ROAD TO MCNAUGHTON AVENUE PROPOSED PEDESTRIAN FACILITIES	CN PLAN No.	SHEET No.
1 SP & LM PLAN SUBMITTED TO NCTC FOR APPROVAL 16-11-20 BD No. AMENDMENT DETAILS DATE INITIALS			DESIGNED: B DUFF	12d PROJECT FILE: C4250_DESIGN.project		F.B.: 538	R7862 AMENDMENT No. 1
COORDINATE SYSTEM: MGA ZONE 56 HEIGHT DATUM: AHD		REVIEWED: -	CIVIL PROJECT No.: 2019-20/004/20896	L.B.: -			
A3 ORIGINAL THIS SHEET WAS PREPARED IN COLOUR AND WILL BE INCOMPLETE IF COPIED		SIGNPOSTING AND LINEMARKING					

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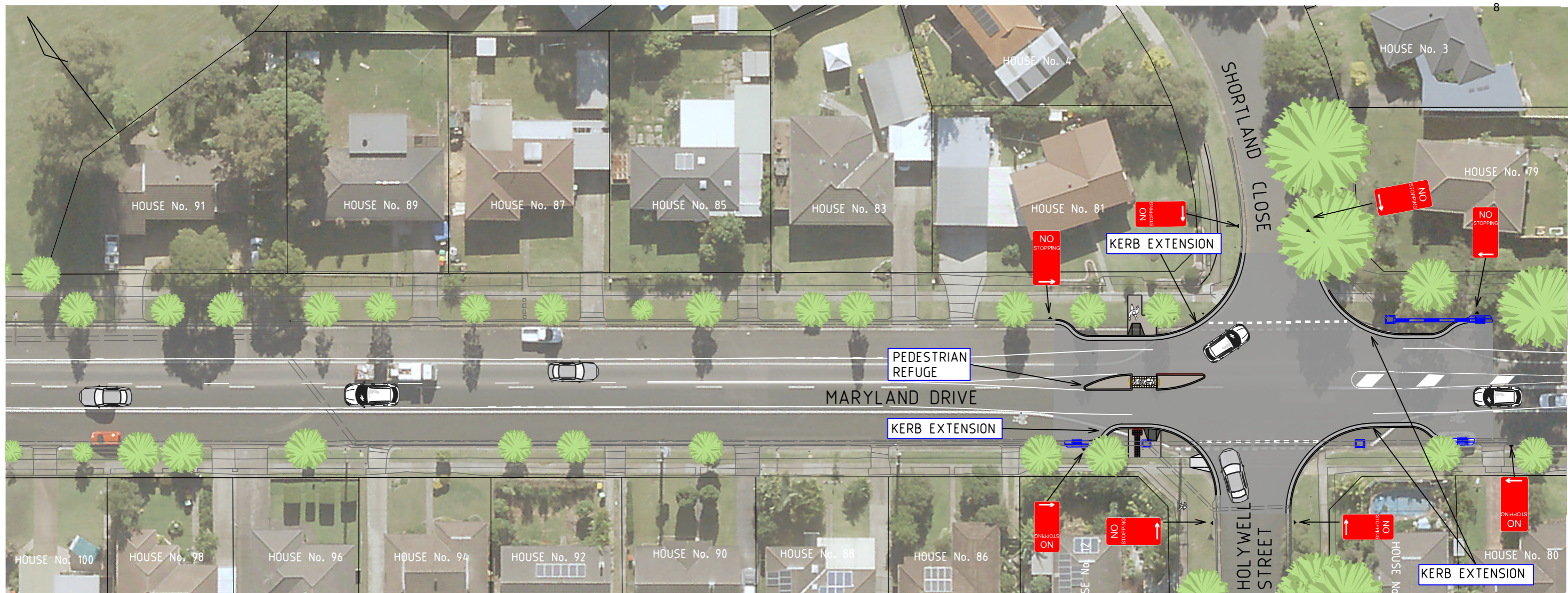
**CCL 08/12/20 – MARYLAND DRIVE, MARYLAND – PROPOSED  
PEDESTRIAN REFUGES NEAR GRANGE AVENUE AND HOLYWELL  
STREET**

**ITEM-108**    **Attachment B:**    Plan – Pedestrian Refuge – Maryland Drive near  
Holywell Street, Maryland

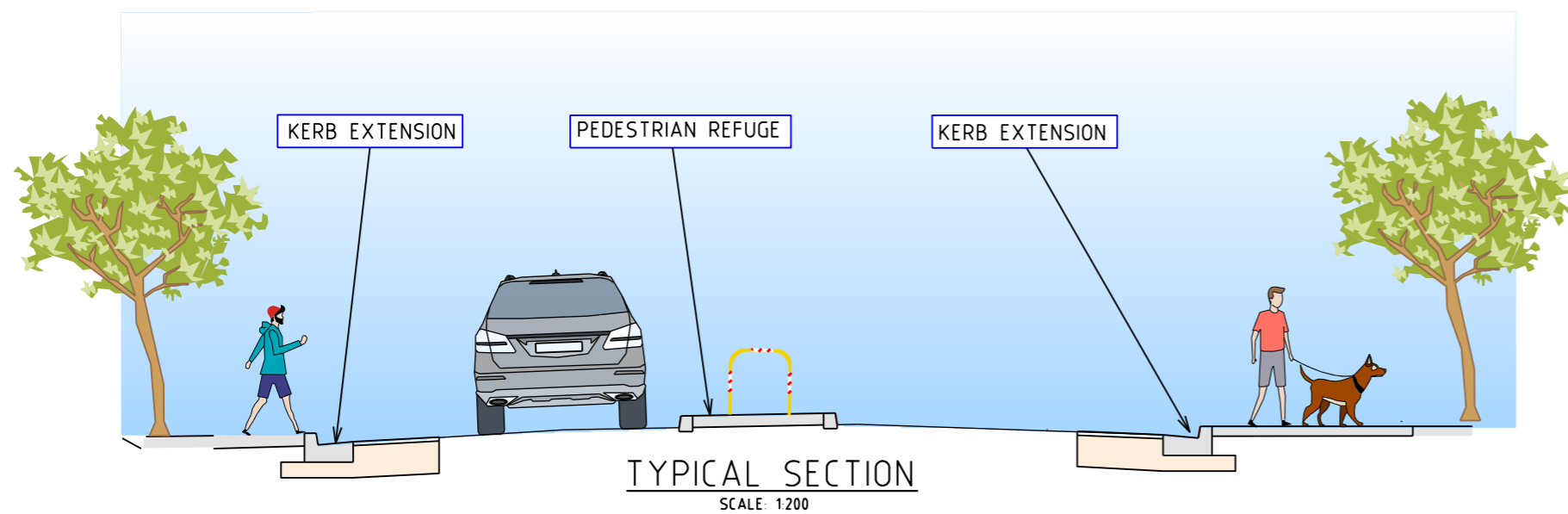
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PLAN  
SCALE 1:250



TYPICAL SECTION  
SCALE 1:200

LEGEND:	
	ROAD VICINITY OF WORKS
	NEW CONCRETE PATH/ACCESS DRIVEWAY
	NEW KERB & GUTTER
	EXISTING TREES
	HOLDING RAIL
	NEW DRAINAGE PITS & PIPES
	CONCRETE RAMP

				SCALE	INFRASTRUCTURE AND PROPERTY ASSETS AND PROJECTS CIVIL SERVICES TEAM	MICROSTATION FILE: R7862_Community_Figure_1.dgn	SUR: -	<b>CITY OF NEWCASTLE</b> MARYLAND DRIVE MARYLAND BOUNDARY ROAD TO MCNAUGHTON AVENUE PROPOSED PEDESTRIAN FACILITIES	CN PLAN No.	SHEET No.
				AS SHOWN		DESIGNED: -	12d PROJECT FILE: -		F.B.: -	R7862
				COORDINATE SYSTEM: MGA ZONE 56	REVIEWED: -	CIVIL PROJECT No.:	L.B.: -		AMENDMENT No. -	OF 1 SHEETS
1 - AMENDMENT DETAILS No. DATE INITIALS				HEIGHT DATUM: AHD	COMMUNITY COMMUNICATION					
A3 ORIGINAL THIS SHEET WAS PREPARED IN COLOUR AND WILL BE INCOMPLETE IF COPIED										



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**CCL 08/12/20 – MARYLAND DRIVE, MARYLAND – PROPOSED  
PEDESTRIAN REFUGES NEAR GRANGE AVENUE AND HOLYWELL  
STREET**

**ITEM-108**    **Attachment C:**    Summary of Submissions – Proposed Pedestrian  
Refuges – Maryland Drive near Grange Avenue  
and Holywell Street, Maryland

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**ATTACHMENT C - MARYLAND DRIVE, MARYLAND – PEDESTRIAN REFUGES – SUMMARY OF SUBMISSIONS**

No.	Suburb	Support for Refuge West of Grange Avenue	Support for Refuge Near Holywell Street	Summary of Submission	Response
1	Maryland	Yes, with changes	Yes	Respondent supports the proposals for refuges, but requests that additional footpaths be provided to connect the netball courts to the skate park as well as the playground on John T Bell Drive to the proposed refuge on Maryland Drive. Respondent notes the lack of connectivity in the Maryland area.	Noted. Footpaths in the wider area are being considered as part of the Principal Pedestrian Network project (with consultation to be undertaken in 2021).
2	Maryland	Yes	Yes	Initiatives are fully supported.	Noted.
3	Maryland	Yes	Yes	Both refuges are supported. No comments are provided.	Noted.
4	Maryland	Yes	Yes	Respondent supports the proposals for refuges, but requests that additional footpaths be provided to connect the netball courts to the skate park as well as the playground on John T Bell Drive to the proposed refuge on Maryland Drive.	Noted. Footpaths in the wider area are being considered as part of the Principal Pedestrian Network project (with consultation to be undertaken in 2021).
5	Maryland	Yes	Yes	Both refuges are supported. No comments are provided.	Noted.
6	Maryland	Yes	Yes	Both refuges are supported. The respondent notes that more needs to be done in other parts of Maryland Drive, including addressing road condition near Coles, redesign of the intersection at Maryland Drive, Minmi Road and Churnwood Drive and traffic flow around Glendore Primary School.	Noted.
7	Maryland	Yes	Yes	Both refuges are supported. No comments are provided.	Noted.
8	Fletcher	No	No	Respondent does not support proposals, stating that there is no consideration of people that ride bikes. Respondent states that extending the kerb will create a dangerous pinch point for cyclists.	Noted. Design will allow for approximately 4.2m carriageway between the kerb and the refuge. The onus is on drivers to give one metre passing space to cyclists.
9	Fletcher	Yes	Yes	Both refuges are supported. No comments are provided.	Noted.

No.	Suburb	Support for Refuge West of Grange Avenue	Support for Refuge Near Holywell Street	Summary of Submission	Response
10	Maryland	Yes	Yes	Both refuges are supported. No comments are provided.	Noted.
11	Maryland	Yes	Yes	Both refuges are supported. No comments are provided.	Noted.
12	Maryland	Yes	Yes	Both refuges are supported. No comments are provided.	Noted.
13	Maryland	No	No	Respondent does not support refuges and considers that pedestrians will cross the road without looking, causing more accidents.	Noted. Implementation of refuges and kerb extensions will modify speeds and improve visibility of pedestrians but does not remove the onus on pedestrians and drivers to look and behave appropriately.
14	Maryland	No	No	Respondent does not support refuges, states that the area is busy only during sporting events and that pedestrians need to be more aware.	Noted. Implementation of refuges and kerb extensions will modify speeds and improve visibility of pedestrians but does not remove the onus on pedestrians and drivers to look and behave appropriately.
15	Maryland	Yes	No	The refuge west of Grange Ave is supported. Respondent requests a change in speed from 50km/h to 40km/h for weekends.	Noted.
16	Maryland	Yes, with changes	Yes, with changes	Respondent supports both refuges, with the addition of humps to reduce vehicle speeds at the western end of Maryland Drive.	Noted. A 2017 proposal to implement road cushions was not supported by the Newcastle City Traffic Committee. Installation of pedestrian refuges should assist in modifying speeds.
17	Maryland	Yes	Yes	Both refuges are supported. No comments are provided.	Noted.
18	Maryland	Yes, with changes	Yes	Respondent supports refuges and states that a pedestrian crossing is also needed. The site of an existing refuge near Boundary Road is suggested.	Noted.



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**ITEM-108**    **Attachment D:**    Consultation Leaflet – Proposed Pedestrian  
Refuges – Maryland Drive near Grange Avenue  
and Holywell Street, Maryland

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## Traffic and pedestrian project

## Traffic and pedestrian project

### Background

The local community has asked City of Newcastle to investigate options to assist pedestrians crossing Maryland Drive. Maryland Public School, a skate park, netball courts, playing fields and shops are on the southern side of Maryland Drive, while Bill Elliot Oval is on the northern side. There are missing sections in the footpath network and concerns have also been raised regarding speeding.

This is a busy pedestrian area, so more than one refuge may be required. City of Newcastle has successfully applied for funding under the NSW Safer Roads Program to construct a refuge on Maryland Drive in the vicinity of Grange Avenue (Stage 1), which will reduce the potential for incidents to occur at this location. This refuge has been positioned to facilitate access to the sporting fields and connect to an existing pathway at Bill Elliott Oval, and will be constructed this financial year (subject to approval). Timing of Stage 2 (construction of refuge near Holywell Street) has yet to be determined.

### How we use feedback

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

**To view the concept designs for the two refuges 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)  
Include Submission – Maryland Drive, Maryland – Pedestrian Refuges in the subject line.**

#### Postal submissions can be sent to:

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

Subject: Submission – Maryland Drive, Maryland – Pedestrian Refuges

The public exhibition period closes  
5.00pm Friday 21 August.

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

## Proposed pedestrian refuges

# Maryland Drive, Maryland



**Stage 1 Location:** Maryland Drive  
in the vicinity of Grange Avenue.

## What is proposed

City of Newcastle is seeking feedback on proposals to construct pedestrian refuges on Maryland Drive, Maryland, to improve pedestrian safety and modify driver speeds in the vicinity of Grange Avenue. Proposed works may be delivered in two stages, with a refuge near Grange Avenue as Stage 1, and a refuge near Holywell Street as Stage 2.

The proposed Stage 1 works are as follows:

- Construct a pedestrian refuge on Maryland Drive west of Grange Avenue
- Construct kerb extensions and kerb ramps on both sides of the refuge
- Construct a new footpath on the northern side of Maryland Drive to connect with the existing footpath east of Grange Avenue
- Upgrade street lighting
- Drainage, landscaping, signage and line marking works.

It is expected that there will be a parking loss of approximately five spaces on the northern side, and six spaces on the southern side, as design guidelines require installation of 'No Stopping' restrictions. By installing kerb extensions, we have reduced the length of crossing for pedestrians, which allows a reduction in the length of 'No Stopping' zone required.

Stage 2 could be delivered in conjunction with Stage 1, or separately as a future project depending on funding and approvals.

Stage 2 includes the construction of another refuge on Maryland Drive, at the intersection of Holywell Street. The extent of Stage 2 works would include:

- Construction of a pedestrian refuge on Maryland Drive at Holywell Street
- Construction of kerb extensions on all corners of the intersection, with new kerb ramps as required
- Upgrade street lighting
- Drainage, landscaping, signage, and line marking works.

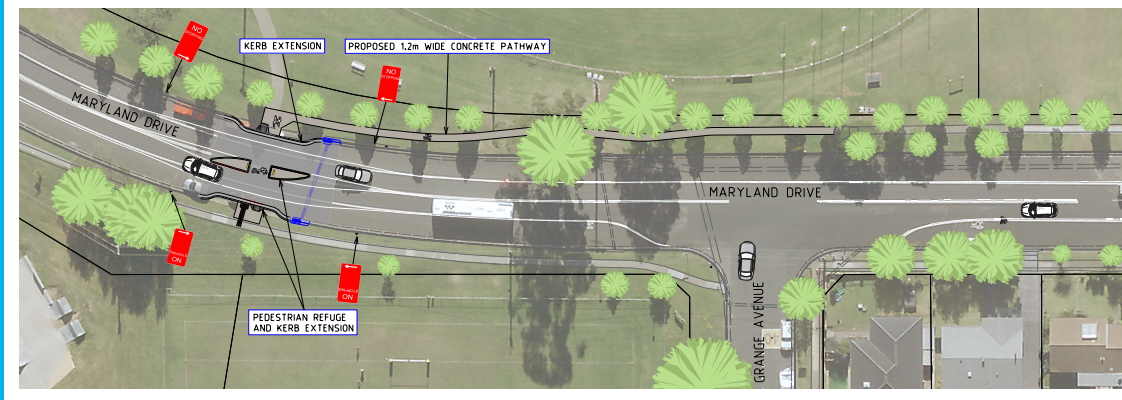
Parking losses associated with the 'No Stopping' zones are minimal (one space on the north-western side and one space on the south-eastern side).

# Maryland Drive, Maryland

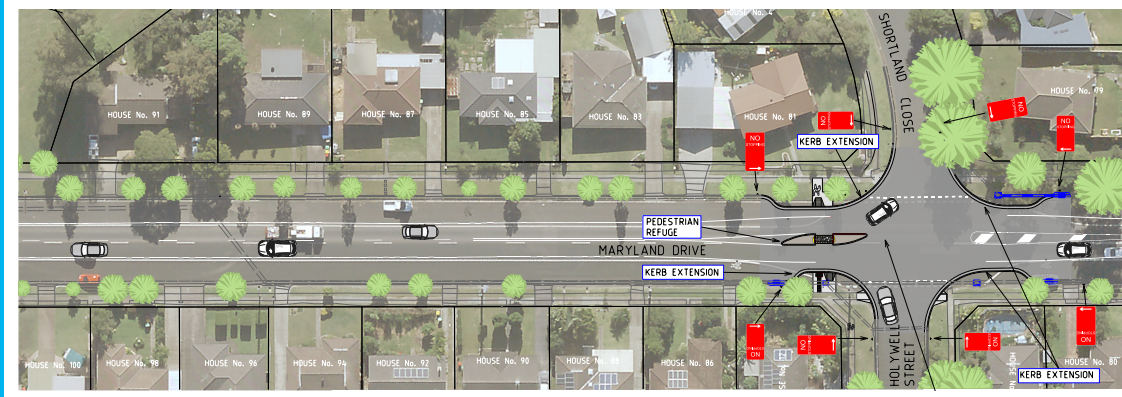
LEGEND:

- VICINITY OF WORKS
- NEW CONCRETE PATH/ACCESS DRIVEWAY
- NEW KERB & GUTTER
- EXISTING TREES
- HOLDING RAIL
- NEW DRAINAGE PITS & PIPES
- CONCRETE RAMP

### Stage 1



### Stage 2



Stage 2 Location: Maryland Drive at the intersection of Holywell Street.