
ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

CCL 23/02/21 – WOOD STREET, NEWCASTLE WEST – ONE WAY TRAFFIC FLOW SOUTHBOUND DIRECTION, ANGLE PARKING AND RAISED PEDESTRIAN CROSSING BETWEEN HUNTER AND PARRY STREETS

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Traffic and pedestrian projects

Traffic and pedestrian projects

How we use feedback

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

To view the plan and 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 this proposal.

Alternatively, you can email a written submission to mail@ncc.nsw.gov.au (Subject: Submission – Proposed one-way traffic flow and angle parking – Wood Street, Newcastle).

Postal submissions can be sent to:

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

Subject: Submission – Proposed one-way traffic flow and angle parking – Wood Street, Newcastle

The public exhibition period closes at 5pm on Tuesday 7 July 2020.

Proposed one-way traffic flow and angle parking

Wood Street, Newcastle

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





Proposed one-way traffic flow and angle parking

Wood Street, Newcastle

City of Newcastle is seeking feedback on a proposal to introduce one-way traffic flow and angle parking in Wood Street, Newcastle between Hunter, and Parry Streets.

These changes are proposed to address pedestrian safety at the corner of Wood Street and Hunter Street, and in particular the anticipated increase in pedestrian activity following the completion of the bus interchange in Hunter Street.

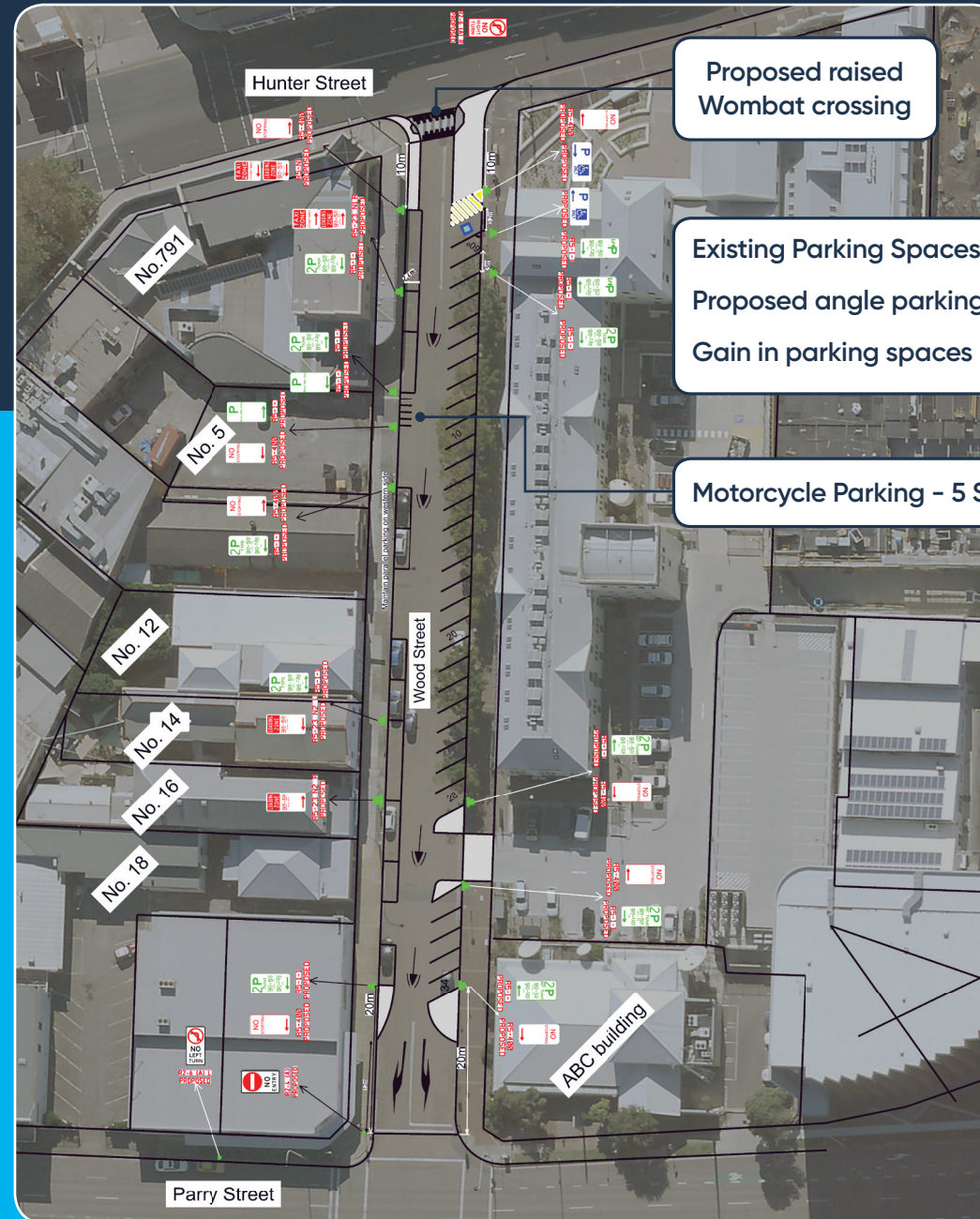
This increase in pedestrian traffic creates a conflict for the northbound traffic on Wood Street turning left onto Hunter Street, making it unsafe for pedestrians near the traffic signal lights.

What is proposed

We are seeking feedback on a proposal to improve safety in the vicinity of Wood Street and Hunter Street, Newcastle.

The proposed changes are as follows:

- Make Wood Street one-way southbound, including the introduction of turn-bans.
- Use the additional space created on the eastern side of Wood Street to introduce angle parking, increasing the number of spaces on Wood Street to 45.
- Associated signage and linemarking works.



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**CCL 23/02/21 - WOOD STREET, NEWCASTLE WEST – ONE WAY
TRAFFIC FLOW SOUTHBOUND DIRECTION, ANGLE PARKING AND
RAISED PEDESTRIAN CROSSING BETWEEN HUNTER AND PARRY
STREETS**

ITEM-6 **Attachment B:** Wood Street, Newcastle West - Community
Consultation Results

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**SUMMARY OF THE CONSULTATION
WOOD STREET, NEWCASTLE WEST - PROPOSED ONE WAY TRAFFIC FLOW AND ANGLE PARKING**

LOCATION	RESPONSE	WHAT CHANGES WOULD YOU LIKE CONSIDERED?	CN RESPONSE
Waratah	Yes, with changes	<p>1. Additional 'no left turn' sign to be placed at the traffic control lights at the intersection of Parry Street and Wood Street.</p> <p>2. Move the loading zone from outside #14 Wood Street further south to the end of the 2P parking zone to allow for easier parking for larger vehicles utilising the loading zone.</p>	No left turn sign to be added in detailed design stage. Loading zone preferred near to the hotels and CN entrances.
Swansea	Yes, with changes	Perhaps one more disabled parking spot and one or two more 15 min parking spots.	Will be considered in the detailed design stage.
The Junction	Yes, with changes	Reduce speed limit on Wood Street to 30kph. Angle parking is dangerous for cyclists in the roadway, as well as other traffic flowing past. Also, the Wombat crossing at the northern end of Wood Street should accommodate the separated cycleway to be delivered as part of the West End Streetscape Plan Stage 2.	Cars are currently driving at an average speed of 34.8 km/h in Wood Street. The Wombat crossing will be designed to complement the West End Streetscape Plan for cycleway Stage 2.
Bronte	No	Less parking better footpath and bicycle facilities, will lead to less vehicle traffic which encourages people to walk and ride a bicycle.	Noted comments.
Mayfield	Yes	Correct signage as the signage currently in place may be incorrect - length to be parked from traffic lights.	Will be done in detailed design.
Newcastle	No	None	
	No	<p>To currently get to Wood Street from Hannell Street we are no longer allowed to turn right at the Hunter Street lights (and left onto Wood Street), but have to turn right through the major Parry Street intersection - no longer allowed to turn right onto Wood Street but onto Denison Street and perform a safe U-turn to get back onto Parry Street and left onto Wood Street. Can you see where I'm going?</p> <p>The argument from traffic control would be its not great hassle to drive to end of Denison Street, left onto Hunter Street and left again onto Wood Street. Distance-wise no it's not a hassle. The hassle is having to cross two busy lanes (which are double lined for good reason) of Hunter Street twice, potentially hold up traffic in the right lane heading into the CBD. Please consider the negative and very frustrating 'roundabout effect' that is starting to appear in the CBD (notably Worth Place, when there is heavy traffic on Honeysuckle Drive you cannot go down Hunter Street as an alternative route).</p>	<p>The route from Hannell Street (southbound direction) will not be impacted as there is already an existing no right turn from Hannell Street to Hunter Street and no right turn from Parry Street to Wood Street. The proposed one-way traffic flow in Wood Street will not impact the current alternative route from Hannell Street.</p> <p>Noted comments of concerns.</p>

LOCATION	RESPONSE	WHAT CHANGES WOULD YOU LIKE CONSIDERED?	CN RESPONSE
Hamilton	Yes, with changes	More gardens and trees put in the street with the extra space. More bike hoops for cyclists. It would be nice to extend the outdoor dining section of the Cambo out or at least put bike hoops and trees in this section.	Detail streetscape design to incorporate that.
Belmont North	Yes, with changes	<p>Wood Street is the dedicated road for Assembly Points for multiple businesses including the CAC building recently which up to 3 months ago was across the road in the park but getting across the road deemed a challenging task so it was deemed that all of the Northern side of our building musters to the western side of Wood Street and all of our Council side of the building musters to the eastern side of Wood Street which at full capacity during an emergency is 600-700 people not including people evacuating Forsythes via the back entrance at No:5, Cambridge, ABC and more important the Motel along Wood St etc. I support the one way road but would suggest widening the verge and keep parallel parking or provide pockets of angled parking and a few large wait areas with trees for people to relax under (for lunch breaks) or wait under in the event of an emergency as this street could host up to 700 - 800 people in the event of an emergency / false alarm . Also with the increase of business from across the road will increase foot traffic in the near future would aid in some improved green spaces.</p> <p>Also I think there are a few disabled parks (hard to read) but the line spacing seems equal, but the capacity may be reduced as the disabled parks will need to be wider to allow access from the side of a vehicle or deeper for rear access from a deployed ramp along with kerb ramps for getting in and out and on / off the footpath.</p>	<p>Eastern and western footpath width does meet the capacity to accommodate more than 1,000 people.</p> <p>Disabled parks will be designed as per Australian Standard in the detailed design plan.</p>
New Lambton	Yes, with changes	By limiting travel to southbound only, all traffic using this street will be turning directly onto the pedestrian crossing without a left turn slip lane on Hunter Street. This means vehicle speeds approaching the pedestrian crossing will be at the prevailing speed of Hunter Street traffic (or slowing a lane down), with only peripheral view of the pedestrian crossing prior to making the turn into Wood Street. Why not direct traffic northbound only with left turn only onto Hunter Street? Northbound traffic approaching the pedestrian crossing from the quieter Wood Street has a direct line of site view on approach to the pedestrian crossing. In addition to this vehicle on Wood Street will be travelling at a slower speed, and able to give way to pedestrians at the crossing without interfering with the flow of traffic on Hunter Street.	<p>Detailed design in conjunction with West End streetscape design will accommodate a reserve space for car turning left from Hunter Street to address this issue.</p> <p>The safety issue to be addressed in this project is the car turning left from Wood Street to Hunter Street and not seeing pedestrians crossing at the traffic signal lights in Hunter Street.</p>

LOCATION	RESPONSE	WHAT CHANGES WOULD YOU LIKE CONSIDERED?	CN RESPONSE
Adamstown Heights	No	One-way traffic flow only at the Hunter Street end of Wood Street. i.e stopping cars from existing Wood Street onto Hunter street to address the pedestrian issue raised, but still allow two way traffic at the Parry Street end of Wood Street. Making Wood Street one way will mean many cars will have to go 'around the block', through the two large intersections on Stewart Avenue at Parry and Hunter Street to be able to enter Wood Street. This is likely to result in many cars taking the 'short cut' through the 12 Stewart Avenue driveway which goes through the Quest Apartments car park and onto Wood Street.	Impact of same to be monitored as the delay at the entrance of Stewart Avenue driveways will force motorist to Wood Street. The volume of traffic is low in Wood Street and the likely short cut through 12 Stewart Avenue driveway is minimal.
Unknown	Yes	It would be good to see some 4-hour zones within the city; this would be a good place to trial this. if one of the 2-hour zones were changed to 4 hours.	Parking demand after implementation to be reconsidered.
Newcastle	Yes, with changes	Dual direction travel on a bicycle by putting in a protected cycle path on each side. The lack of provision for cycling is key here. This is a key linking road from Newcastle Foreshore to Hamilton.	Detailed design in conjunction with West End streetscape design will address this issue.
Newcastle West	No	We believe it should remain 2 way on behalf of Quest Newcastle West we believe turning Wood Street into a one way street will significantly affect the access to our apartment Hotel, particularly as most of our visitors are from out of Newcastle, and therefore are not familiar with the blocks and which way to turn in order to access our apartments. This is particularly the case for those coming from Sydney from the Wallsend exit and those using Industrial Drive from the airport and northern areas. As a tourist destination this does not provide a good first impression of our city. We strongly believe that the street needs to remain 2 way.	Street directions signs to direct motorist, will be considered in detail design stage. Comments noted.
Tighes Hill	Yes	Makes perfect sense to me!	
The Hill	Yes, with changes	Keep the raised Wombat crossing at Hunter Street but make it a bend out intersection as per page 36 of West End Stage Two Streetscape Plan to allow vehicles to give way in the intersection. Allow for future works under the West End Stage Two Streetscape Plan by including a section of the cycleway at Hunter / Wood Streets intersection. Or don't include it but allow the space to do so in the future.	The bend out and the cycleway consideration will be considered in the detailed design stage.

LOCATION	RESPONSE	WHAT CHANGES WOULD YOU LIKE CONSIDERED?	CN RESPONSE
Newcastle West	No	<p>Leave Wood Street as a two way street as this will reduce the risk to pedestrians.</p> <p>We would like to bring to your attention that by implementing the proposed changes, you are actually increasing the risk to pedestrians as currently the main vehicular access to the Quest Newcastle West carpark is via Wood Street. Redirecting the traffic in a one- way south bound direction would cut off direct vehicular access to the hotel car park and would force hotel guests around the block via Stewart Avenue and Parry Street to access the carpark. This will result in a significant increase the vehicular traffic through the pedestrian crossing that you are trying to mitigate the risk from which would have otherwise turned left directly into Wood Street from Parry Street.</p> <p>We see the proposed changes as a much higher risk to pedestrian safety, given we have 78 accommodation rooms you are now forcing a significant amount of vehicular traffic, often first time guests who are not familiar with Newcastle on a massive detour around the block, who will be looking for signage and then forcing them onto the pedestrian link that you are trying to mitigate the risk from and potentially missing pedestrians because they are lost. We believe the proposed changes are self-defeating and will actually achieve a worse outcome for pedestrian safety.</p>	<p>Street signs to direct motorist, will be considered in detail design stage.</p> <p>Comments noted.</p>
Newcastle	Email received as a concern	<p>It is worth flagging that there are at least several waste containers presented kerbside for collection along this street (western side).</p> <p>The collection vehicles that service this area are one-man side loaders, which collect from the left hand side of the vehicle, which will be the opposite side to the road which the bins are presented for collection if the one-way direction is approved. This shall make collection of these bins not possible under the collection methodology as it currently stands (without modification to the process).</p>	<p>Modification process will be considered for waste collection.</p>

Number of responses returned	17
Responses in favour of "Proposal"	11
Responses not in favour of "Proposal"	6