

ITEM-122 CCL 28/11/17 - ADOPTION OF WICKHAM LOCAL AREA TRAFFIC MANAGEMENT PLAN

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PURPOSE

The Wickham Local Area Traffic Management (LATM) Plan Study was developed as a result of requests from residents in the area following government announcements of the Newcastle Interchange at Wickham and construction of the Light Rail Network. The LATM Study (**Attachment A**) recommends various traffic management devices in the Wickham area for Council's adoption.

RECOMMENDATION

- 1 Council resolves to adopt the Wickham Local Area Traffic Management Plan Study.

KEY ISSUES

- 2 The Wickham Master Plan was developed to guide the redevelopment of Wickham in context with Council's strategies and long term vision for the area. The Wickham Master Plan would be implemented through different mechanisms including the Newcastle Local Environment Plan 2012 (LEP) amendments, Public Domain Plan, Plan of Management (POM) for Wickham Park, S94A developer contribution plan and LATM plan.
- 3 Two reports were prepared during the course of the Wickham LATM Study. A discussion report was prepared and placed on public exhibition for eight weeks with a public information session held on 3 May 2017. A total of 86 people attended the drop in session and had the opportunity to speak with Council officers on various issues.
- 4 One of the issues residents' raised was the lack of a pedestrian crossing in Albert Street near the child care centre. Provision of a pedestrian zebra crossing at this location does not meet the warrant for installation in accordance with RMS standards due to the low number of pedestrians crossing Albert Street. Speed cushions are recommended in Albert Street to slow down traffic and to increase safety. There will be pedestrian refuges on two legs of the upgraded Albert Street and Railway Street intersection (roundabout to be installed) that will assist pedestrians in crossing Albert Street.
- 5 Another key issue raised was the potential for accidents at the intersection of Albert Street and Branch Street, with residents experiencing near misses and off-carriageway accidents on the inner corner of the intersection. This intersection will be re-aligned and a median island constructed to define travel lanes and improve safety.

- 6 Residents requested to restrict the right turn movements from Station Street into Union Street and Wickham Street. This was considered by the Newcastle City Traffic Committee on 20 October 2017 following the Newcastle Interchange opening on 15 October 2017. This was approved and signage installed.
- 7 A number of business operators came to the information session seeking clarification on the proposed Light Traffic Thoroughfare that restricts heavy vehicles using local roads. It was explained that the majority of businesses will not be affected as trucks can still access their businesses if it is their destination. Interviews were conducted with some of the businesses in Wickham to determine the size and types of heavy vehicles accessing the area so Council officers could include these factors in the road design plans.
- 8 There were issues raised regarding parking and residents were advised that parking will be investigated separately. A parking study was previously conducted in Wickham in 2015 and residential parking zones were established in the area.

FINANCIAL IMPACT

- 9 Implementation of the Wickham LATM Plan is part of the future planning for traffic management devices in the area. Some of the works mentioned in Section 7.11 of the Study will be funded by Transport for NSW at a cost of \$1.5 Million as part of their contribution to improve infrastructure in the area for the Newcastle Transport Interchange at Wickham. Other works will be funded through operational funds and will be carried out after the adoption of the LATM Plan.
- 10 Other physical infrastructure works recommended in the plan will be listed for consideration of funding in the LATM Plan and the Pedestrian Access Mobility Plan (PAMP) priority works programs.

COMMUNITY STRATEGIC PLAN ALIGNMENT

- 11 The Study is aligned with the “Connected City” strategic direction that states *“transport networks and services will be well connected and convenient. Walking, cycling and public transport will be viable options for the majority of our trips”*. It also supports the strategic objective of *“linked networks of cycle and pedestrian paths”*.

IMPLEMENTATION PLAN/IMPLICATIONS

- 12 Approval of traffic management devices is not delegated to Council officers and must be referred to Council for final determination. Approval of the plan is to support the recommendations of the Wickham Master Plan to achieve the vision and of how the Wickham area is to evolve in the future.

RISK ASSESSMENT AND MITIGATION

- 13 No risks are associated with the adoption of the Wickham LATM Plan. The traffic management devices proposed are intended to increase access for residents, improve pedestrian safety and reduce vehicle travel speeds. The Light Traffic Thoroughfare signage will increase residential amenity in the area as it will restrict heavy vehicles (more than 5 and 8 Tonne) and reduce traffic in residential streets. Risk assessments for individual projects will be undertaken in accordance with Council's risk management framework.

RELATED PREVIOUS DECISIONS

- 14 In 1993, a LATM study was approved for Tighes Hill, Wickham, Islington, and Maryville (THWIM). The Wickham area was not included as it was waiting on a decision relating to Wickham Public School and also there were a number of industrial businesses within the area which could be affected by the LATM plan. Robert, John, Fleming and Annie Streets west of Railway Street were considered in the THWIM Study. Due to recent infrastructure works in Wickham, the Wickham Master Plan was carried out. The Wickham LATM Plan followed immediately due to the need for traffic infrastructure works to be carried out in support of the Newcastle Interchange at Wickham.

CONSULTATION

- 15 Community consultation has been conducted with the residents. The Discussion Report was put on public exhibition from 26 April to 21 June 2017. A flyer was sent to residents, businesses and property homeowners by post to the entire suburb of Wickham. It was distributed to other stakeholders such as Ambulance, Fire Brigade Services, RMS, Police, Newcastle Cycleways Movement and other bodies that may be affected by the project.
- 16 There is majority support from the residents for the LATM proposals. About 82% of respondents agreed or strongly agreed to the proposed 40 km/h Local Traffic Area zone in Wickham, as well as the proposed Light Traffic Thoroughfare. Various issues were raised by residents in their responses and these are detailed in Annexure D of the LATM Plan.

OPTIONS

Option 1

- 17 The recommendation as at Paragraph 1. This is the recommended option.

Option 2

- 18 Council does not adopt the Wickham LATM Plan thereby not providing the traffic facilities recommended for Wickham. This is not the recommended option.

BACKGROUND

19 The background of the Study is detailed in Section 1.0 of the Wickham LATM Plan at **Attachment A**.

REFERENCES

ATTACHMENTS

Attachment A: The Wickham Local Area Traffic Management (LATM) Study Final Report

Attachment distributed under separate cover.

**ORDINARY COUNCIL MEETING
28 NOVEMBER 2017**

**CCL 28/11/17
ADOPTION OF WICKHAM LOCAL AREA TRAFFIC MANAGEMENT PLAN**

Attachment A: Wickham Local Area Traffic Management (LATM) Study

DISTRIBUTED UNDER SEPARATE COVER

WICKHAM LOCAL AREA TRAFFIC MANAGEMENT (LATM) STUDY

**Final Report
November 2017**



Wickham Local Area Traffic Management (LATM) Study - Final Report

Production:

Wickham Local Area Traffic Management (LATM) Study was prepared by Infrastructure Planning Traffic and Transport Team Newcastle City Council

Need to know more?

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Wickham Suburb
Thanks to Google Earth

WICKHAM LATM STUDY - FINAL REPORT
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1.0 Background

Wickham Village has seen significant change in the last two years. In 2014, the State Government announced that Light Rail would be introduced in the Newcastle CBD and the Newcastle Transport Interchange would be built just west of Stewart Avenue.

Since the announcement from the State Government, concerns on what is the long term plan for Wickham were raised by the Wickham residents through GLOW (Great Lifestyle of Wickham). What would be the impact of the new Transport Interchange and the on-going parking problems in Wickham? The area has terraces and cottages with no off-street parking, narrow laneways, lack of landscaping which encourages speeding, no traffic calming devices, on-going street parking problems with workers parking all day, and concerns about increased truck movements.

To address the parking issues raised by GLOW, the Wickham Parking Study was developed and finalised in October 2014. Implementation of resident parking zones and other recommendations were carried out in early 2015.

On 26 December 2014, the heavy rail line was cut at Railway Street between Hunter Street and Station Street. Railway Street was closed to vehicular and pedestrian traffic. After the railway line closure, there was an increase of Development Applications (DA) in the area with old buildings being demolished and re-developed. A large development was constructed in Throsby Street, three more DAs were submitted, and another large residential building DA has recently been approved for Charles Street, north of Station Street. Due to the number of DAs under consideration, residents are concerned for the future of Wickham with the mixture of industrial, heritage cottages and new unit buildings under construction. Council advised that a Wickham Master Plan would be developed.

In April 2016, a draft Wickham Master Plan was developed aiming to guide the redevelopment of Wickham in context with Council strategies and the long term vision for the Newcastle City Centre. Council envisages that once the plan is adopted, it would be implemented through various mechanisms such as potential Local Environmental Plan (LEP) amendments, Public Domain Plan, Plan of Management (POM) for Wickham Park, S94A developer contribution plan for Wickham and a Local Area Traffic Management Plan (LATM).

This study is to establish a Local Area Traffic Management (LATM) Plan for Wickham.

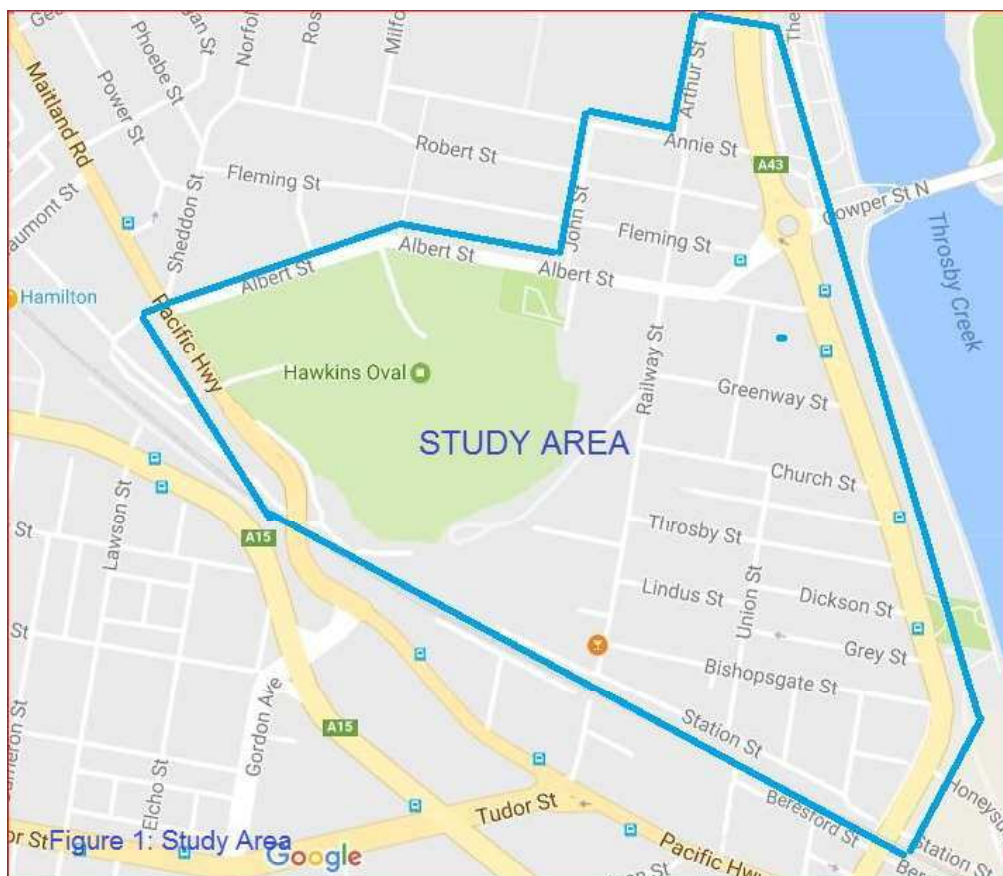
2.0 Objectives of the Study

The main objective of the study is to develop a Local Area Traffic Management Scheme in the Wickham area. The study will look into the following:

1. Increasing residential amenity and reducing vehicle speeds;
2. Reduce through traffic on local roads;
3. Reduce heavy vehicle through traffic in narrow streets;
4. Identify the road hierarchy of the area and identify major routes to encourage through traffic;
5. Identify pedestrian facilities that provide continuity for pedestrians from one destination to another within the local area;
6. Increase safety for cyclists; and
7. Identifying traffic management devices and pedestrian facilities that could be incorporated in the Section 94 contribution plans used by Council in assessing and determining Development Applications.

3.0 Study Area

The study area covered is bound by Mary Street to the north, Hannell Street to the east, the railway line (Station Street) to the south, and part of Albert Street and Wickham Park to the west. **Figure 1** below shows the study area.



4.0 Development of a Local Area Traffic Management (LATM) Scheme

The objectives of a LATM plan are:

- To provide a safer environment and improve residential amenity for local residents,
- Reduce traffic problems and treat dangerous intersections, and
- Review and adopt a road hierarchy plan for the area in order to establish road function and amenity criteria.

A safer road environment could be achieved by reducing speed and/or volume of through traffic and improving pedestrian facilities such as median refuges, zebra crossings or traffic signals.

Reducing traffic problems and treating dangerous intersections could be achieved by improved intersection layouts, installation of roundabouts or traffic signals, traffic islands, speed control devices, give way/stop signs, one-way traffic flow, etc. The extent of through traffic into the study area particularly during peak hours, or future by-passing traffic from the Newcastle Interchange (previously mentioned in planning reports as Wickham Transport Interchange), is often identified as the source of potential traffic related problems. Improvements such as one-way traffic flow or speed control devices may be appropriate where a local road network joins the arterial road system.

The solutions chosen must balance the traffic function of a road against the local amenity function and seek to avoid simply transferring traffic from one local street to another. While road closures and one-way streets have the most direct effect on volumes and cannot be excluded from consideration, such devices also have the most significant impact on other local roads and must be very carefully used to avoid transferring problems to other residents.

4.1 The Road Hierarchy Plan

A road hierarchy plan classifies roads according to their existing or intended function in the street network. The plan is based on traffic and amenity criteria and is designed to ensure the integrity of neighbourhoods by diverting through traffic to routes upgraded for the purpose of carrying regional traffic.

It also provides a framework for all other traffic related decisions, precluding ad-hoc decision making which could ultimately compromise more worthwhile area-based traffic objectives.

The classification system of arterial, sub-arterial, collector and local roads formulated by the Roads and Maritime Services (RMS) was utilised by Council when developing its Road Hierarchy for the city. The road classifications are:

Arterial Road

An Arterial Road is a road that predominantly carries through traffic from one region to another. Use of local traffic management devices in these streets is not appropriate, although larger roundabouts are suitable. Traffic volume is typically more than 15,000 vehicles per day.

Sub-arterial Road

A Sub-arterial Road is a road connecting arterial roads to areas of development and carrying traffic directly from one part of the region to another. It can supplement the arterial road system. Use of typical LATM devices is not appropriate in these streets, although roundabouts are suitable. Traffic volume typically ranges from 5,000 - 20,000 vehicles per day.

Collector Road

A Collector Road is a non-arterial road that mainly collects and distributes traffic in an area, as well as providing access to abutting properties. It may carry some through traffic but not to a major degree. Use of LATM devices in these streets other than roundabouts (including small roundabouts) is not generally appropriate and requires great care. Traffic volume typically ranges from 2,000 to 10,000 vehicles per day.

Local Road

A Local Road is a road or street used primarily for access to abutting properties. Where this class of street receives inappropriate use it could be subject to intensive treatments such as road closures, raised thresholds etc., to restrict use. Traffic volumes of less than 2,500 vehicles per day are desirable.

4.2 Existing and Proposed Road Hierarchy Classification

Council adopted the Newcastle Road Hierarchy Plan in 1995. Hannell Street is classified as an arterial road in the Road Hierarchy Plan. Albert Street and Railway Street are classified as collector roads in the Road Hierarchy Plan.

Railway Street and Albert Street collect and distribute traffic from the nearby streets of Wickham and Islington and provide access to and from sub-arterial roads such as Hunter Street to the south of Railway Street, Maitland Road to the west of Albert Street, and arterial road Hannell Street to the east.

Since the closure of the railway line at Railway and Station Streets, the volume of traffic in Railway Street has reduced from 3,500 vehicles per day (vpd) in 2014 to 2,365 vpd in 2016. This may increase once the Newcastle Interchange is completed.

Railway Street is proposed to function as a local road or major local road in the Wickham area.

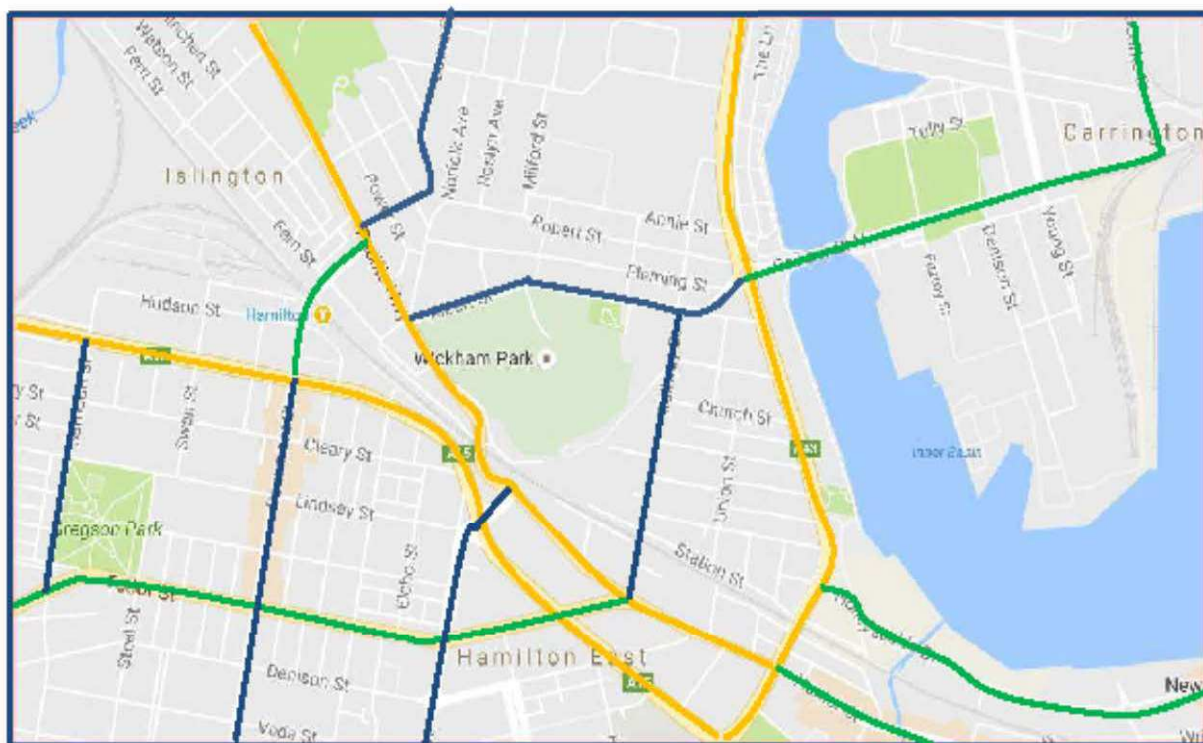
Albert Street has catered for additional traffic since the closure of Railway Street at the railway line (north of Station Street). There were also changes in the Hunter Street and Stewart Avenue traffic flows that discouraged traffic from using Stewart Avenue with some traffic now using Albert Street due to the increased volumes.

It is recommended to maintain the classification of Albert Street as a collector road in the Road Hierarchy Plan.

Other roads within the Study area are designated as local roads. Residential amenity and safety should be maintained to retain local identity. The road classification of each road has been reviewed based on access, purpose, and traffic volume, and no changes are proposed within this area.

The proposed Road Hierarchy Plan for the Wickham area is shown in **Figure 2**.

Figure 2: Road Hierarchy Plan For Wickham



- Legend:**
- - Arterial Road
 - - Sub-arterial Road
 - - Collector Road
 - - Local Road

5.0 Traffic Surveys and Crash Data

Traffic counts surveys were conducted in a number of locations to determine the traffic volume and speeds. **Figure 3** shows the daily traffic volume of Railway Street, Throsby Street, Albert Street, Church Street, Union Street and Fleming Street. It also shows the average speed and the 85th percentile speed of vehicles. The 85th percentile speeds are the speeds below which 85% of vehicles travel. All local roads in the study area, including Railway and Albert Streets, are 50 km/h speed limited roads.

Surveys indicated that vehicles in the Study area, particularly on the narrow road widths, are travelling at speeds similar to other local roads in the Newcastle area. The traffic surveys also revealed that speeds in the study area are in comparison with other average speed surveys in other streets across the City.

A summary of traffic counts conducted in the area are shown in **Table 1** for comparison with the counts gathered by Transport for NSW as part of the Wickham Interchange Report, which are shown in **Figure 3**. **Table 1** shows traffic volume, speed and the percentage of heavy vehicles travelling through the streets. The survey results will be discussed in detail in the Traffic Assessment section by street.

5.1 Crash Data

Annexure A shows the crash history at a number of intersections in Wickham for the last 5 years. There were few accidents in Railway Street between Anne Street and Fleming Street. There were six accidents at the intersection of Railway Street and Albert Street. Traffic control treatments as detailed in the following section are recommended for this intersection to reduce accidents.

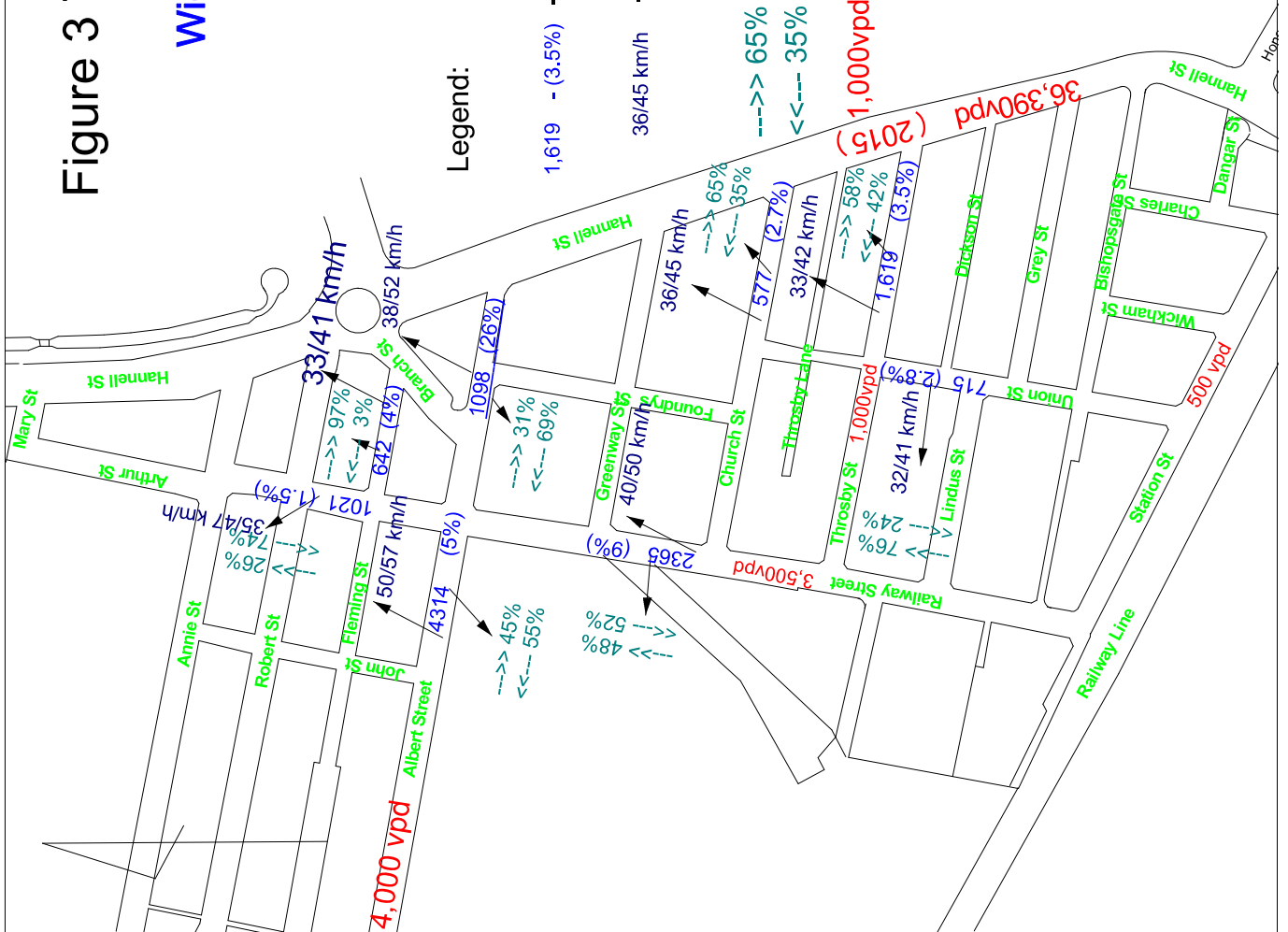
Table 1 - Summary of Traffic Volume and Speed Data

<u>Street</u>	<u>Description</u>	<u>Traffic Speed</u> <u>(average /</u> <u>85th</u> <u>percentile)</u> <u>(Km/h)</u>	<u>ADT</u> <u>2014</u> <u>(vpd)</u>	<u>ADT</u> <u>2016</u> <u>(vpd)</u>	<u>Heavy</u> <u>Vehicles</u> <u>2016 (%)</u>	<u>Road</u> <u>Orientation</u> <u>(EW or NS)</u>	<u>Directional</u> <u>Traffic</u> <u>Distribution</u> <u>(%) (East-</u> <u>West or North</u> <u>-South split)</u>
Albert Street	West of Railway St	50/57	4,000	4,314	5%	EW	45% - 55%
Albert Street	West of Foundry St	38/52	4,000	1,098	26%	EW	31% - 69%
Fleming Street	West of Branch St	33/41	N.D.	642	4%	EW	97% - 3%
Railway Street	North of Fleming St	35/47	3,500	1,021	1.5%	NS	26% - 74%
Railway Street	South of Greenway St	40/50	3,500	2,365	9%	NS	48% - 52%
Church Street	West of Hannell St	36/45	N.D.	577	2.7%	EW	65% - 35%
Throsby Street	West of Hannell St	33/42	1,000	1,619	3.5%	EW	58% - 42%
Union Street	South of Throsby St	32/41	N.D.	715	2.8%	NS	76% - 24%

Legend: ADT - Average Daily Traffic 2014 - from REF Wickham Interchange Report
ADT 2016 - Various dates from April to November 2016
EW - East West Orientation NS - North South Orientation
ND - No Data available

Figure 3 Traffic Volume and Speed Data

Wickham Local Area Traffic Management (LATM) Study



Legend:

- 1,619 - (3.5%) - Average daily traffic (ADT) in 2016 surveys - percentage of trucks per day
- 36/45 km/h - average speed travelling on the street /the 85th percentile speed on the street* (surveys in 2016)
- >> 65% - percent of traffic from total ADT in east/north direction.
- <<---- 35% - percent of traffic from total ADT in west/south direction
- 1,000 vpd - average daily traffic in vehicles per day (vpd) , Surveys were conducted in 2014 (before the railway line was truncated, Dec 2014) . For comparison purposes before and after the railway line was truncated.

Note:
 * the 85th percentile speed is the speed below which 85% of vehicles travel.

6.0 Community Consultation

6.1 Public Exhibition and Information Session

Public consultation is important to provide information to the community on recent projects undertaken and the future planning for the area. Community involvement in the process is invaluable as residents provide a local motorist perspective on the impact of these projects to the surrounding area.

The Wickham Master Plan and three other related Wickham projects were put on public exhibition from 26 April to 21 June 2017. These projects were the Wickham LATM Study, Low Lying Suburbs Study and an update on Council's various road works in the area to be carried out from May 2017 to 2018. Flyers were distributed to all the residents of Wickham to advise them of the public consultation and workshop.

Included in the flyer was a two-page information leaflet solely for traffic management consultation. Residents were encouraged to provide feedback on the LATM study recommendations and were also asked to rate how much they agree or disagree with the proposals. There were five questions asked and residents were also given the opportunity to add further comment on traffic issues. A copy of the flyer is shown in **Annexure B**.

The community consultation flyer was sent to all residents, businesses and property homeowners by post to the entire suburb of Wickham. It was also distributed to other stakeholders such as Police, RMS, Fire Department, Ambulance Services, Cycleway Movement and other government departments that may be affected by the project. The public exhibition was also on Council's website and information was distributed to Newcastle Voice members.

Information sessions (workshops) were conducted with residents on Wednesday 3 May 2017 between 4pm and 8pm. The sessions were held at The Good Life Church in Albert Street, Wickham. There were printed materials available at the information session to take home and residents were able to talk one on one with Council Officers and discuss issues related to the proposals.

In total there were 86 people in attendance throughout the sessions. Some filled out LATM questionnaires on the night and some residents brought it home with them so they could think of other issues and submit later.

There were common questions frequently asked by residents and after the information session, a frequently asked questions (FAQ) sheet was prepared and put on Council's website for residents' information. The Wickham LATM FAQ sheet is shown in **Annexure C**.

6.2 Results of Community Consultation

There was majority support from the residents to the LATM proposals as shown in **Annexure D**. About 82% of respondents agreed and strongly agreed to the proposed 40 km/h Local Traffic Area zone in Wickham as well as the proposed Light Traffic Thoroughfare (the 5 and 8 Tonne Load Limit). Residents were more undecided regarding the proposed one-way traffic flow on some roads, with only 62% agreeing/strongly agreeing. The reasoning of the one-way traffic flow proposal is explained further in each street where one-way is proposed and its benefit to the residents in the area.

Overall, 82% of respondents agreed or strongly agreed to the overall LATM plan in Wickham.

Various issues were raised by residents in their responses as shown in **Annexure D** (pages 2-7). The Council Officer noted comments on some of the issues raised for information. Some of the issues that required more detailed explanation are discussed in the Traffic Assessment section.

7.0 Traffic Assessment

7.1 Local Traffic Area (40)

Speeding in their local streets was the most common concern raised by residents. This also contributed to concerns that residential amenity is affected. Speed limits are one of the oldest and most proven strategies to regulate speeds on local roads. RMS set the speed limits in all NSW roads.

The default speed limit in local roads in NSW is 50 km/h. On major roads, speeds range from 60 to 80 km/h in the Newcastle area.

RMS sets speed limits using the safe system approach, which advocates for a safe road system. RMS released a speed zoning guideline in determining speed limits for the road environment in 2011.

Special speed limits of 10 km/h Shared Zones are used in some areas in Newcastle. The 40 km/h High Pedestrian Activity Area (HPAA) speed limit is also used in local neighbourhood centres where high pedestrian activity areas are observed. The 40 km/h Local Traffic Area (40) are applied in some Newcastle suburbs such as Cooks Hill, Hamilton South, Tighes Hill, Islington and Maryville.

In 1993, the second and third stages of the 40 km/h LTA Study was approved by Council for Tighes Hill, Wickham, Islington and Maryville (THWIM) and implemented as shown in **Figure 4**. The first stage of THWIM was completed in 1991. Unfortunately, at that time the Wickham area was not included and was deferred as it was waiting on a

decision relating to Wickham Public School. However, Robert, John, Fleming and Annie Streets west of Railway Street were considered in the THWIM study.

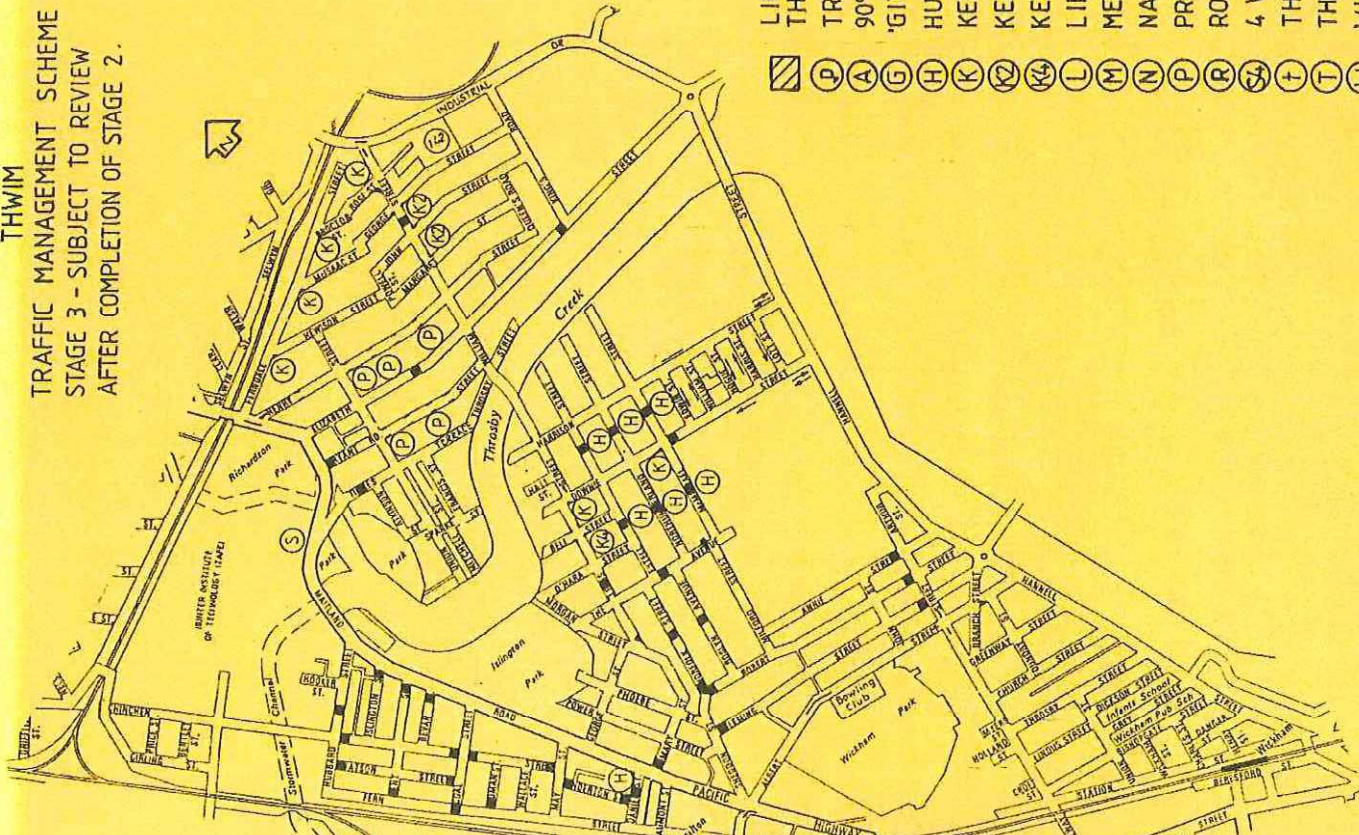
Based on the speed surveys and to increase residential amenity, it is recommended to consider Wickham as a 40 km/h LTA bound by Hannell Street, the railway line, Maitland Road, Albert Street and Annie Street.

It is not proposed to include Annie, Arthur and Mary Streets in the 40 km/h LTA as they are used for heavy vehicle access to the Caltex depot. Speed humps are not recommended in these streets however speed cushions are recommended in Railway Street just south of Arthur Street as an entry treatment for the 40 km/h LTA in Wickham.

About 82% of respondents agreed with the proposed 40 km/h LTA in Wickham.

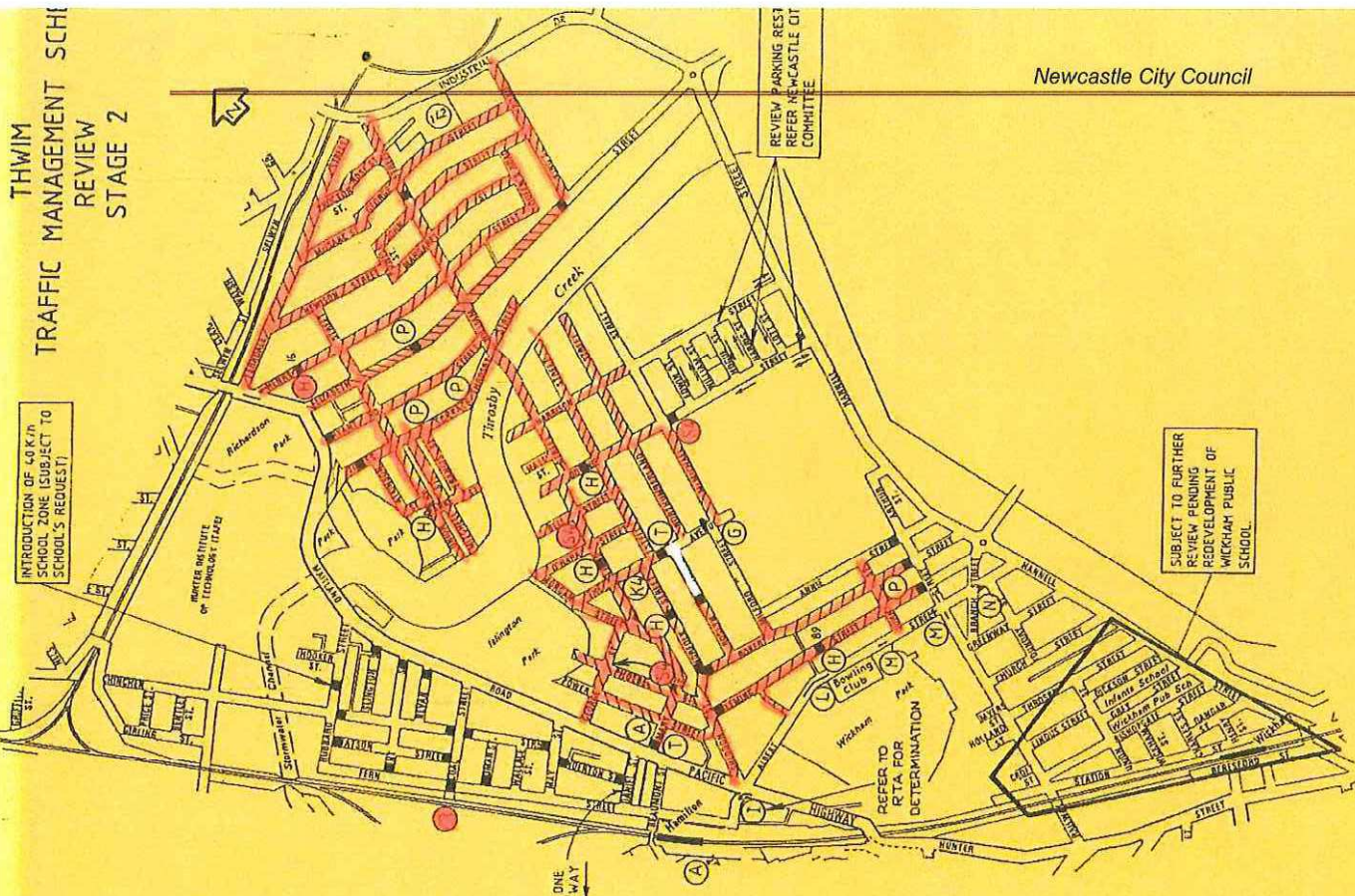
The proposed Wickham 40 km/h LTA is shown in **Figure 5**.

THWIM
TRAFFIC MANAGEMENT SCHEME
STAGE 3 - SUBJECT TO REVIEW
AFTER COMPLETION OF STAGE 2.



① - STAGE 3 CONSTRUCTION

THWIM
TRAFFIC MANAGEMENT SCHEME
REVIEW
STAGE 2

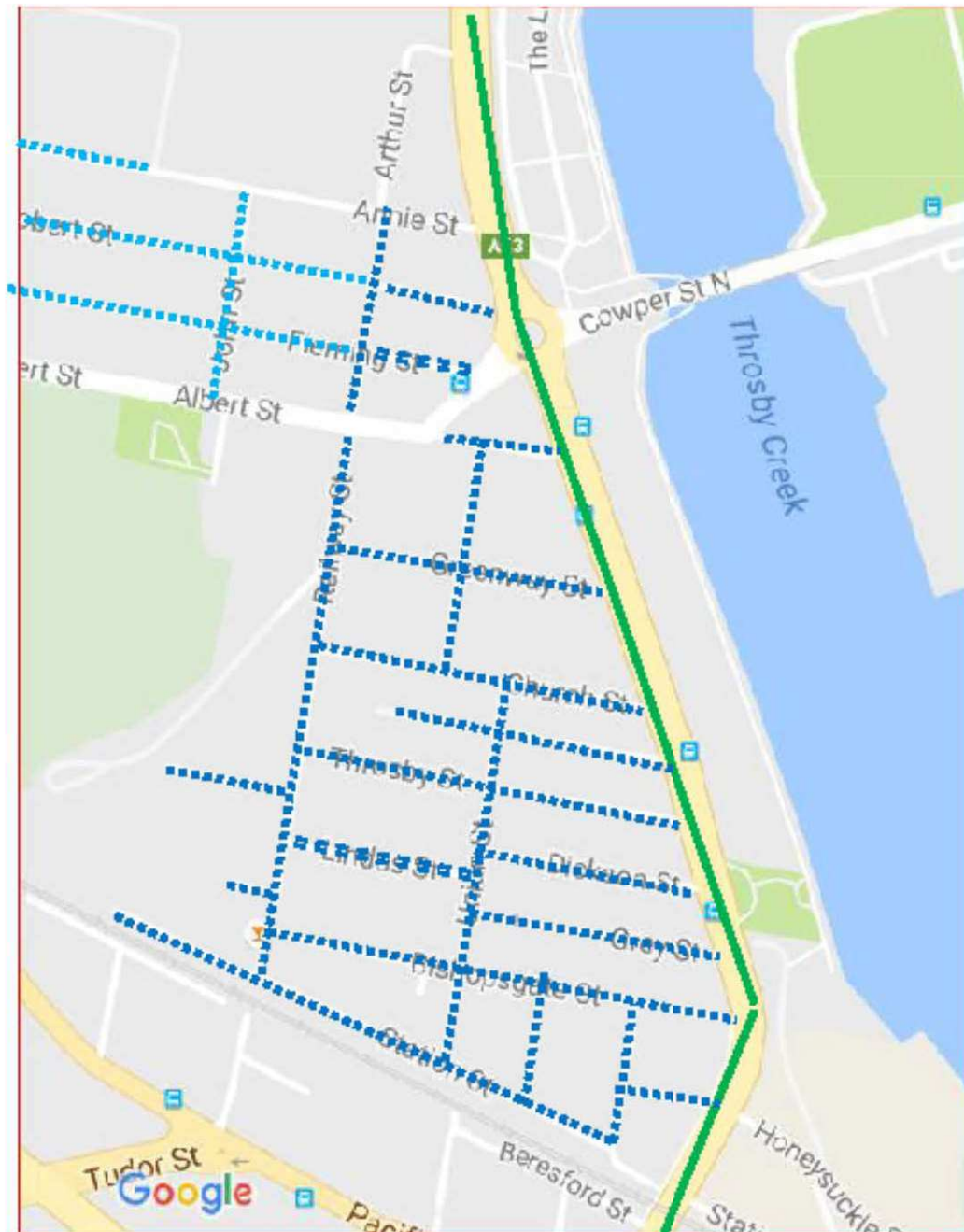


① - STAGE 2 CONSTRUCTION

LEGEND

- ▨ LIGHT TRAFFIC THROUGHFARE
- Ⓟ TREE PLOT
- Ⓜ 90° ANGLE PARKING
- ⓐ 'GIVE-WAY' SIGNS
- ⓓ HUMP/RAISED NARROWING
- ⓗ KERB EXTENSION
- Ⓚ KERB EXTENSION (TWO-WAY)
- Ⓛ KERB EXTENSION (FOUR-WAY)
- Ⓦ LINEMARKING
- Ⓜ MEDIAN
- Ⓝ NARROWING OF ROADWAY
- Ⓟ PRIORITY REVERSAL
- Ⓡ ROUNDABOUT
- Ⓢ 4 WAY 'STOP' SIGNS
- Ⓣ THRESHOLD (SMALL)
- Ⓣ THRESHOLD
- Ⓦ WIDENING OF ROADWAY
- Ⓧ SCHOOL CROSSING TREATMENT
- Ⓨ ROAD CLOSURE

Figure 5 Proposed 40 Km/h Local Traffic Area Zone in Wickham



- Legend:**
- - - - - - Existing 40 km/h Local Area speed limit
 - - - - - - Proposed 40 km/h Local Area speed
 - - Stewart Avenue 60 km/h speed limit
 - - Local Road existing 50 km/h speed limit



As of January 2017

7.2 Traffic Assessment by Streets

The following sections discuss existing and proposed options in each street. The proposed LATM plan for the Wickham area is shown in **Figure 6**.

It should be noted that Wickham LATM area is identified as part of the Low Lying Suburbs. Wickham Master Plan identified that overland flow routes for major bypass flows will need to be accommodated for in any street scape planning. Therefore, the Traffic Management Devices recommended in the Study may differ in shape, forms, locations and elevations in the final detailed design plan to address this issue.

7.2.1 Station Street

Station Street has been realigned/reconfigured as part of the Newcastle Transport Interchange. Station Street has recently become a one-way traffic flow westbound from Charles Street to Union Street and two-way traffic from Union Street to Railway Street. The Newcastle Interchange was opened to the public on 15 October 2017. Pedestrian crossings with raised thresholds will be installed at each end of Station Street (at Charles Street and at Railway Street) to provide continuity of pedestrian pathways to and from the local area and the interchange. An overhead bridge was provided at the western end of Station Street just east of Railway Street for pedestrians and cyclists to cross over the railway line and continue along Railway Street to Hunter Street.

Railway Street was closed to pedestrians and vehicles on 26 December 2014 when the railway line was cut at Wickham. The conceptual layout of Station Street from Charles Street to Union Street is shown in **Annexure E**.

No recent counts were conducted in Station Street due to road works and continuing road closures during the construction of the Newcastle Interchange. However, it is anticipated that a reasonable volume of traffic will use Station Street due to traffic generated from the Newcastle Interchange, resident traffic and future traffic generated from the new developments in Charles Street and Railway Lane.

From a speeding point of view in Station Street, the raised thresholds with pedestrian crossings (or wombat crossings) at both ends of Station Street will contain speeds in this location. With short term parking for drop off and pick up, there will be intermittent stopping of cars along Station Street and this will further slow traffic.

To discourage traffic from 'rat running' in the residential streets of Wickham, No Right Turn restrictions are recommended banning right turns from Station Street to Wickham Street and Union Street. Traffic using the Newcastle Interchange shall directly feed through to the end of Station Street and turn right into Railway Street and exit via Throsby Street or Albert Street. This is supported by the residents of Wickham (GLOW) in their representation to Council.

7.2.2 Railway Street

Wickham suburb comprises of mixed residential and industrial land use zones. Railway Street has frontage to various industrial businesses with heavy vehicles forming 9% of the total traffic volume (see **Table 1**).

Railway Street south of Greenway Street used to carry an average of 3,500 vpd in 2014 before the railway line was closed on 26 December 2014. Traffic counts conducted in 2016 recorded an average of about 2,365 vpd, which is a reduction in volume since the railway line was closed. It still caters for a number of heavy vehicles that access the businesses in Lindus, Throsby, Church and Greenway Streets. Thus turning radii for these vehicles traversing these intersections will need to be maintained.

The average speed recorded in Railway Street is 40 km/h whilst the 85th percentile speed is 50 km/h. Speed humps could be considered but instead, a pedestrian crossing with raised threshold or a pedestrian refuge could be considered as this will assist pedestrians in crossing the road and connect the properties east and west of Railway Street. The pedestrian crossings will not be implemented immediately as they must meet RMS volume-based warrants before installation.

Entering and exiting Railway Street at Albert Street intersection has become more difficult due to increased traffic in Albert Street. A roundabout is proposed at this intersection to assist heavy vehicle turning movements and assist pedestrians in crossing the road in two stages. The proposed roundabout is shall be funded by Transport for NSW as part of the Wickham Transport Interchange project. The Wickham Transport Interchange Project will generate a number of vehicles and the roundabout will encourage these vehicles to use Albert Street instead of using the local streets of Wickham.

The Wickham Master Plan recommended that in the future it is desirable to install traffic signals at Railway Street and Albert Street when the roundabout at Hannell Street and Cowper/Branch Street intersection also changes to traffic signal control. Unfortunately, with current traffic volumes traffic control signals are not warranted at the intersection of Railway Street and Albert Street, thus a roundabout is recommended at this time.

7.2.3 Railway Lane

Railway Lane caters for a small number of properties and access to the RailCorp land near Wickham Park. A Development Application (DA) has been lodged for a multi-storey residential building at No 73-79 with commercial frontages at street level. The new building will generate vehicular and pedestrian traffic, thus a formalised cul-de-sac arrangement is recommended as well as proper kerb and gutter on both sides of the lane. Kerb ramps are also recommended across Railway Lane at the intersection of

Station Street to provide a continuous pedestrian pathway from the new development to Station Street and Newcastle Interchange. There is insufficient width for construction of a footpath on the southern side of the laneway.

In the Wickham Master Plan, this lane will connect to the new roadway besides the park and may connect to Maitland Road in the future.

7.2.4 Charles Street, Dangar Street and Bishopsgate Street

Charles Street between Dangar Street and Station Street needs to be one-way as part of the Station Street road re-configuration. Charles Street between Dangar and Bishopsgate Streets is 10m wide and will be maintained as two-way so residents and businesses in Charles Street and Dangar Street can easily exit back into Hannell Street.

The property lots at 12 Bishopsgate Street and 13 Charles Street are currently constructing multi-storey residential and commercial buildings. These developments will generate a large number of pedestrians. To provide continuity of pedestrian flow in the Wickham area it is recommended to install a raised threshold and pedestrian crossing in Charles Street just south of Bishopsgate Street.

The half road closure of Bishopsgate Street at Charles Street intersection is not up to standard and recommended to be rebuilt with planting and median islands to increase residential amenity. However the one-way traffic flow eastbound in Bishopsgate Street will be maintained due to the narrow road width and to maintain on-street parking.

Bishopsgate Street is narrow from Railway Street to Hannell Street. Residents may raise concerns of additional traffic using Bishopsgate Street from Station Street turning right to Union Street. Therefore No Right Turn restrictions, banning traffic from turning right from Station Street into both Wickham Street and Union Street, are necessary to discourage drivers from doing a loop around the block looking for parking and exiting back onto Hannell Street.

The existing one-way traffic flow is also recommended to change from eastbound to westbound direction in Bishopsgate Street between Railway Street and Union Street to discourage 'rat running' of traffic from Station Street back to Hannell Street. Traffic will instead be diverted to Railway Street and then use Throsby Street and Albert Street.

Residents could use Lindus Street or Grey Street to access their properties in Bishopsgate Street. It is noted that there are only a few residents in Bishopsgate Street between Railway Street and Union Street. The reason for these changes in Bishopsgate Street is to maintain the residential amenity in this narrow road and discourage other traffic using the street. This may inconvenience some residents but resident access will still be maintained.

A number of residents raised concerns of speeding in Bishopsgate Street. This is unlikely due to the narrow width of the road. However, if in the future this is required, a

speed hump could be installed between Union Street and Charles Street but will have low priority in the staged implementation.

7.2.5 Grey Street, Dickson Street and Lindus Street

Grey Street and Dickson Street one-way traffic flow is currently working with Grey Street for westbound traffic and Dickson Street for eastbound traffic. The current traffic flow arrangement provides ingress and egress to Grey and Dickson Street residents in an efficient way. It is noted that speeding is not an issue due to narrowness of the road but residents complained that cars are driving the wrong way from Union Street to Grey Street. It is preferable that entry and exit thresholds are recommended to provide an entry treatment to the local area. Pavement one-way arrows were recommended in Grey and Dickson Streets to reinforce the one-way street system and this has been installed early this year.

With the reconstruction of road pavement and footpath in Union Street between Throsby Street and Station Street, the intersection of Grey Street and Union Street will also be improved.

Lindus Street has mixed land uses consisting of a few residential properties and commercial properties. It is 12.8 metres wide but only about 150 metres long between Railway and Union Streets. To discourage speeding and using Lindus Street as a short cut from Railway Street to Dickson Street, it is proposed to narrow the corners at the intersection of Lindus Street with Union Street. This will also narrow the width of Lindus Street for pedestrians to cross.

Lindus and Grey Street residents may experience an increase of traffic with the one-way changes in Union Street and Bishopsgate Street, however, these changes generate a lower increase in traffic compared to making no changes to the traffic arrangement in the area.

7.2.6 Union Street

Union Street between Station and Throsby Streets is narrow with road width of about 10 metres wide and with parking on both sides of the street. The road narrows to about 8.0 metres between Lindus and Grey Streets due to kerb extensions constructed many years ago.

Changing Union Street to one-way northbound only, between Station and Throsby Streets is feasible as majority of traffic (76%) in Union Street are heading northbound. The extra width could be used to widen the footpath to cater for shared cycleway and pedestrian paths from Station Street to Throsby Street.

The residents of GLOW made representations to Council in the middle of 2016 to ban the right turn movement from Station Street into Union Street. The request has merit as there is a possibility that when drivers drop off or pick up people in front of the

Newcastle Interchange it is a shorter route for them to turn right into Union Street then proceed to either Bishopsgate Street or Throsby Street and then use traffic signals to turn right towards the south. Banning the right turn to Union Street will encourage traffic in Station Street to proceed to Railway Street then to Throsby Street or Albert Street.

The few residents of Union Street between Bishopsgate Street and Station Street will instead be using Grey Street, Lindus Street, Railway Street and Station Street to access their properties from the south.

The Traffic Committee endorsed the banning of the right turn from Station Street to Union Street at its 16 October 2017 meeting.

With the proposal to change Bishopsgate Street to one-way westbound between Union Street and Railway Street, it is necessary to keep Union Street two-way between Bishopsgate and Lindus Streets. This will be used as access for residents living in Bishopsgate Street (west of Union Street), Wickham Street and Union Street residents south of Grey Street.

Some respondents in the survey are not sure of the proposed one-way street. The one-way street changes will not significantly impact access to the residents but will discourage 'rat running' and will increase residential amenity. It is proposed to implement the one-way street changes in Bishopsgate Street after Council approves the LATM plan.

The Union Street one-way proposal between Throsby Street and Station Street will be carried out when the road works are ready for implementation. The conceptual plan of Union Street road re-alignment is shown in **Annexure F**.

Union Street between Throsby Street and Church Street is very narrow, which decreases in road width from 9.2m to 6.8m between Throsby and Church Streets. There were requests from residents to change Union Street in this location to one-way traffic flow southbound. Changing Union Street to one-way will enable retention of parking on both sides between Church Street and the laneway. The one-way traffic flow southbound will be implemented after Council approved the LATM plan.

Figure 7 shows separately the proposed one-way traffic flow in the area.

7.2.7 Throsby Street and Furlong Lane (Lee Terrace)

Throsby Street is the local business centre of Wickham. A few residential DAs were approved and some are currently under construction. Residents are requesting Council to increase residential amenity in the area, particularly Throsby Street, as the current development with shops, pubs and bottle shops will attract more foot traffic. Speed surveys showed that cars travel an average of 33 km/h in Throsby Street and the 85th percentile speed is 42 km/h.

The main concern of the residents is the pedestrian connectivity along Throsby Street. There are commercial developments and no pedestrian facilities to assist them in crossing from one commercial business to another on the other side of the road.

It is recommended that a raised pedestrian crossing between Hannell Street and Union Streets be provided to connect pedestrians between northern and southern developments. A speed hump is also recommended just east of the bottle shop to slow down traffic and increase local amenity in the local neighbourhood centre.

The raised pedestrian crossing proposed in Throsby Street meets the warrant for its installation and will be installed as part of the DA condition for No 19 Throsby Street.

RMS raised objection to the speed humps recommended in Throsby Street. The comment is noted however to maintain the 40 km/h Local Traffic Area (LTA) Zone within Wickham as speeds need to be slowed in this location. Residents complained that when cars turn left or right from Hannell Street to Throsby Street they speed up after leaving the traffic lights. The speed of traffic in Throsby Street will be monitored after the completion of the building construction in Throsby Street.

Lee Terrace is the unknown laneway parallel to Church and Throsby Streets. It recently just renamed to Furlong Lane in Council's official records but for many years it is well known and called by residents as "Lee Terrace".

Furlong Lane between Hannell and Union Streets allows two-way traffic but most of the residents in the area are using it as a one-way eastbound (from Union Street to Hannell Street). Residents park on either side of the laneway just leaving enough room for one car width to pass through. There were requests from residents to formalise this laneway into a one-way traffic flow and remove parking altogether so there is room for pedestrians to walk.

Recently, one development building (southern side) has built a narrow footpath in front of the building as part of the DA condition of consent. Other new developments may follow suit to provide protection for pedestrians walking along the laneway. This will further narrow the lane and two-way traffic cannot be accommodated in this lane.

There were responses from residents regarding this lane and some agreed to change it to one-way eastbound and there was another suggestion to make it westbound. If eastbound, the waste collection will pick up the bins on the northern side while the westbound, bins are pick up on the southern side where new residents are residing. It is noted that there is more traffic that exits eastbound than westbound. Church Street is proposed to be changed to one-way traffic westbound with a cycleway and it is desirable to make Furlong Lane eastbound so local traffic can use Furlong Lane to exit to Hannell Street. It is not anticipated that there will be more traffic using Furlong Lane as this is a laneway. Traffic in Church Street will likely to use Foundry Street then Greenway Street.

7.2.8 Church, Greenway and Foundry Streets

Church, Greenway and Foundry Streets are local roads in the Wickham area having mixed residential and commercial zones. The property at No 90-94 Church Street is in DA stage for a multi-storey residential development with commercial purpose on the ground level. The road width in Church Street is about 10.5m and Greenway and Foundry Street ranges from 9.5m to 10m. There were suggestions to change the traffic flow of these narrow streets to one-way however these widths should still be able to carry two-way traffic in a slow speed environment. The parking on both sides of the road will act as a natural traffic calming device. Changing the traffic flow to one-way will divert residential traffic to other streets unnecessarily. The traffic volumes of these streets are at an average of 700 to 1,000 vehicles per day which is well below the local road desirable traffic volume limit.

It is envisaged that with increased development in the area, a pedestrian crossing or pedestrian facility will assist pedestrians to cross Church Street between the north and south. However, the pedestrian crossing warrant will not be met at this stage and kerb extensions are recommended in Church Street west of Union Street.

Church Street is also recommended to become one-way traffic flow westbound to include a cycleway lane from Hannell Street to Railway Street. This will encourage cyclists to use Church Street instead of using Throsby Street which is busy with commercial traffic.

7.2.9 Albert and Branch Streets

There were a number of requests received by Council from residents in Albert Street concerning speeding. The requests started when Railway Street was closed to traffic at the railway line. There are also increases in traffic volume along Albert Street since the closure of Railway Street at Station Street.

Traffic surveys conducted in Albert Street west of John Street recorded an average speed of 50 km/h and an 85th percentile speed of 57 km/h. There was an average daily traffic volume of 4,314 vehicles per day (7-day period), about 45% of motorists are driving over the speed limit.

Class vehicle counts also showed that 95% of traffic are small and medium size vehicles and 4.9% of vehicles are classified as a truck.

The proposed roundabout at Railway Street and Albert Street will assist in slowing down traffic in Albert Street. Median islands or pedestrian refuges will be installed on each leg of the roundabout to assist pedestrians to cross the road in stages.

A number of requests received concerning speeding also requested the installation of a pedestrian zebra crossing in Albert Street. Preliminary observations showed that a pedestrian zebra crossing is not warranted at this location at this time. However, with

the ongoing developments in the area and increased pedestrian movements, Albert Street pedestrian crossing warrant is expected to be met in the next few years. It is recommended to widen the existing pedestrian refuge west of John Street to meet current standards and to install a pedestrian crossing with raised thresholds once the warrant is met.

To slow traffic in Albert Street, a chicane traffic device could be recommended. This is another type of traffic calming device where a median island is built that forces motorists to slow down to make a series of sharp turns before continuing straight. However, this type of traffic calming device will remove parking spaces in front of residences and may not be supported. Another alternative is speed humps along Albert Street to slow down traffic.

Albert Street between Branch Street and Hannell Street carries traffic going in and out of the local area. There were concerns of traffic conflict at the intersection of Albert Street and Branch Street and calls for an intersection re-alignment investigation. There were also suggestions to make Albert Street one-way traffic between Branch Street and Foundry Street.

Traffic count surveys conducted in Albert Street west of Foundry Street recorded a total of 1,098 vehicles per day, with 31% of traffic travelling eastbound (from Railway Street to Foundry Street) and 69% westbound (from Foundry Street to Railway Street). If Albert Street is changed to one-way, it would be a one-way westbound based on this distribution. The one-way proposal was included in the community consultation and received negative responses from the businesses in Foundry and Church Streets. This will inconvenience them in accessing Albert and Hannell Streets. After discussions with the businesses, it is recommended to keep the two-way traffic in Albert Street between Branch Street and Hannell Street. The intersection of Albert Street and Branch Street will be re-aligned to improve safety and turning manoeuvres. The proposed intersection layout of Albert Street at Branch Street with median extensions is shown in **Figure 6**.

7.9.10 Robert, Fleming, John, Annie, Arthur and Mary Streets

Robert, Fleming, John and Annie Streets west of Railway Street are part of the 40 km/h Local Traffic Area of THWIM (Tighes Hill, Wickham, Islington and Maryville). Fleming, Robert, Annie, Arthur and Mary Streets east of Railway Street are not included and still have the default speed limit of 50 km/h. Inclusion of these streets in the 40 km/h Local Traffic Area is feasible and is included in **Section 7.1, Figure 5**.

Residents requested that Fleming Street between Railway Street and Branch Street be closed at the Branch Street end as it is often used as a short cut. Traffic surveys conducted in the street recorded only an average of 531 vpd with an average speed of 33 km/h and 26 km/h for eastbound and westbound traffic, respectively. The 85th percentile speeds for eastbound and westbound traffic are only 41 and 35 km/h, respectively. The eastbound traffic in Fleming Street forms about 97% of the total

average daily traffic and westbound traffic contributes only about 3%. The majority of motorists are travelling eastbound and exiting Branch Street.

A full closure of Fleming Street is not supported at this time due to low traffic volumes using the street and to retain convenient access for the residents of Robert and Fleming Streets. However, a partial closure is feasible allowing only eastbound traffic to exit Fleming Street and no entry from Branch Street. No objections were received regarding this issue during the community consultation process.

There were requests from residents to make changes to John Street between Annie Street and Albert Street as residents think there is heavy traffic using it as a short cut and it is narrow. Traffic surveys were conducted from 3 to 11 August 2017 and recorded an average of 618 vpd travelling along John Street. Northbound traffic is about 228 vpd and southbound traffic is about 390 vpd. Average traffic speed for northbound traffic is 30 km/h and southbound speed is 33 km/h.

It is feasible to change John Street to one-way traffic due to its low traffic volume but it can also be argued to leave John Street as existing as there is no significant issue at present except that it is narrow and inconvenient to some residents. It is recommended to not make changes to John Street until after a roundabout is constructed at the intersection of Albert Street and Railway Street. Some of the traffic may divert to use the roundabout as it will become a safer and more efficient intersection to navigate.

7.9.10 Hannell and Hunter Streets

Hannell Street is the sub-arterial road that bounds the eastern side of Wickham. It carries an average traffic volume of about 36,400 vpd. There were requests over the years from the residents of Carrington to improve the traffic congestion at the intersection of Hannell Street and Cowper Street/Branch Street intersection. During morning peak, there is a long traffic queue of westbound traffic coming out of Cowper Street as drivers give way to the right at the roundabout. There is heavy traffic southbound along Hannell Street in the morning peak these motorists have the right of way over traffic from Cowper Street. Residents are asking for signage however the roundabout rule is to give way to your right.

When more of the land in Wickham is developed, traffic will significantly increase at the intersection of Hannell Street and Cowper Street and it would then be desirable to change the roundabout at the intersection to traffic signals. Traffic signals would also provide safer pedestrian links across Hannell Street.

Cyclists and pedestrians requested that Council provide pedestrian facilities to cross Hannell Street from Carrington to Wickham/Maryville. Traffic signals at this intersection will assist these pedestrian/cycleway connections.

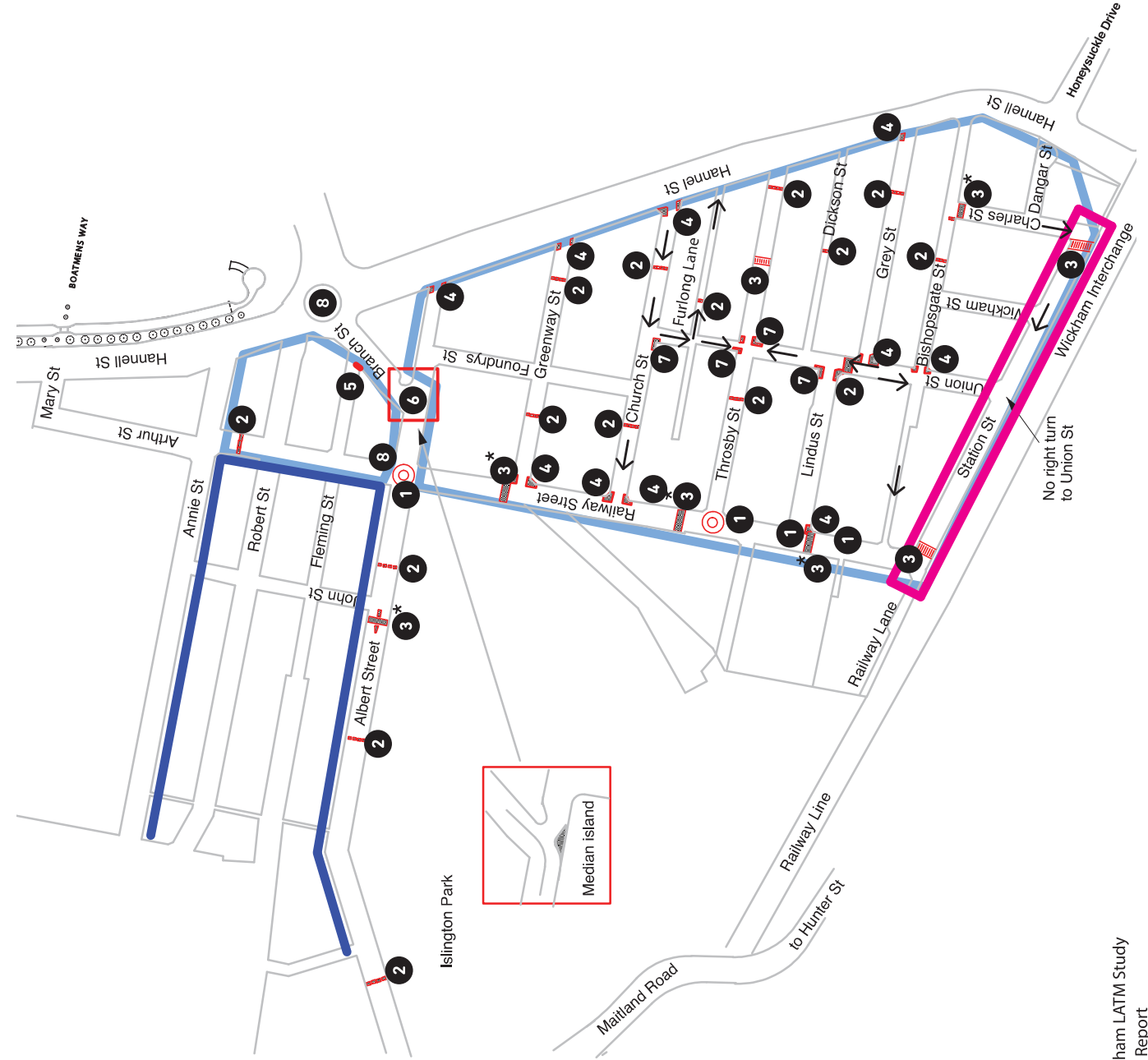
During the planning stage of the Newcastle Interchange, there were suggestions to open Dangar Street to traffic west of Hannell Street and make this a four-legged

intersection. The RMS investigated this intersection as part of the Newcastle Interchange REF (Review of Environmental Factors) and recommended not opening Dangar Street as it will cause more delays for motorists travelling along Hannell Street.

It is recommended to investigate opening Dangar Street to traffic in Hannell Street when the bus interchange facility in Hunter Street and light rail project are completed.

Photos of local roads in Wickham were taken for comparison between existing conditions and what Wickham look like in the future when developments are completed and LATM devices are installed as shown in **Annexure G**.

PROPOSED LOCAL AREA TRAFFIC MANAGEMENT
(LATM) DEVICES FOR WICKHAM
(Figure 6)



LEGEND

- 1 Roundabout
- 2 Speed humps or speed cushions
- 3 Raised threshold with pedestrian crossing and kerb extensions
- 4 Entry re-alignment to narrow road entrance in 40km/h local area with greening if possible
- 5 Half Road closure
- 6 Intersection re-alignment (see inset)
- 7 Kerb nibs
- 8 Traffic signals
- Proposed one-way traffic flow
- Station Street one-way as part of the Wickham interchange Project (Annexure A)
- Proposed 40km/h local area zone (all roads within the dotted line is proposed to be 40km/h zone)
- Existing 40km/h local area zone

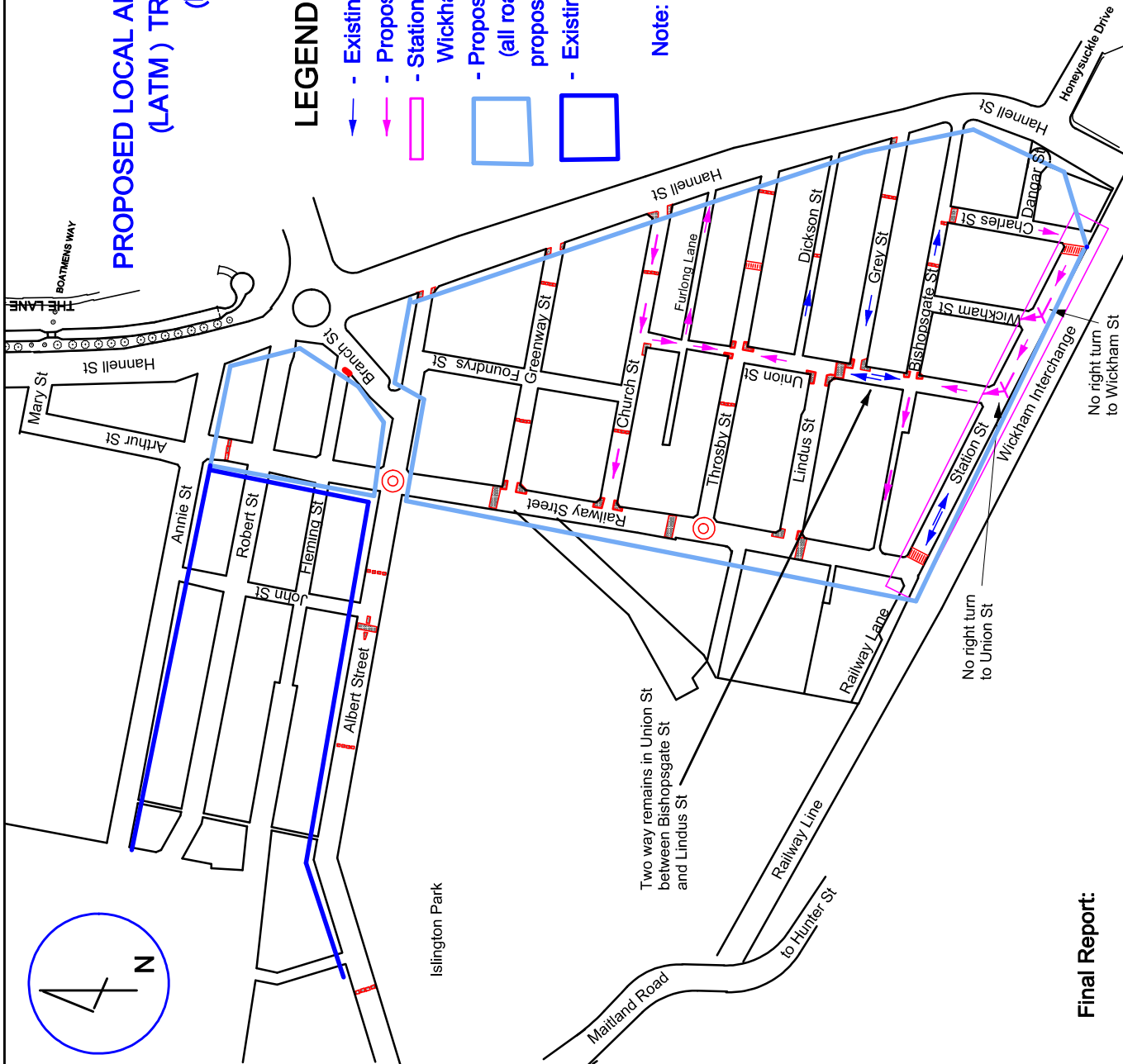
3* This is a proposed raised threshold with pedestrian crossings to be installed once it meets the warrant for its installation.

PROPOSED LOCAL AREA TRAFFIC MANAGEMENT (LATM) TRAFFIC FLOW PLAN (Figure 7)

LEGEND:

- Existing one-way traffic flow
- Proposed one-way traffic flow
- Station Street one-way as part of the Wickham Interchange Project (Annexure A)
- Proposed 40 kph local area zone (all roads within the dotted line is proposed to be 40 kph zone)
- Existing 40 km/h local area zone

Note: Streets with no arrows are to retain two-way traffic flow



8.0 Pedestrian Infrastructure Facilities

During the community public information sessions, there were comments on the lack of pedestrian crossings, poor and uneven footpath and lack of kerb ramps for the mobility impaired and mothers with prams around the Wickham area. GLOW raised concerns over poor access for people with a disability as they currently must use driveways due to lack of kerb ramps.

Installing pedestrian zebra crossings in the Wickham area on local streets is not feasible at this time as it will not meet the RMS warrant criteria for its installation due to low pedestrian and vehicle volumes.

A raised pedestrian crossing will be installed in Throsby Street as well as two pedestrian zebra crossings in Station Street near the Newcastle Interchange.

Existing footpath will be maintained however footpath will be renewed in some areas where there is building construction as it forms part of the DA conditions to provide new footpath at the frontage of new completed developments.

Locations for new kerb ramps are identified and provided on a priority basis whilst some kerb ramps will be provided during the development footpath and road rehabilitation and construction process.

9.0 Light Traffic Thoroughfare

Light Traffic Thoroughfares (LTT) are roads in suburban areas that have a weight restriction sign displayed at their entry point indicating that a driver must not use that road if the total weight of the vehicle, including its load, is the same or heavier than the weight shown on the sign.

In May 2015, signs for LTTs '5 Tonnes and over' were approved and installed in Dickson, Grey and Bishopsgate Streets. Vehicles 5 Tonnes and over are not permitted to drive along these streets unless their delivery point is an address in the street. Other streets were not included in the LTT due to the presence of mixed residential and light industrial land use zones with some businesses still regularly bringing heavy vehicles on site.

The road geometric plan of Station Street fronting the Newcastle Interchange is currently designed to cater for trucks 8 Tonnes and under and will be included in the LTT plan. Other streets in the Wickham area that only cater for residential vehicles will be included in the proposal.

Albert Street from Maitland Road to Branch Street is recommended to be considered in the LTT with an 8 Tonne Load Limit as large vehicles (classified as trucks) form about 4.9% of the total volume. Bigger trucks should not be travelling along Albert Street and

should be using Hannell Street and the Pacific Highway (Stewart Avenue) to proceed north. Albert Street is similar to Elizabeth Street between Kings Road and Maitland Road where a 5 Tonne Load Limit was introduced.

Before deciding on the extension of LTTs, personal interviews were conducted by a Council officer with the managers/proprietors and/or staff of the businesses in the area to determine the type of heavy vehicles they use. A summary of the heavy vehicle types that still use streets in the Wickham area is shown in **Annexure H**. The plan shown in **Figure 8** shows the proposed extension of LTTs throughout Wickham.

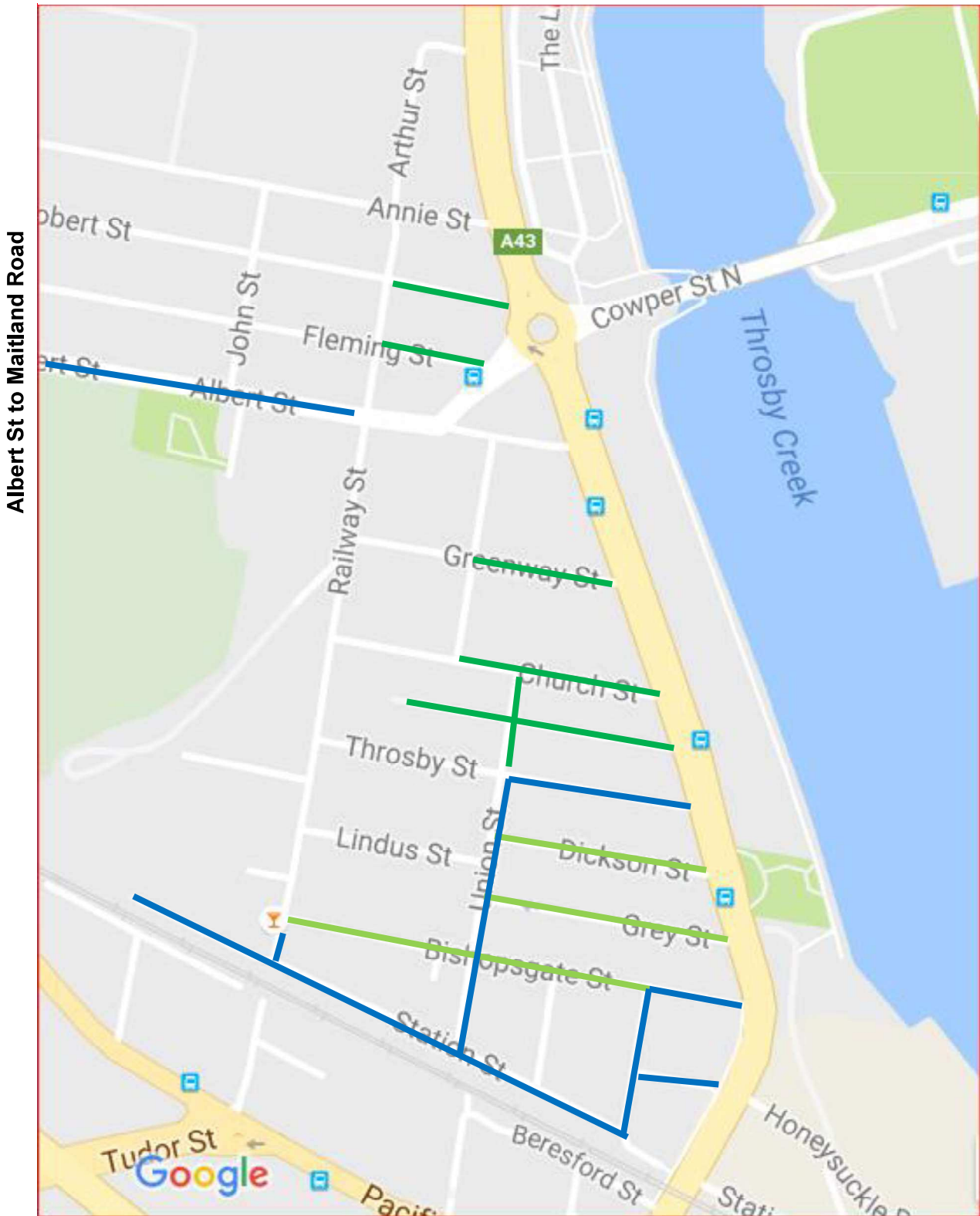
The proposed LTT plan was exhibited for public comment. There were few comments from the businesses and some were re-assured that if their destination is within the area, they can still access their businesses. There was a query why use 8 Tonnes in Station Street and Union Street and why not make it all 5 Tonnes. Station Street may still need to cater for 8 Tonne vehicles accessing the Newcastle Interchange and other deliveries in the area. Thus, it is proposed to keep the 8 Tonne Load Limit at this time. However, when everything settles down in Wickham in terms of development construction, the LTTs could be reviewed again and signage changed accordingly.

10.0 Cycleway

The majority of the roads in the Wickham area are narrow and there are insufficient road widths to provide exclusive cycleway lanes. With low traffic volumes on most of these roads and the proposed 40 km/h LTA, it is envisaged that cyclists will 'command' or drive in the middle of the lane. However, a shared path is proposed on the northern side of Church Street between Hannell Street and Railway Street as well as on the eastern side of Union Street between Throsby Street and Station Street.

New cycleway paths are envisioned in the Wickham area as part of the Wickham Master Plan. Please refer to the cycleway strategic planning section of the Wickham Master Plan report.

**Figure 8 Proposed Light Traffic Thoroughfare (LTT) in Wickham
(5 and 8 Tonne Limit)**



Legend:

- - Approved (Existing) LTT - 5 Tonne
- - Proposed additional LTT - 5 Tonne Limit
- - Proposed additional LTT - 8 Tonne Limit



Note: Railway Street from Bishopsgate St to Arthur St is an existing (approved) B-Double route

11.0 Implementation Stages

The 40 km/h Local Traffic Area signage could be implemented when most of the traffic management devices proposed in the LATM plan are installed. RMS requires that the speed of traffic is physically controlled by traffic management devices such that the actual speed environment matches the signposted speed limit.

Some of these traffic management devices and other related road works are already funded. The following works are scheduled to be implemented in 2017-2018:

- 1) Roundabout at Albert Street and Railway Street intersection
- 2) Intersection re-alignment at Albert Street and Branch Street
- 3) Installation of pedestrian crossings in Throsby Street between Hannell Street and Union Street
- 4) Installation of pedestrian crossings in Station Street between Railway Street and Charles Street as part of the Newcastle Interchange works.
- 5) Installation of footpath on the northern side of Station Street between Railway Street and Charles Street (currently on-going)
- 6) Union Street road reconstruction, footpath and one-way traffic changes between Throsby Street and Station Street (scheduled for 2018-2019).

The one-way traffic changes will be implemented in two stages:

- 1) Furlong Lane and Bishopsgate Street between Railway Street and Union Street will be implemented after the LATM plan is approved by Council.
- 2) Union Street one-way northbound between Church Street and Throsby Street will be implemented after the LATM plan is approved by Council.
- 3) Union Street one-way between Throsby Street and Station Street will be implemented after the completion of the Union Street road reconstruction and footpath works.
- 4) Church Street one-way westbound will be implemented when funding becomes available to incorporate the cycleway path.

Funding will be sought to implement the other traffic management devices recommended in the plan through Council's Local Area Traffic Management Funding Program.

The Light Traffic Thoroughfare (LTT) signage will be implemented after the LATM plan is approved by Council.

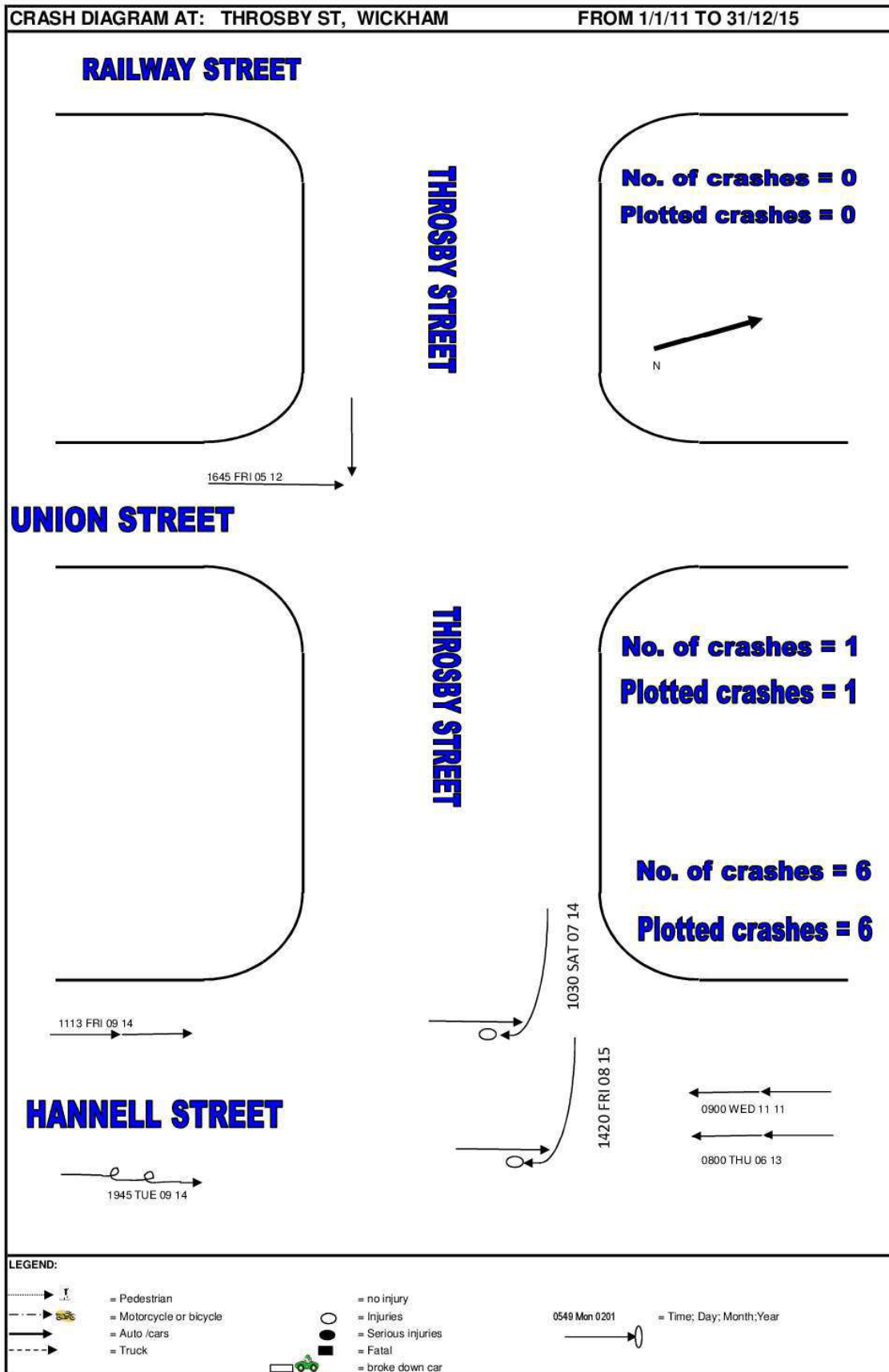
11.0 Recommendations

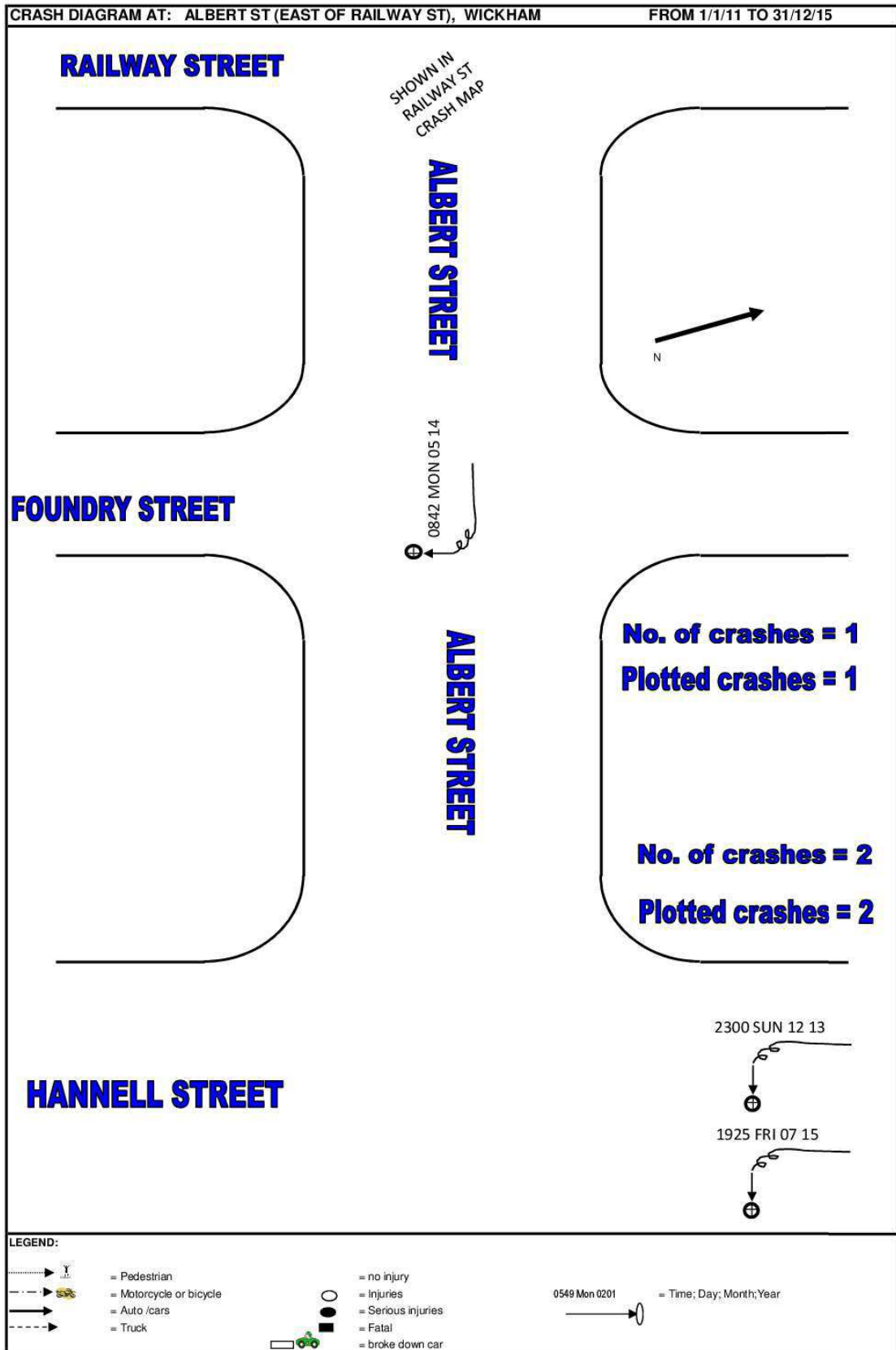
The following are recommendations of this study:

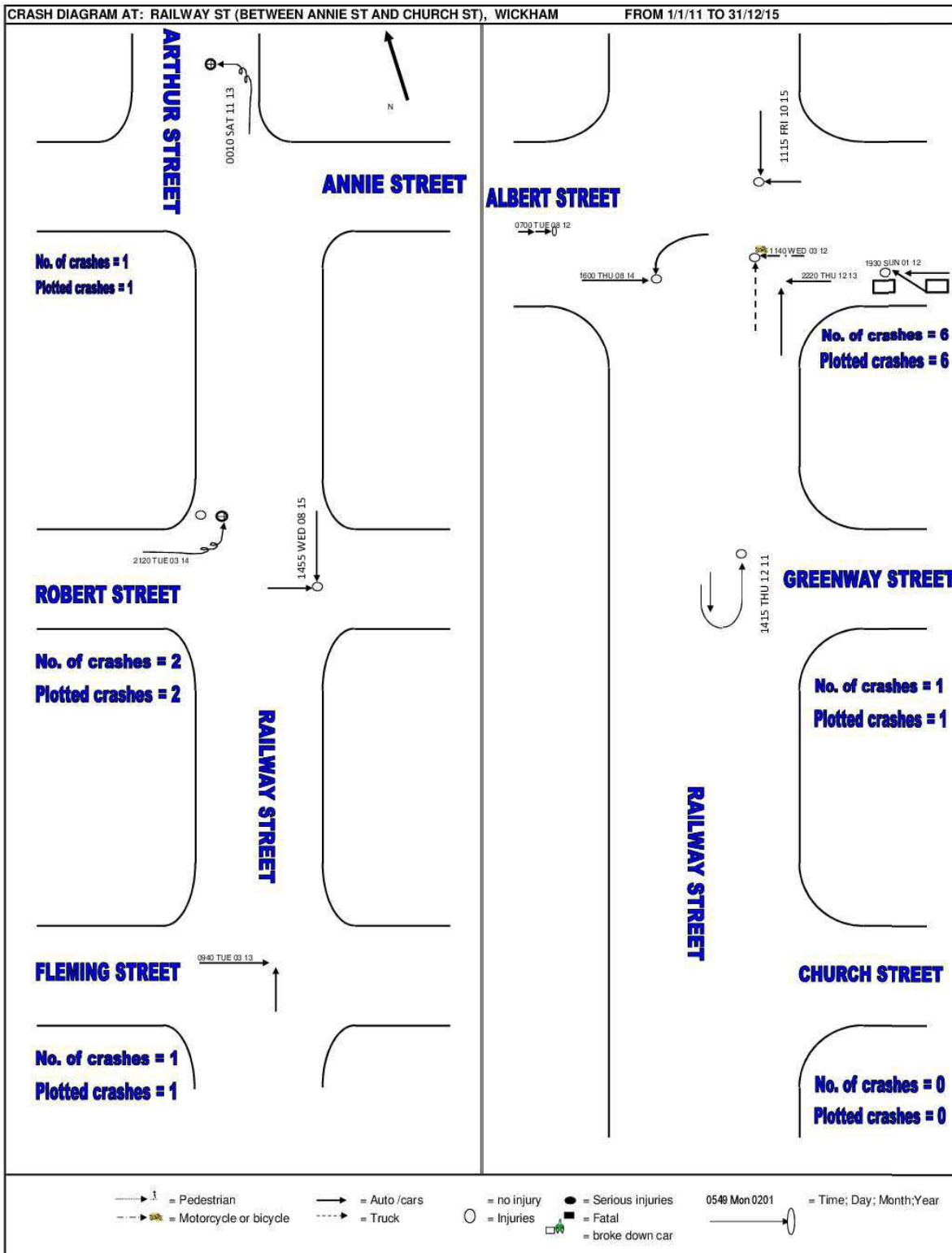
- 1) Adopt the Wickham Local Area Traffic Management (LATM) Plan.
- 2) Adopt the proposed 40km/h Local Traffic Area zone in Wickham.
- 3) Implement the Light Traffic Thoroughfares in the Wickham area.

ANNEXURES


Annexure A Crash histories at various intersections in the Wickham area








Annexure B Flyer and Leaflet Distributed to Residents



The Wickham Project

Planning for a growing suburb



GET INVOLVED

INFORMATION SESSION
Book in to find out about the range of projects planned for Wickham and the vision for the suburb in the future.

- 4pm to 8pm, Wednesday 3 May 2017
- 30 minute sessions.
- Register online or call 4974 2881.
- Talk to project officers from strategic planning, infrastructure planning, transport and traffic.

SURVEYS

- Complete surveys for two of the projects

SEND A SUBMISSION

- mail@ncc.nsw.gov.au
- PO Box 489, Newcastle, NSW, 2300

VIEW DOCUMENTS

- Newcastle and Hamilton Libraries

PROJECT OFFICERS

- Wickham Master Plan - Johannes Honnef
- Local area traffic management - Jocelyn Cardona
- Road works - Darren Green
- Low lying suburbs - Nathan Evans

MORE INFORMATION

- 4974 2000
- www.newcastle.nsw.gov.au/thewickhamproject

HELPING OUR SUBURBS GROW


Wickham is changing from a semi-industrial area to a thriving commercial and residential precinct.

Newcastle City Council is undertaking a range of projects to help ensure Wickham is a great place to live and visit now and in the future.

We have developed a master plan, a local area traffic management plan and will be updating roads near the new Newcastle Transport Interchange. We are also looking at flood risk for low lying areas in the suburb.

We will be talking to residents, land owners, businesses and other key stakeholders about these plans during April and May 2017.

PUBLIC EXHIBITION PERIOD: 26 APRIL TO 21 JUNE 2017



Annexure B Flyer and Leaflet Distributed to Residents

WICKHAM MASTER PLAN



WICKHAM URBAN PRECINCTS

1. RAIL EDGE
The emerging commercial core of the city centre is located adjacent to the Newcastle transport interchange. Mixed use development sites with ground level commercial premises.

2. VILLAGE HUB
Low level residential area with narrow streets. Buildings are setback from the boundary to allow for small gardens, landscaping and forecourts. Car parking is limited in favour of pedestrian amenity.

3. HARBOUR EDGE
Prime waterfront with a range of recreational, tourism and economic opportunities. Buildings up to three storeys and there is potential for the area to connect to the rest of harbour with a new ferry stop.

4. EMERGING INDUSTRY
Focus on business and employment opportunities with larger development sites and wider streets.

5. PARK EDGE
The eastern edge of Wickham Park will include residential apartments as well as commercial and retail uses. There are opportunities for car parking and this area is a key connection for pedestrians and cyclists.

6. WICKHAM PARK
Caters for social and recreational needs of the community with playing fields, playgrounds, community gardens, market and event space and community facilities.

LEGEND:
 - Emerging Industry Quarter (orange)
 - Harbour Edge (blue)
 - Park Edge (red)
 - Rail Edge (purple)
 - Village Hub (yellow-green)
 - Wickham Park (green)

THE WICKHAM MASTER PLAN IDENTIFIES THE FUTURE VISION FOR THE AREA INCLUDING IMPROVING CONNECTIVITY AND ACCESSIBILITY, GUIDING THE BUILT FORM OUTCOMES OF POTENTIAL REDEVELOPMENT, IDENTIFYING PUBLIC DOMAIN IMPROVEMENTS AND ENCOURAGING SIX DISTINCT PRECINCTS.

WICKHAM URBAN PRECINCTS

1. RAIL EDGE
The emerging commercial core of the city centre is located adjacent to the Newcastle transport interchange. Mixed use development sites with ground level commercial premises.

2. VILLAGE HUB
Low level residential area with narrow streets. Buildings are setback from the boundary to allow for small gardens, landscaping and forecourts. Car parking is limited in favour of pedestrian amenity.

3. HARBOUR EDGE
Prime waterfront with a range of recreational, tourism and economic opportunities. Buildings up to three storeys and there is potential for the area to connect to the rest of harbour with a new ferry stop.

4. EMERGING INDUSTRY
Focus on business and employment opportunities with larger development sites and wider streets.

5. PARK EDGE
The eastern edge of Wickham Park will include residential apartments as well as commercial and retail uses. There are opportunities for car parking and this area is a key connection for pedestrians and cyclists.

6. WICKHAM PARK
Caters for social and recreational needs of the community with playing fields, playgrounds, community gardens, market and event space and community facilities.

PUBLIC EXHIBITION
Wednesday 26 April to Wednesday 21 June 2017.
Hard copies of the master plan can be viewed at:

- Council's Administration Centre, 282 King Street, Newcastle
- City Library, Laman Street, Newcastle
- Hamilton Library, James Street, Hamilton.

INFORMATION SESSION
Book in to have your questions answered about the range of projects planned for Wickham and the vision for the suburb in the future.
30 minute sessions:
4pm to 8pm, Wednesday 3 May 2017
Location: The Good Life Church, 18 Albert Street, Wickham

Bookings are essential, register online or call 4974 2281

SURVEY
Complete the survey online at www.newcastle.nsw.gov.au/thewickhamproject

SEND A SUBMISSION
mail@ncc.nsw.gov.au

CONTACT
Johannes Honnef, Senior Urban Planner on 4974 2893

Annexure B Flyer and Leaflet Distributed to Residents

The road works will improve pedestrian and traffic flow in the area surrounding the new Newcastle Interchange and will help cater for the expected increase in traffic and pedestrian movements in the area.

STAGE ONE - MAY 2017

Partial kerb and gutter replacement in Station Street between Union Street and Railway Street. Reconstruction of footpath in Station Street from Railway Street to Union Street.

STAGE TWO - JUNE 2017

Footpath replacement and kerb and gutter works in Charles Street at Station Street. Construction of new footpath in Station Street from Union Street to Charles Street. Resurfacing of Station Street.

STAGE THREE - 2017/2018

Rehabilitating the footpaths, kerb and gutter and kerb ramps on Union Street between Throsby and Station Streets.

STAGE FOUR - 2017/2018

Installing a roundabout at the Railway and Albert Street intersection.

This work involves the renewal of aging assets and improvements to traffic devices to enhance safety, function and aesthetics for the community.

This work is funded by a \$1.5 million grant from Transport for NSW as part of the NSW Government's Newcastle Interchange project.

IMPACTS TO RESIDENTS AND TRAFFIC

Traffic in the precinct will be impacted during construction.

Traffic control plans will be designed and implemented to ensure public safety and resident access. Delays and partial road closures can be expected for Union and Station Street.

CONTACT

Darren Green, Program Coordinator - Roads Infrastructure on 4974 2611



ROAD WORKS

The low lying suburbs of Carrington, Wickham, Maryville and Islington are subject to regular inundation during flash floods and king tides. Projected climate variables, including rising sea level and increased rainfall intensity, are likely to worsen the flood risk in these suburbs.

Council has prepared a strategic position paper outlining how we plan to protect these suburbs from significant flood risk.

The position paper outlines:

- predicted impact of climate change
- flood mitigation options to control surface water inundation
- groundwater management options
- planning implications and funding requirements.

PUBLIC EXHIBITION

Monday 1 May to Sunday 28 May 2017

Hard copies of the document can be viewed at:

- Council's Administration Centre, 282 King Street, Newcastle
- City Library, Laman Street, Newcastle
- Hamilton Library, James Street, Hamilton.

INFORMATION SESSIONS

Specific sessions for local residents:

Islington/Wickham/Maryville residents

Wednesday 10 May 2017

Time and location to be confirmed

Carrington residents

5.30pm to 6.30pm, Thursday 11 May 2017

Location: Carrington Bowling Club

RSVP: Monday 8 May to jengraham@ncc.nsw.gov.au or call 4974 2820

CONTACT

Nathan Evans, Integrated Water Cycle Engineer on 4974 2688



LOW LYING SUBURBS

Annexure B Flyer and Leaflet Distributed to Residents



Comments are being sought on the Wickham LATM study discussion report. The report recommends various traffic management devices for the area bounded by Mary Street in the north, Hannell Street in the east, the railway line (Station Street) in the south, and part of Albert Street and Wickham Park in the west.

The objectives of the plan are to:

- provide a safer environment and improved residential amenity for local residents
- reduce traffic issues and improve safety at some intersections
- establish which roads are for local traffic and which roads can accommodate larger vehicles and increased vehicle movements.

The study recommends:

- a 40 km/h local area speed zone
- 5 and 8 tonne load limit restrictions on some streets, so heavy vehicles only use the wider and main roads
- a range of traffic management devices such as speed humps, raised thresholds with pedestrian crossings and kerb extensions
- one way traffic in some streets.

SURVEY

We encourage you to take five minutes to complete and return the survey enclosed or submit your response online at:

www.newcastle.nsw.gov.au/thewickhamproject

Your comments are important and will be collated and incorporated into the revised traffic report and final plan to be referred to the elected Council for final determination.

PUBLIC EXHIBITION

Wednesday 26 April to Wednesday 21 June 2017.

Hard copies can be viewed at:

- Council's Administration Centre, 282 King Street, Newcastle
- City Library, Laman Street, Newcastle
- Hamilton Library, James Street, Hamilton.

INFORMATION SESSION

30 minute sessions.

4pm to 8pm, Wednesday 3 May 2017

Location: The Good Life Church, 18 Albert Street, Wickham

Bookings are essential, register online or call 4974 2261.

SEND A SUBMISSION

mail@ncc.nsw.gov.au

CONTACT

Jocelyn Cardona, Transport and Traffic Coordinator on 4974 2666

LOCAL AREA TRAFFIC MANAGEMENT

Annexure B Flyer and Leaflet Distributed to Residents



Comments are being sought on the Wickham LATM study discussion report. The report recommends various traffic management devices for the area bounded by Mary Street in the north, Hannell Street in the east, the railway line (Station Street) in the south, and part of Albert Street and Wickham Park in the west.

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- one way traffic in some streets.

SURVEY

We encourage you to take five minutes to complete and return the survey overleaf or submit your response online at:

www.newcastle.nsw.gov.au/thewickhamproject

Your comments are important and will be collated and incorporated into the revised traffic report and final plan to be referred to the elected Council for final determination.

Please return the completed survey by Wednesday 21 June 2017 to:

Interim CEO
Newcastle City Council
Attention: Transport and Traffic
PO Box 489
NEWCASTLE NSW 2300
or email mail@ncc.nsw.gov.au

PUBLIC EXHIBITION

Wednesday 26 April to Wednesday 21 June 2017.

Hard copies can be viewed at:

- Council's Administration Centre, 282 King Street, Newcastle
- City Library, Laman Street, Newcastle
- Hamilton Library, James Street, Hamilton

INFORMATION SESSION

You are also invited to attend an information session to hear about the proposed traffic management scheme and ask any questions regarding the proposed traffic management devices for the area.

The information session will assist in helping you to make your submission.

During this information session, you can also find out more about these Council projects:

- Wickham Master Plan
- road works near the Newcastle Interchange
- low lying suburbs strategic position paper.

The session will be held from 4pm to 8pm, Wednesday 3 May 2017.

30 minute sessions.

Location: The Good Life Church, 18 Albert Street, Wickham

Bookings are essential, register online or call 4974 2281.

CONTACT

Jocelyn Cardona, Transport and Traffic Coordinator on 4974 2666

Annexure B Flyer and Leaflet Distributed to Residents

PUBLIC EXHIBITION: WICKHAM LOCAL AREA TRAFFIC MANAGEMENT STUDY

Name: _____

Address: _____

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Don't know
The proposed 40 km/h Local Area zone in Wickham?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The proposed Light Traffic Thoroughfare (5 and 8 Tonne Load Limit) in parts of Wickham?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The one-way traffic flow proposal on some roads in Wickham?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The proposed "No Right Turn" from Station Street to Union Street?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The overall Local Area Traffic Management Plan in Wickham?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments:

Please forward written comments by **21 June 2017** to Interim Chief Executive Officer, Newcastle City Council, Attention: Transport & Traffic, PO Box 489, NEWCASTLE NSW 2300 or email: mail@ncc.nsw.gov.au, Phone: 4974 2000, Fax: 4974 2222. For further information about the proposal please contact Jocelyn Cardona, Transport and Traffic Coordinator on 4974 2666

Protecting your privacy: Newcastle City Council is committed to protecting your privacy. We take reasonable steps to comply with relevant legislation and Council policy. Purpose of collecting personal details: Council is collecting this information to determine the local community's views and opinions on the proposal outlined. Intended recipients: Information provided as part of the consultation will be used as part of the investigation into the proposal, and may be included in future reports on the issue. Storage and security: Information provided will be stored on Council's database and will be subject to Council's information and privacy policies. Access: Individuals can access data to check accuracy by contacting Council.

PLEASE NOTE: When making written comments or submissions to Council, the following information should be considered – Should an objector consider that the disclosure of their name and address would result in detriment to them the words "OBJECTION IN CONFIDENCE" must be stated prominently at the top of the submission. Council may, however, be obliged to release full details of the submission including the name and address under the relevant access to information legislation, even if those words are in the submission.



Annexure C The Wickham LATM Frequently Asked Questions (FAQ)

Annexure C

The Wickham LATM Plan Frequently Asked Questions (FAQs)

Q. Can a semi-trailer or big truck turn left at the roundabout from Albert Street to Railway Street without hitting the kerb?

A. Yes, the roundabout will be designed to cater for semi-trailers turning left at the roundabout from Albert Street to Railway Street via Branch Street/Hannell Street.

Q. Are there pedestrian facilities to assist pedestrians to cross Albert Street near the child care centre?

A. The existing pedestrian refuge will be upgraded to current standard and if it meets the warrant for a pedestrian crossing, a pedestrian zebra crossing would be installed in the near future. Speed humps will assist in slowing down traffic along Albert Street to increase pedestrian safety. There will be pedestrian refuges on two legs of the upgraded Albert Street and Railway Street intersection that may assist pedestrians to cross Albert and Railway streets. There will also be a pedestrian refuge on Albert Street at the Branch Street intersection.

Q. What do you mean by 5 Tonne Limit Light Traffic Thoroughfare?

A. Once the street is approved as a 5 Tonne Limit, it means that trucks over 5 tonnes should not be driving on that street and should use an alternative route with no load limit.

Q. When will the 40 km/h speed limit be implemented?

A. Once the Wickham Local Area Traffic Management Study final report is adopted by Council, Council will write to the Roads and Maritime Services (RMS) to request final approval of the 40 km/h speed limit in the area. RMS is the approving authority for changing speed limits in the city. Council will commence implementation of the proposed traffic devices (roundabout, speed humps, kerb extensions, etc.) from early 2018. The 40km/h speed limit will only be implemented when these traffic devices have been installed.

Q. When there are construction activities in the Wickham area, residential parking will be impacted. What will you do about it?

A. Council has introduced a resident parking scheme in the Wickham area to assist residents, particularly those without off-street parking. Council will review this scheme as required to ensure it meets the needs of the residents. If you want to know more about the resident parking scheme, please visit our website on

<http://www.newcastle.nsw.gov.au/Living/Transport/Parking/Parking-permits>

Q. Why is part of Union Street between Throsby Street and Station Street being changed to one-way?

A. Changing Union Street to one-way will control traffic movements around the Newcastle Interchange. This will allow Council to widen the eastern side of the footpath to increase pedestrians and cyclists mobility. This will connect pedestrians comfortably from the Newcastle Interchange to the Throsby Street Central Business District.

Q. When will Station Street works be completed?

A. Works are scheduled to commence between late May to September 2017 and will be ready for the opening of the Newcastle Interchange and before the Supercars 500 event.

SUMMARY OF COMMUNITY CONSULTATION RESPONSES

PUBLIC EXHIBITION: WICKHAM LOCAL AREA TRAFFIC MANAGEMENT (LATM) STUDY

Consultation Period from 26 APRIL to 21 JUNE 2017

Workshop with residents on 3 May 2017

Number of respondents rated the questions asked in the questionnaires:

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Don't know
The proposed 40 km/h Local Area zone in Wickham?	1	3	2	7	21	0
The proposed Light Traffic Thoroughfare (5 and 8 Tonne Load Limit) in parts of Wickham?	4	0	1	8	20	1
The one-way traffic flow proposal on some roads in Wickham?	2	3	5	7	14	3
The proposed "No Right Turn" from Station Street to Union Street?	1	1	10	7	9	6
The overall Local Area Traffic Management Plan in Wickham?	1	4	4	14	10	1
TOTAL	9	11	22	43	74	11

SUMMARY OF COMMUNITY CONSULTATION RESPONSES ON LATM ISSUES

Reference	Address	COMMENTS
TR2017/00676	Parry St, Hamilton	My concerns are: 1. The proposed road through Wickham Park and associated parking, it's hard to imagine what traffic management purpose that serves it is a significant alienation of open space. In the longer term, there would be pressure to make this 2 way a shared pedestrian/cycle way through the park be great. <i>Comment: Pls see Wickham Master Plan concept design of the park.</i> 2. The closure of Railway St has disconnected Wickham from Newcastle. Would it be possible to restore access for pedestrians and cyclist, including people walking dogs. <i>Comment: A pedestrian bridge with elevator will be installed to connect pedestrians and cyclists on the other side of Railway Street.</i>
TR2017/00677	Bishopsgate St, Wickham	Support.
TR2017/00678	Church St,	Strongly agree with all.
TR2017/00610 &00679	Church St, Wickham	Strongly agree with all.
TR2017/00680	Robert St,	Would hope to achieve safer pedestrian crossing Hannell St near Cowper St bridge.
TR2017/00681	Robert St,	Strongly in favour of proposed traffic signal at corner of Cowper and Hannell (roundabout).
TR2017/00682	Albert St, Wickham	Interested to understand the reasons for the proposed one way road from Albert St behind the bowling club and past our site. <i>Comment: Based on discussions with businesses this is changed back to two-way traffic</i>
TR2017/00683	Boatmans Way, Wickham	The traffic management must include and be extended north to the Hannell St bridge. If parking is restricted in lower Wickham it will push the problem north of Cowper ST, Linwood residents already face difficulty in finding park in Linwood Lane and Linwood St from city workers parking their car. <i>Comment: Site inspection has been conducted by Council Officers and the residents of Linwood Village re: parking.</i>
TR2017/00685	Milford St, Islington	Strongly agree with all.
TR2017/00667	Robert St, Wickham	Parking also needs to be included in any further developments. Many residents don't have off street parking and are finding it impossible to park near their home.
TR2017/00668	Robert St, Wickham	I believe John St should be "one-way" going from Albert towards Annie St. <i>Comments: Investigated please see report, under John Street</i>
TR2017/00669	Hannell St, Wickham	One way traffic flow: As a resident of Mariner Apartments I need access to Throsby St in order for me to access the Industrial Highway (north). If traffic flow is one-way on Throsby St I will need to travel kilometres out of my way in order to access the highway toward north. Plan lacks specifics in some areas eg. will there be an additional ferry stop. <i>Comments: Throsby Street will remain two-way traffic.</i>
TR2017/00664	Hannell St, Wickham	I live on Hannell St and am very use to lots of traffic because of past houses that we have owned. I am wondering why coal trucks are still allowed to travel via Hannell St when the future direction of the suburb has been outlined. One thought is that they come via the by-pass roads and then down Industrial Dr or is this too radical an idea. I believe that the speed should be reduced and motor bikes be monitored for their obscene noise levels. <i>Comments: Hannell Street is an arterial road that caters heavy vehicles that connects to the Pacific Highway (Industrial Drive to the north and Stewart Avenue to City Road to the south).</i>

Annexure D Summary Results of Community Consultation

TR2017/00659	Railway St, Wickham	<p>After great consideration we believe the rail interchange has already impacted our business severely, with no thoroughfare to Railway St from Hunter St and by changing street directions, installing roundabouts, changing speed limits and load limits, we believe this will impact our business more severely. We believe there should be more consideration and interaction with the local businesses in the area that will be affected by all the changes.</p> <p>We are in the proceeds of purchasing the premises here and most of our businesses main clients are heavy vehicle companies. With the load limits being added to the roads in the area this will extremely diminish the amount of work our business receives.</p> <p>Is it possible that we could be notified what changes will be made to the roads and surrounding areas, as I am sure the impact would not only be on this business but others along Railway St.</p> <p>We would like to request a meeting so we can discuss further projects in Wickham. Particularly Railway, Albert and Throsby St as these are the main articulated routes for our clients. <i>Comments: Council Officer has contacted the business and sorted out the heavy vehicle issue. Heavy vehicle can still use Railway St and part of Throsby Street.</i></p>
TR2017/00652	Fleming St, Islington	<p>The street is a 40 km/h local traffic zone, but vehicles speed frequently when going east. If the traffic calming and roundabout in Albert St is implemented then drivers might seek an alternative quicker route, using Fleming St which has no traffic calming. Please consider drivers might use Fleming St more if Albert St becomes congested, and also consider further 40 km/h signage, and possible traffic calming or speed humps at each intersection on Fleming/Sheddon Sts and Fleming/John Sts. <i>Comments: Fleming St is proposed to be half closed and thus will reduce traffic.</i></p>
TR2017/00650	Fleming St, Wickham	<p>The proposed traffic plan doesn't go far enough; it should include the narrow section of Fleming St mainly between John St and Railway St. We experience a large number of trucks travelling through that section of Fleming St.</p> <p>Something also has to be done about the trucks and petrol tankers travelling along Railway St north of Albert St. This has been an ongoing problem for the local residents for many years.</p>
TR2017/00627	Bishopsgate St, Wickham	<p>I have two properties at Bishopsgate St and I have built a house behind one which is facing Station St, in which I have not subdivided yet. As you know Bishopsgate St in "one-way". I was hoping some speed humps as my properties fences are right on the edge of the road, one stop out you're dead as cars do speed down the street. <i>Comments: Speed hump is not supported due to very narrow width but will change the one-way flow direction to reduce rat running.</i></p>
TR2017/00625	Milford St, Islington	
TR2017/00618	Robert St, Wickham	<p>Strongly believe developments should incorporate their own parking spaces into the developments. With the increase in developments please ensure that parking is not left out otherwise the streets will be filled with cars and parking will be an issue.</p>
TR2017/00608	Anonymous	No comments
TR2017/00609	Milford St, Islington	<p>If possible introduce more speed bumps to reduce speeding vehicles, we see this regularly especially along Milford St. This is an important issue with me and my partner as we have a small family and fine it extremely dangerous.</p>
TR2017/00696	Roslyn Ave, Islington	<p>Important to ensure pedestrian and cycling connectivity and safety is improved in Wickham, especially across Albert St and connectivity down to Honeysuckle (it is difficult to cross Hannell St). Dedicated cycleways look fantastic as often as a cyclist you are unwanted on the road and shared pathways. I also think Wickham Park</p>

Annexure D Summary Results of Community Consultation

		is underutilised and could be made to be great if it was more accessible (crossing Albert St with kids is difficult as it is a 60 km/h road and many drive faster than this).
TR2017/00711	Grey St, Wickham	Strongly agrees to all. It is very difficult driving along Throsby St when there is a large vehicle coming the other way - even a 4 wheel drive. Would it be possible to only have cars parked on one side of that street in the block nearest Hannell St? Thanks for all the changes. <i>Comments: There will be an extension of No Stopping on the northers side of Throsby Street nearest to Hannell Street to improve capacity and safety at the intersection.</i>
TR2017/00732	Church St, Wickham	I would like some clarification to the traffic follow and proposed parking in and around Lee Terrace practically the bottom east to west from Union St. The top half of Union St varies in width and parking will create a problem with traffic coming out of Lee Terrace lane way. We own several properties accessing this lane - were we have carports and garages to house our vehicles. We need to get in and out of our property which means that any parking in the Lane (which already is difficult when cars are parked there now) is restricted to the width of that lane. Having parking on both sides in that half of Union St coming out of our Lane way at times is dangerous. Poor visibility for cars entering Union St, pedestrian walking toward Throsby St. If management of Union St traffic is over looked involving cars and trucks is probable. Could you please give some consideration and thought into people that live and access Lee Terrace lane. - <i>Comments: Will include parking restrictions recommendation along Lee Terrace as mostly requested by residents in the area.</i>
TR2017/00749	Union St, Wickham	I run a business in Union St and we have been here since 2003, I need access for trucks over 8 tonne to access my property Monday to Friday and have room to manoeuvre and back in and out of my property. <i>Comments: The over 8 Tonnes vehicle can access as long as it is heading to the destination which is the property of the resident. But Union Street is restricted to heavy vehicles more than 8 Tonnes who are just 'bypassing' Union Street.</i>
TR2017/00750	Fleming St,	Agree, Strongly agree, Disagree, Neutral, Strongly agree
TR2017/00751	Throsby St, Wickham	Strongly agree, Strongly agree, Disagree, Neutral, Agree I disagree over some of the one-way proposals and will send a submission outlining my concerns.
TR2017/00762	Anderton St, Islington	As a past resident of Carrington and current resident of Islington, I walk and drive through Wickham regularly. These are my thoughts on the Wickham project. 1. As a pedestrian, I find it difficult to cross Hannell St when walking between Islington and the Hunter River or Carrington. Currently I cross at the Cowper St/ Hannell St roundabout and it is not easy. Any improvement there is welcome. Also, if there were a walkway from Wickham Park to Holland St then one could walk via Throsby St to the lights at the intersection of Hannell St and cross at the pedestrian crossing. <i>Comments: This is plan in the Wickham Master Plan.</i> 2. As a driver, I find the intersection of Branch St and Albert St a pain in the Few vehicles remain on Albert St, usually turning from Albert St or vice versa. But when entering from Branch St it is necessary to be very cautious to avoid the odd vehicle that stays on Albert St. The problem is compounded by people who come from Albert St and fail to indicate their intention to turn into Branch St. I propose that the Council block off Albert St on the east side of the intersection, similar to what has been done at the intersection of Robert St and Hannell St. Few people would be inconvenienced by this and it would save a lot of brake pads and petrol to have a free flow of traffic. There are no driveway between the intersection and Foundry St so business entering/exiting the east part of Albert St has to yield to the 90% of traffic round the corner.

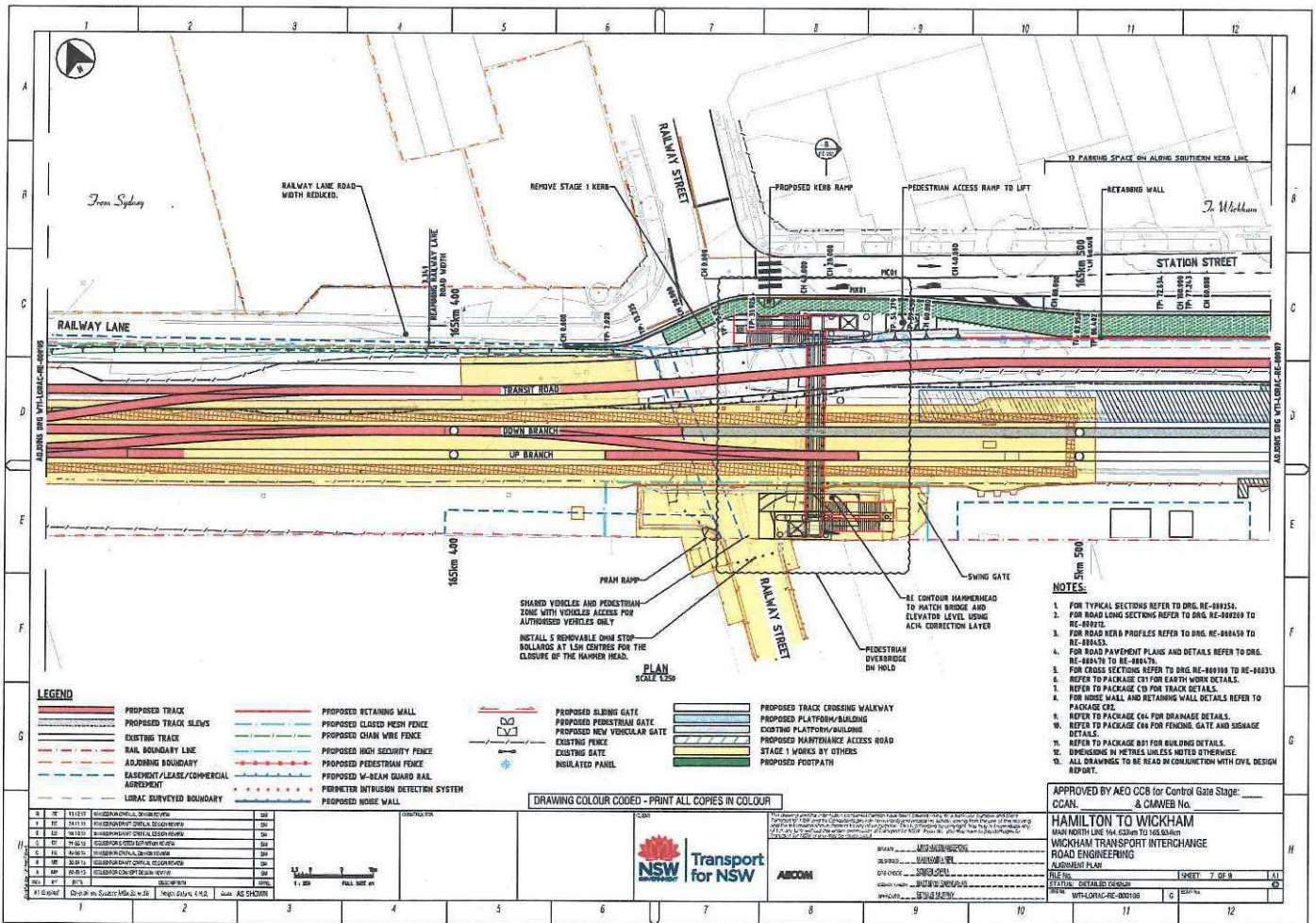
Annexure D Summary Results of Community Consultation

		<p><i>Comments: Albert Street will be re-align with Branch Street in the LATM proposal.</i></p> <p>3. Is there any chance of a Hannell St/Stewart Ave bridge being constructed? It should have been done when traffic was moved from Bellevue St. It should have been done as part of the light rail project. Once the transport interchange is operational, it is going to be a dogs' breakfast all over again. Would it be nice to walk from the proposed cruise dock to the rail. Easy if the road is raised. Wouldn't it be nice to have a bus interface away from through traffic. Easily done with an underpass. <i>Comments: Unfortunately, there is no more land to plan for the over-pass or bridge.</i></p>
TR2017/00763	Albert St, Wickham	<p>Strongly disagree with proposed LTT in parts of Wickham. Railway St between Annie St and Albert St should be included in the LTT (5 Tonne Limit).</p> <p>Reason: You care relying on management at the Caltex depot to tell contractors not to use Railway St to access Albert St. This has failed in the past and will fail again hence giving that section at LTT limit will reinforce fuel trucks from using Railway St in that section. <i>Comments: Unfortunately, the Caltex depot existed for a very long time and the trucks need to exit Albert Street and need to use the roundabout to head south. The trucks cannot turn right out of the depot to Hannell Street to proceed south due to the median island and if no median island, it is dangerous.</i></p>
TR2017/00768	Cameron St, Hamilton	<ol style="list-style-type: none"> 1. Pleased to see traffic management being considered right from the start. 2. Agree with greater emphasis on pedestrian amenity. 3. Agree with proposals for cycleways through the area and would like to see more separated cycle lanes the single short section proposed. In such a high density, suburb cycling, will become possible 20 of trips rather than 21. A more in line with perhaps Netherland approaches, then are better ways to calm traffic than speed humps.
TR2017/00793	Anonymous	<p>Agree, Agree, Strongly agree, Strongly agree, Agree.</p>
TR2017/00795	Milford St, Islington	<p>Please also consider removing all four way stop sign intersections and replace with either two way stop signs, making one road the main thoroughfare, or with a roundabout. Stops signs for all directions at an intersection are not only inefficient, but are also not understood by a majority of motorists. Four way stop signs are common in Maryville and Tighes Hill. <i>Comments: There are no existing four way stop signs in the Wickham area.</i></p>
TR2017/00825	King St, Newcastle	<p>Does Station St connect to Union St? I assume a cycle way along the rail corridor as originally proposed would be an extension of this transport plan. I hope the proposal to provide dedicated bike lanes along crowded Hunter and King St is a joke!! The person who proposed this is obviously not a bike rider otherwise he would understand the dangers of bike lanes alongside parked cars on busy roads.</p>
Phone call		<p>Would like the load tonne limit kept at 5 tonne for all streets, instead of 5 tonne on some street and 8 on others.</p>
TR2017/00888	Corlette St, Cooks Hill	<p>A good idea to reduce/stop heavy vehicular traffic in the inner city. One way traffic allows better traffic flow. Overall, looks good.</p>
OT2017/02475	Forbes St, Carrington	<p>My main concerns are with the lack of safety of the Hannell St roundabout beside the Cowper St bridge with respect to the dangers as a consequence of the conflict of speed between people driving in and out of the city on Hannell St, and locals who are going at a cautious 40 to 50 kph. There needs to be a substantial calming device before this roundabout so that traffic is slowed right down.</p>
TR2017/00969	Robert St, Wickham	<p>We have to work here, don't make it any harder, the biggest mistake was closing the railway line crossing. You have killed some to the businesses there.</p>
TR2017/00943	Grey St,	<p>As a village hub traffic in this area should be minimal, limited to mainly residents. Foot traffic and a village feel</p>

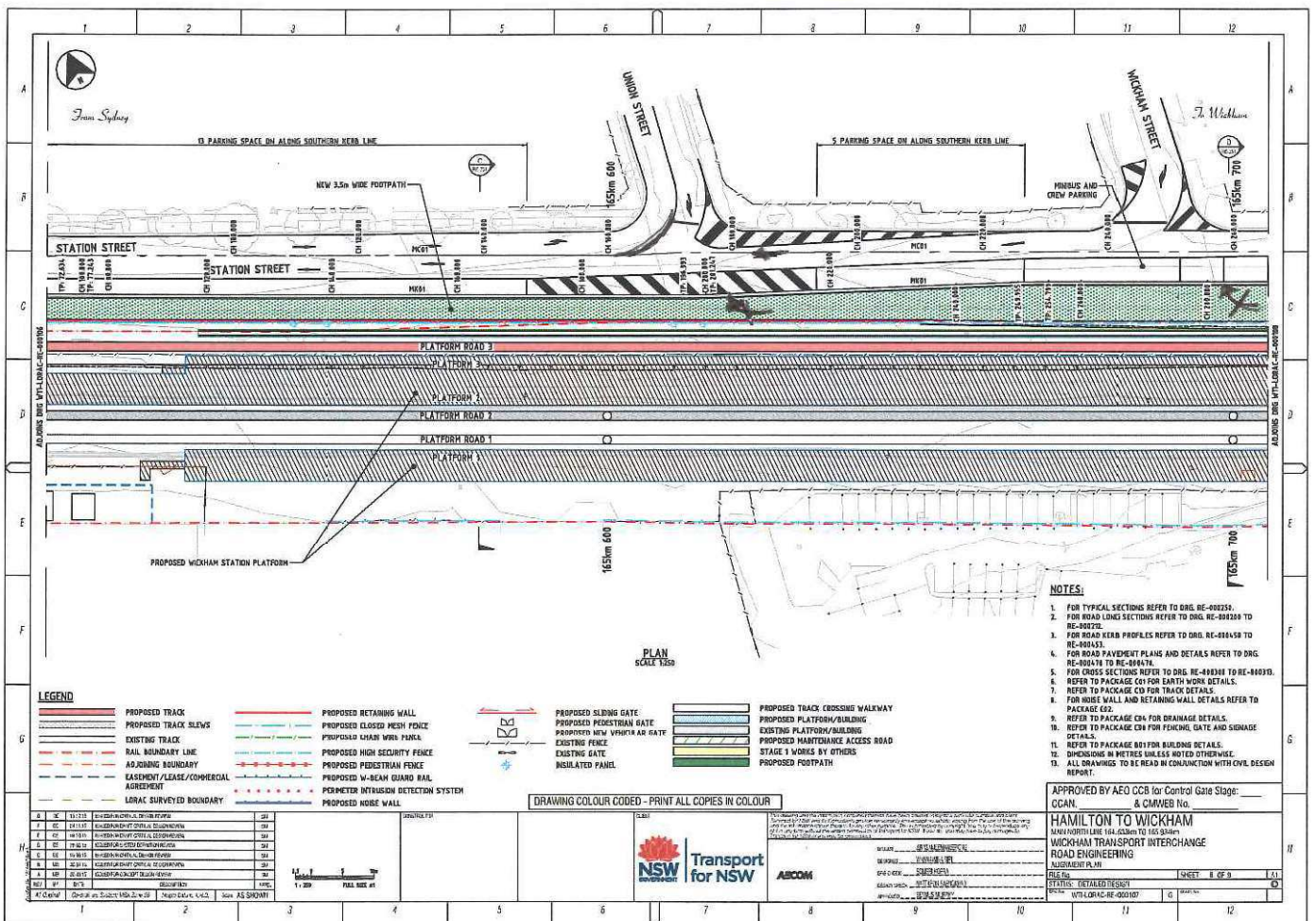
StP2017/0030 1	Wickham Hannell St business	<p>should be prioritised over heavy traffic from cars, motorbikes and trucks.</p> <ol style="list-style-type: none"> Object to proposed 5t load limit along Greenway Street - use street for access by own business trucks and delivery vans. Object to proposed one-way section on Albert St between Hannell and Railway Sts. A one-way traffic lane would make it extremely difficult to access our yard from Albert St with our fleet of trucks. Believes that this change would be detrimental to both business and would provide marginal traffic flow benefit. <i>Comments: Two-way traffic will be maintained in Albert Street between Hannell and Railway Streets.</i> Object to the proposed installation of kerb extensions at Hannell and Albert Sts. Recommends the installation of speed bumps along Albert between Hannell and Branch Sts as a method of slowing traffic speeds. If a kerb extension is deemed a requirement, that one is fitted to the southern edge of Albert St only, making the turn into Albert St more of a 90 degree turn, rather than a sweeping 60 degree bend that currently exists, yet still allowing every truck access to Albert St. <p>The intensification of the Wickham catchment may impact on Hannell St, which is a classified State road (A43), in particular between Cowper St and Hunter St. It is recommended that Council undertake a corridor strategy for Hannell St between Downie St Maryville and Hunter St Newcastle West. The strategy should include (but not be limited to) investigating the following intersections:</p> <ul style="list-style-type: none"> Hannell St at Throsby St, Hannell St and Cowper St North / Branch St, and Hannell St at Honeysuckle Drive. <p>RMS has reviewed the draft Wickham LATM Plan provided raise objection to the following:</p> <ul style="list-style-type: none"> The plan shows many pedestrian crossings to be installed on raised thresholds. The installation of pedestrian crossings are not supported prior to the warrant for installation being met. <i>Comment: Pedestrian crossings will not be implemented until the warrant is met.</i> Installation of traffic calming devices such as raised thresholds or speed humps on Throsby St, Railway St and Union St, Implementation of conflicting one-way designation on Union St between Station St and Throsby St. One-way south towards between Throsby St and Station St is considered acceptable, Multiple (four) roundabouts proposed on Railway St. It is considered that the Albert St and Throsby St roundabouts are sufficient to control traffic. <i>Comment: only two roundabouts are recommended in Railway St at Albert and Throsby Street</i> <p>RMS raise no objection to the installation of traffic management devices as shown within the draft plan within the remainder of the catchment.</p>
TR2017/00923	RMS	<p>Traffic is a very weak point in this Traffic Study.</p> <ul style="list-style-type: none"> Issues evident in Wickham - is poor disability access. Pedestrians use driveways to travel along because many Wickham streets do not have ramps to access continuation along paths when people cross to the next street. This is extremely dangerous as every business driveway is an access exit point. <i>Comments: Kerb ramps at intersections are recommended as part of this study.</i> Albert St traffic exceeds speed limit. Specific signage is required to indicate Park, Pre-school, church, children's playground & markets ie this is Wickham and Maryville's Community Hub Precinct. It is reasonable to consider & improve safety. <i>Comments: Will be considered and recommended in the report.</i> The Community Precinct (Wickham Park, Wickham playground, Wickham Gardens, Pre-school and Badminton, church and Market requires) NCC to implement more traffic risk management. In the 2017
TR2017/00899	GLOW	<p>RMS raise no objection to the installation of traffic management devices as shown within the draft plan within the remainder of the catchment.</p>

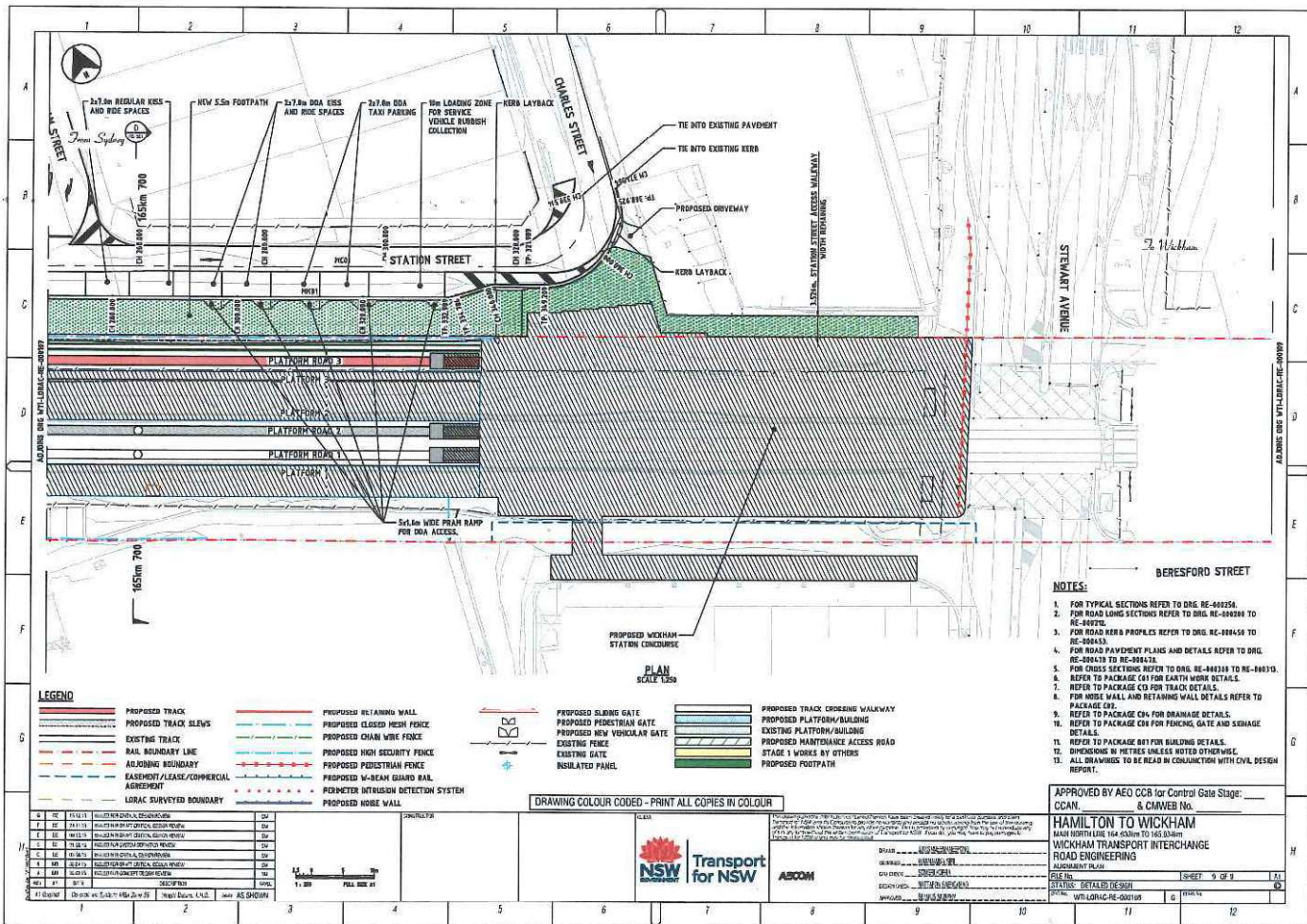
Annexure D Summary Results of Community Consultation

<p>TR2017/00897</p>	<p>Throsby St, Wickham</p>	<p>Traffic Doc should provide Wickham Master Plan concessions for compliance protecting pedestrians. Risk management seems to be a weak point.</p> <ul style="list-style-type: none"> • The Wickham Albert St area draws upon children and elderly garden lovers. And sporting events and concerts. Precinct "Signs" indicating community activity with 40 km speed limit may improve safety. Please address the Park edge risks, with significant entries indicated ie for risk management. The TS says Albert St speed exceeds limits. • Union St Wickham, in the Master Plan and traffic study is to have a NO RIGHT turn off Station St via the Interchange. <i>Comments: No Right turn signs already installed from Station Street to Union Street.</i> • Safety, designed for pedestrians from Wickham's Social housing will be necessary to improve access and safety for residents and the disabled disadvantaged. The decision by 13 Newcastle councillors is reasonable in context of density and congested traffic with most business at ground zero. Business is more than 50% of ground level. Pedestrians are obstructed by delivery with increased density (2017 10 Das approved to start now) • Power poles installed on Wickham paths push pedestrians onto the road and obstruct streets, causing risk. • B-doubles unload on streets and obstruct traffic and flow for all movement. • All paths are broken, uneven and cracked. Paths are hazardous - preventing use-prams, walkers, for our aged, our children and our disabled, workers. <p>Revitalisation must enable useable streets. Design in construction for increased pedestrian with traffic infrastructure must always be part of Wickham's DA approval process. To save lives and productivity.</p> <p>Throsby St and Lee Terrace the proposal is to change this to a one-way east bound traffic flow from Union St to Hannell St. I oppose this citing the following reasons:</p> <ol style="list-style-type: none"> 1. Turning onto Hannell St is extremely dangerous. Due to parking in front of the Post Office/Newsagency and other retail outlets, this can become a blind turn onto Hannell St. 2. With the increased traffic flow which will occur once all the developments are completed, this could turn into a traffic bog for motorists and residents. 3. It will be safer to exit Lee Terrace onto Union St and then either go to Throsby St traffic lights or Church St and then onto Hannell St. I don't think that making it a one way in the direction of Union St will work either though as people will have to enter from Hannell St which will slow traffic flow. 4. I do agree that this Lane should be a NO PARKING zone. 5. This is a very narrow lane and there are going to be issues regardless of which plan is implemented. 6. Traffic lights at the corner of Hannell and Throsby Sts. There is a turning lane from Hannell onto Throsby, however, no arrow to allow traffic to turn unimpeded. <p>At present all the residents from the development at 29a Throsby St are requested to place their Sulo bins on the opposite side of Lee Terrace. This is because the truck comes in from Union St for collection. At present it becomes very congested especially when it is recycling week as well. The added concern is that when the developments at 25, 23 & 29 are completed what will happen then? The trucks only pick up from one side which is why the bins need to be in this location. Council needs to look at alternative options which may be available, ie 3.0m General Waste Skip bins; alternate days for collections. I trust that these suggestions will be considered. <i>Comments: A good comment and will be forwarded to Waste Management for consideration.</i></p>
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Annexure E Station Street Conceptual Plan





One-way traffic with two parking lanes and widened footpaths



Dickson Street

Pedestrian Crossing

s Street

Union Street

Grey Street

Two-way traffic with one parking lane and widened footpath

Bishopsgate St

Pedestrian Crossing

One-way traffic with two parking lanes and widened footpaths

Footpath along eastern side of street

n Street

Annexure G - Photos of various locations in the Wickham area



Photo 1: Station St looking east from Railway St



Photo 2: Railway St looking south to Station St



Photo 3: Railway St looking south from Throsby St



Photo 4: Bishopsgate St looking east to Union St



Photo 5: Grey St looking west from Day Care Centre position



Photo 6: Dickson St looking east from Union St



Photo 7: Union St looking south from Dickson St



Photo 8: Union St looking north from Throsby St



Photo 9: Throsby St looking west from Hannell St



Photo 10: Lee Terrace looking east from Union St



Photo 11: Lee Terrace looking west from Union St



Photo 12: Railway St looking north towards Fleming St and Robert St



Photo 13: Church St looking east from Union St



Photo 14: Greenway St looking west to Foundry St



Photo 15: Foundry St looking north from Greenway St



Photo 16: Albert St and Railway St intersection looking from Railway St towards south



Photo 17: Albert St looking west from John St



Photo 18: Fleming St looking west from Railway St

**Annexure H SUMMARY OF COMMENTS GATHERED FROM BUSINESSES ON
PERSONAL INTERVIEW
IN THE WICKHAM AREA ON 25 AND 27 JANUARY 2017**

Address	Company	Contact details	Comments regarding use of B-doubles and Semitrailers 19m and over
14 Railway St	Lass O'Gowrie Hotel	Owner of Hotel	Trucks deliveries only.
2-10 Holland St (near Croft St)	Fuchs Lubricants	Manager	Trucks deliveries only .
2-10 Holland St (near Holland St)	Fuchs Lubricants	(semi-trailer drivers)	Deliveries by semi-trailer 19m and D-Doubles . But they are closing on Jul 2017 and moving to Beresfield. Closing the business.
30 Railway St	CCTV surveillance and SNP Patrol	Not in contact - close	Johnny from Lusty said they don't have heavy vehicle deliveries
30 Railway St	Lusty Industries	Owner	They have delivery from semitrailer bringing 40' shipping container once a week or sometimes more and 20' shipping container twice a week. The 40' shipping container could account to a 19m semi-trailer . Johnny said the roundabout is good as it slows traffic and as long as they can rider over the roundabout circle and don't put the median island in Railway St, they can manoeuvre the intersection.
30 Railway St	All Purpose Self Storage	Staff	Less than 10m trucks only deliveries - no 19 semi-trailers
29 Bishopsgate St	Liquid Logistics Newcastle	Closed. Business at corner of Lindus and Railway St	Business sign on gate says Business has moved to 581 Maitland Road, Mayfield West.
52 Throsby St	Kloster Body Works	Did not get his name	Don't use 19m semi-trailers
17 Throsby St	Newcastle Tyre Power	Supervisor	Business at Railway St between Throsby and Church St. no semitrailers. They have only trucks less than 10 metres.
1/17 Throsby St	Tidy Trim Newcastle	Staff	No big trucks
48 Throsby St	Kennards Self Storage	No contact, office is close	No bigger trucks according to Load Rails and 3P
46 Throsby St	3P	Staff	They have 19m semi-trailers deliveries once a month. Don't mind the roundabout but remove the median island in Railway Street.

34 Throsby Street	Ultra Tune Service Centre	No contact, office is small	No big trucks according to 3P
41 Throsby Street	Various smaller businesses	Manager	Don't use 19m semitrailers
47 Throsby St	Load Rails	owner	Deliveries of 40-' container once or twice a month and 20' container also once or twice a month. They use the 19m semitrailers or 19m B-Double to deliver these containers. The rest are less than 10m trucks. Supports roundabout but no island on the median of Railway St so trucks can turn.
32 Church Street	Marty Smash Repairs	Supervisor	They don't have deliveries using 19m semi-trailers
71 Throsby Street	Tidy Trim	Owber	Not using semi-trailers on delivery trucks
25 Church Street	Hi Impulse Equipment Pty Ltd	Staff	Trucks only. No semi-trailers, all okay for him.
18 Grey Street	Parts and Pants	Supervisor	Only do small car repairs, no heavy vehicles
34 Church Street	Beta Print		Don't use 19 m semi-trailers;
23 Church Street	Ryan Signs		Don't use 19m semi-trailers
21 Church Street	Newport Technical		Don't use 19m semi-trailers
19 Church Street	Castle Canvas		Don't use 19m semi-trailers
17 Church Street	NWC TMC		Don't use 19m semi-trailers
20 Greenway St	Newcastle Auto Electrics		Don't use 19m semi-trailers
8-10 Albert Street	The Bid Jungle Trader Centre	Lady who watch the shop	They only have delivery trucks for the second hand goods. No semi-trailers
8-10 Albert Street	The Tile People Pty Ltd	Manager	Use 19m semi-trailer deliveries few times a week.
12 Albert Street	The Kloster Group	Manager	Use 19m semi-trailer for car carriers (40' container) deliveries everyday (one delivery per day).

- The End -