

ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

**CCL 12/12/2023 - ADOPTION OF THE LONGWORTH AVENUE AND
MINMI ROAD WALLSEND CONCEPT DESIGNS**

- 8.3 Attachment A:** Longworth Avenue Wallsend - Updated Concept Plan
- 8.3 Attachment B:** Minmi Road Wallsend - Updated Concept Plan
- 8.3 Attachment C:** Longworth Avenue - Consultation Report
- 8.3 Attachment D:** Minmi Road - Consultation Report

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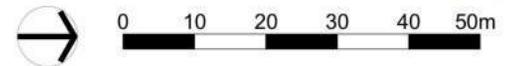
Attachment A



UPDATED:
Remove the existing "No Right Turn (Buses Excepted)" restriction at the intersection of Cowper Street and Longworth Avenue to all vehicles to turn right from Cowper Street to Longworth Ave

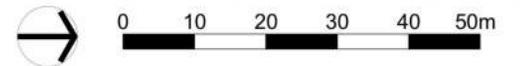


Longworth Avenue Upgrade Plan - North





Longworth Avenue Upgrade Plan - South





RELOCATED
TRANSPORT STOP

FOOTPATH

TREES IMPACTED
BY PROPOSALS

SHARED PATHWAY

Minmi Road Upgrade Plan - Sheet 1 of 6

LEGEND

DESIGN STRINGS

CONCRETE RAISED MEDIAN/SHARED PATH

SA KERB

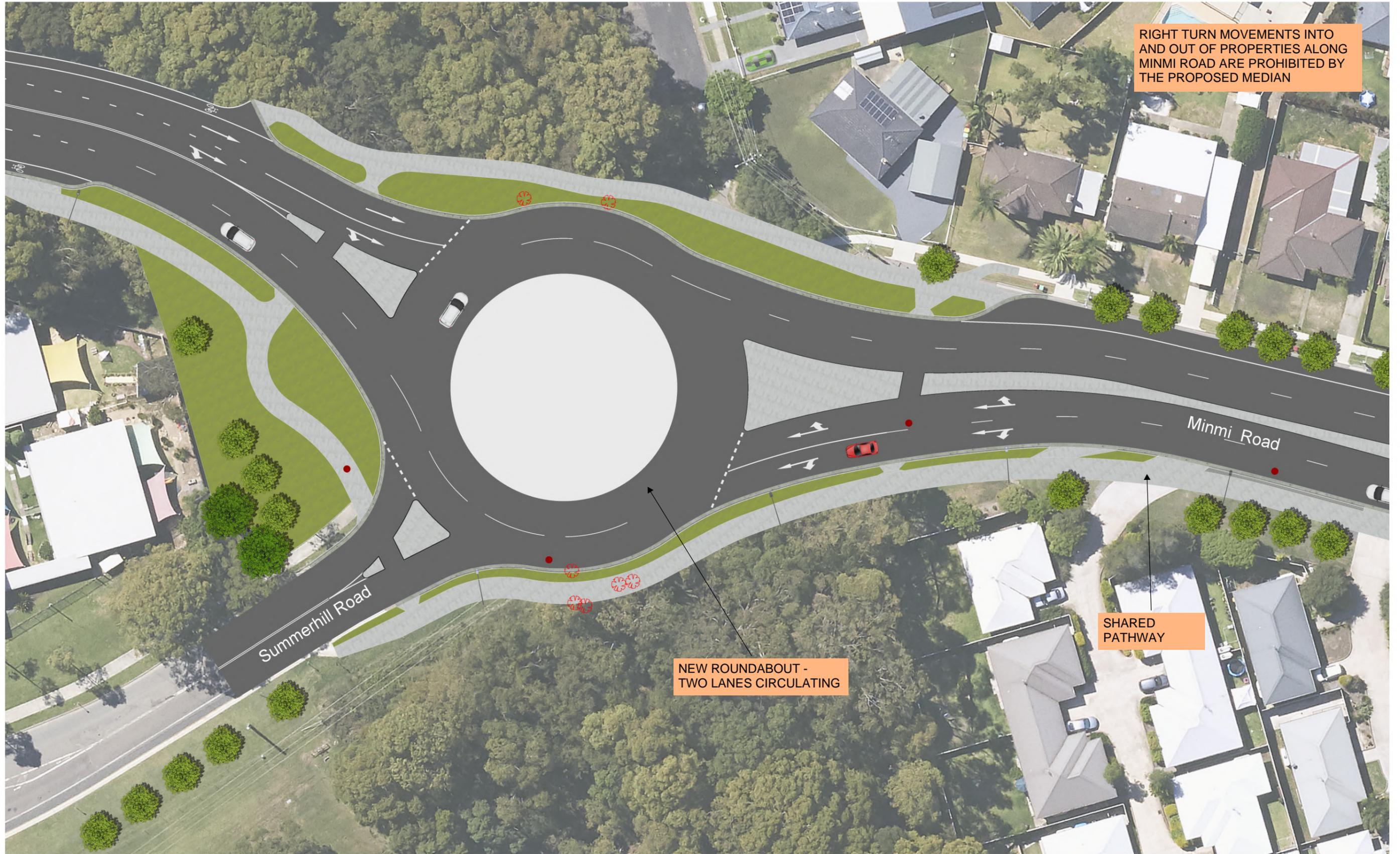
GRASS INFILL



TREES TO BE REMOVED/PLANTED (INDICATIVE)

POWER POLE TO BE REMOVED (INDICATIVE)





RIGHT TURN MOVEMENTS INTO AND OUT OF PROPERTIES ALONG MINMI ROAD ARE PROHIBITED BY THE PROPOSED MEDIAN

SHARED PATHWAY

NEW ROUNDABOUT - TWO LANES CIRCULATING

Minmi Road Upgrade Plan - Sheet 2 of 6

LEGEND

- DESIGN STRINGS
- CONCRETE RAISED MEDIAN/SHARED PATH
- SA KERB
- GRASS INFILL
- TREES TO BE REMOVED/PLANTED (INDICATIVE)
- POWER POLE TO BE REMOVED (INDICATIVE)



Minmi Road Upgrade Plan - Sheet 3 of 6

LEGEND

DESIGN STRINGS

CONCRETE RAISED MEDIAN/SHARED PATH

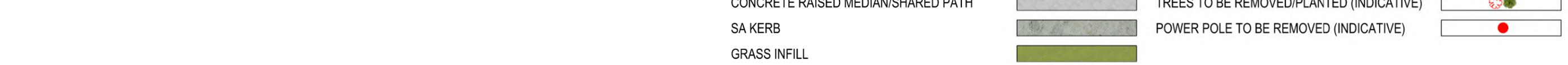
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GRASS INFILL



TREES TO BE REMOVED/PLANTED (INDICATIVE)

POWER POLE TO BE REMOVED (INDICATIVE)





RIGHT TURN MOVEMENTS INTO AND OUT OF PROPERTIES ALONG MINMI ROAD ARE PROHIBITED BY THE PROPOSED MEDIAN

RIGHT TURN INTO AND OUT OF McNAUGHTON AVENUE

TREES IMPACTED BY PROPOSALS

SHARED PATHWAY

PROPOSED RETAINING WALL

RIGHT TURN INTO AND OUT OF McNAUGHTON AVENUE

TREES IMPACTED BY PROPOSALS

PROPOSED RETAINING WALL

SHARED PATHWAY

Minmi Road Upgrade Plan - Sheet 4 of 6

LEGEND

- DESIGN STRINGS
- CONCRETE RAISED MEDIAN/SHARED PATH
- SA KERB
- GRASS INFILL
- TREES TO BE REMOVED/PLANTED (INDICATIVE)
- POWER POLE TO BE REMOVED (INDICATIVE)



Minmi Road Upgrade Plan - Sheet 5 of 6

LEGEND

DESIGN STRINGS

CONCRETE RAISED MEDIAN/SHARED PATH

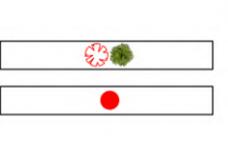
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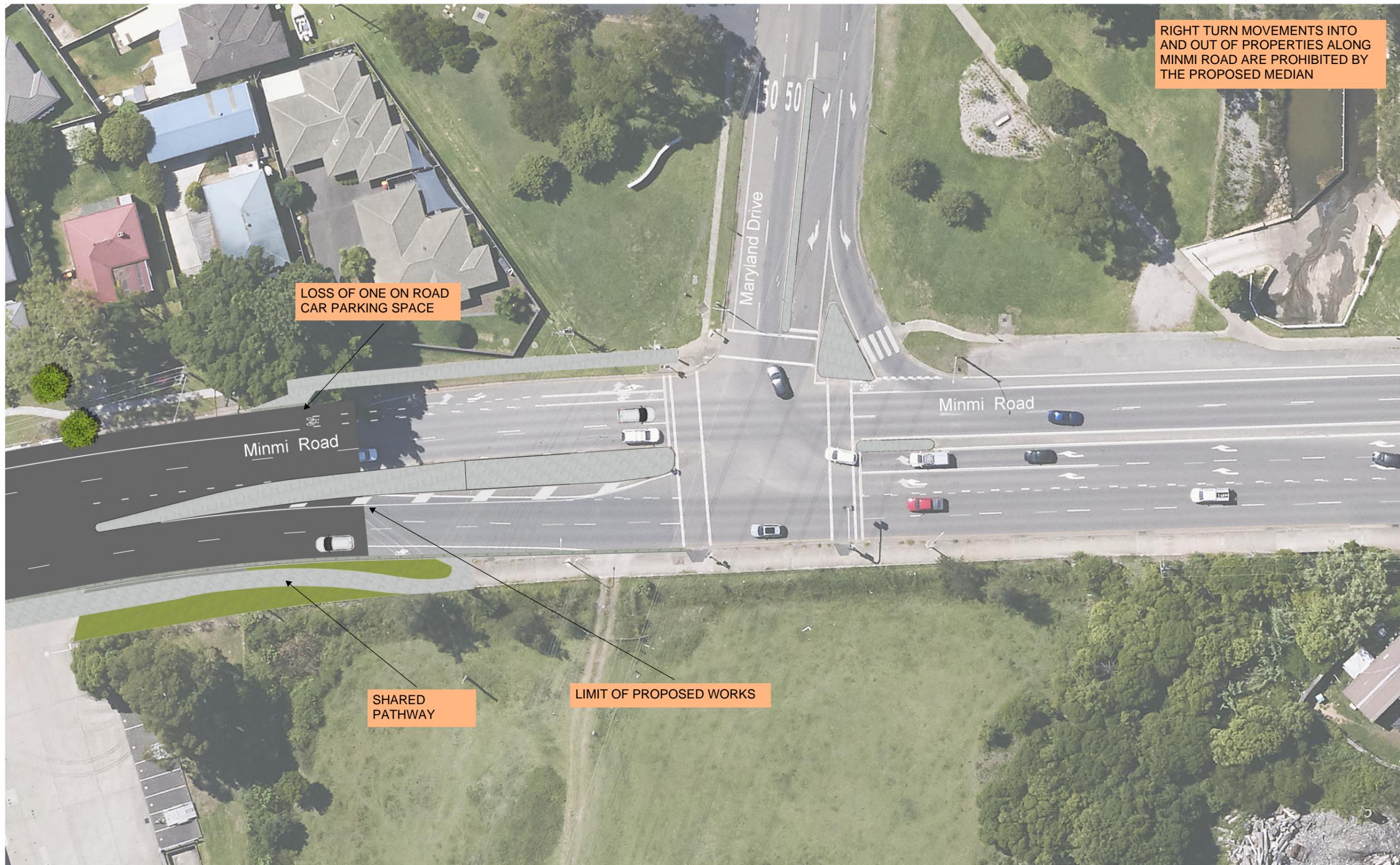
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TREES TO BE REMOVED/PLANTED (INDICATIVE)

POWER POLE TO BE REMOVED (INDICATIVE)





Minmi Road Upgrade Plan - Sheet 6 of 6

LEGEND

DESIGN STRINGS

CONCRETE RAISED MEDIAN/SHARED PATH

SA KERB

GRASS INFILL



TREES TO BE REMOVED/PLANTED (INDICATIVE)

POWER POLE TO BE REMOVED (INDICATIVE)



Public Exhibition Report

Widening and upgrade of Longworth Avenue, Wallsend



City of
Newcastle

Overview

City of Newcastle (CN) sought feedback on a proposal to improve traffic flow and reduce congestion by widening and upgrading Longworth Avenue, Wallsend.

Longworth Avenue is a key connection from Minmi and Fletcher into Newcastle and to the Newcastle Link Road. In February 2022, Council committed to upgrading Longworth Avenue to reduce congestion, increasing the width of the road to two lanes in each direction, and making changes to some intersections to reduce bottlenecks and improve safety for all road users.

Purpose of the engagement

We sought feedback from the community to understand their level of support towards the proposal and identify any concerns.

Engagement activities

The community were able to provide feedback via:

- completing our online survey
- emailing a written submission
- calling us by phone
- attending the drop-in information session



The engagement took place from 26 June to 31 July 2023.

Proposed upgrades

Key changes include:

- Longworth Avenue will be widened to allow two lanes of traffic in each direction (North and South), with clearway restrictions in place during peak travel times. In order to allow room for two lanes of traffic, on-street parking will only be available during non-peak periods.
- Right-hand turns from Longworth Avenue onto Bean Street, Cameron Street and Maitland Street will no longer be available. Bean Street and Maitland Street will become left turn in and left turn out only.
- Landscaping and street trees will enhance the look and feel of the area, whilst existing bus stops will be retained along Longworth Avenue with new shelters to be constructed.

Number of submissions

170 survey responses

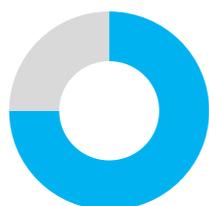
2 email submissions

21 information session attendees



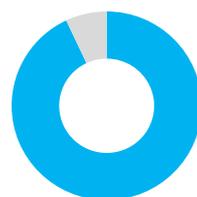
Frequency of travelling along Longworth Avenue

Use Longworth Avenue daily



75% of respondents said they travel along Longworth Avenue daily

Use Longworth Avenue at least weekly



93% of respondents said they travel along Longworth Avenue at least weekly

Base: Survey respondents (N=168)

Level of support

Respondents were asked to indicate their level of support for each of the proposed changes from 'very supportive' to 'not at all supportive'.

Proposed change	At least somewhat supportive
Two lanes of traffic on Longworth Avenue in each direction	82%
Right-hand turn ban onto Bean Street	64%
Right-hand turn ban onto Cameron Street	50%
Right hand turn ban onto Maitland Street*	44%



Base: Survey respondents (N=170)

*Base size varies (N=52). Based on feedback received once the survey was already open, this question was added to better understand the level of support for the right-hand turn ban at Maitland Street.

What we heard

Positive comments



The main themes were:

- That the upgrade would help ease traffic congestion and improve traffic flow.
- The upgrade is much needed/well overdue.
- Longworth Avenue is a main thoroughfare and requires two lanes in each direction.

26% provided one or more positive comments about the proposed upgrades.

The main themes were:

- The upgrade is needed to manage traffic congestion (20%)
- Support for two lanes of traffic in each direction (8%)

Concerns



The main themes were:

- That the upgrade would not do enough to reduce traffic congestion and would result in a flow on effect, increasing traffic on other streets.
- Impact on Wallsend Health Campus staff/visitors due to access and loss of parking. Several respondents were concerned about access for emergency vehicles.
- Impact on local residents due to loss of parking, increase in traffic and noise, feelings of isolation and having to take alternative routes.

57% provided one or more concern about the proposed upgrades.

These included:

- Flow on traffic impacts (21%)
- Impact on local residents (15%)
- Impact on Health Campus staff/visitors (15%)
- Need a longer-term solution (8%)
- Loss of parking (6%)
- Concerns about noise (5%)
- Concerns about speeding (1%)
- Impact to businesses (2%)
- Loss of footpath (1%)
- Concerns about water drainage/flooding (1%)
- Not enough detail/concerns about land acquisition (1%)

Negative comments



The main themes were:

- Right-hand turn bans not being supported.
- The proposal will not ease congestion and other solutions should be explored.
- Longworth Avenue was not designed for two lanes of traffic in both directions.

8% provided one or more negative comments about the proposed upgrades.

What we heard

Suggestions for improvement



60% provided one or more suggestion for improving the proposed upgrade.

The main themes that emerged were:

- The need to extend the road widening along Minmi Road, particularly the pinch point at the Bunnings roundabout where two lanes of traffic are required to merge into one lane.
- Fixing the roundabout which connects Longworth Avenue and Newcastle Road which causes traffic build up during peak hours.
- Alternative solutions to allow some right-hand turns e.g. from Longworth Avenue onto Cameron Street, Cowper Street onto Longworth Avenue, and Minmi Road onto Cowper Street. Suggestions included lane configuration, time restrictions for right hand turns, improved traffic signals or a roundabout.
- Improvements to surrounding roads and intersections which would have an increase in traffic diverted from the upgrade e.g. Tillie Street, Wilkinson Avenue, Abbott Street.

Theme	Percent
Extend upgrades to Minmi Road	20%
Fix roundabout connecting Longworth Avenue and Newcastle Road	16%
Provide alternative routes for Hunter Expressway and Fletcher traffic	6%
Allow right hand turns at Cameron Street	6%
Pedestrian upgrades needed e.g. to cross near health facility and Newcastle Road	6%
Allow right-hand turns at Cowper Street and Longworth Avenue/Minmi Road intersection	5%
Roundabout/signals needed along Tillie Street	3%
Improvements needed on Abbott Street	3%
Two permanent lanes without clearways	3%
Slip lane/s to turn left onto Newcastle Road at roundabout	3%
Widen the road	3%
More support for active transport e.g. add cycle lane	3%

Other suggestions with two mentions included:

- The addition of right-hand turn bans at John Street and Braddon Street
- Replacing traffic signals with a roundabout at Cameron Street intersection

Community drop-in session

During the community drop-in session, the project team provided an overview of the Longworth Avenue project and proposed upgrades.

Community members were then able to ask questions. The main topic of discussion was the impact to local residents including access, alternative routes, noise, speeding, drainage/flooding, trees and questions about land acquisition.

Residents also wanted to know more about alternative options that had been explored and further upgrades that were planned to ease congestion for the Western Corridor.

Impact to Wallsend Health Campus staff was also mentioned, however, the discussion was primarily focused on the impact to residents.



Other submissions

Two written submissions were received via email.

One submission commented that the right-hand turns are not the problem, and that if any changes are made on Longworth Avenue a right hand turn only lane should be installed. The submission mentioned that congestion is caused by traffic heading to Maryland and builds up all the way to the Wallsend roundabout. The impact of having to take alternative routes was also mentioned.

Another submission commented that allowing access to Wallsend Health Campus via Nash Street would only cause significant congestion for hundreds of staff and ambulances at an uncontrolled intersection of Nash Street and Cameron Street.

Next Steps

Thank you to everyone who had their say. The project team will review all feedback received during community consultation and use this to inform the final concept design. The concept design will then be presented to the Newcastle City Traffic Committee and Council for approval, before proceeding to detailed design.



Public Exhibition Report

Widening and upgrade of Minmi Road, Wallsend



City of
Newcastle

Overview

City of Newcastle (CN) sought feedback from the community on a proposal to improve traffic flow and reduce congestion by widening and upgrading Minmi Road, Wallsend – a key connection from the suburbs of Wallsend, Minmi, Fletcher and Maryland into Newcastle and to Newcastle Link Road.

In February 2022, Council committed to upgrading Minmi Road to reduce congestion, increasing the width of the road to two lanes in each direction, and making changes to some intersections to reduce traffic bottlenecks and improve safety for all road users. Upgrades to the greater western corridor are being delivered in stages.

Stage 1 upgrades Longworth Avenue, Wallsend between Newcastle Road and Cameron Street.

Stage 2 (this project) upgrades Minmi Road, Wallsend between Maryland Drive to west of the Summerhill Road roundabout.

Proposed upgrades

Key changes include:

- Two-lane traffic in both directions, with separated parking lane on one side of the road (eastbound towards Maryland Drive).
- Improved cycling and pedestrian connections.
- Right turn lanes in and out of Anna Place, McNaughton Avenue and the Service Station.
- No right turn into and out of Mount Street.



View facing west along Minmi Road



View facing east along Minmi Road

Purpose of the engagement

We sought feedback from the community to understand their level of support towards the proposal and identify any concerns.

Engagement activities

The community were able to provide feedback by:

- completing our online survey
- attending a drop-in information session
- contacting CN directly via mail, email or phone.

The engagement took place from 20 October to 17 November 2023.

Communication & promotion

4,633 visits to the Have Your Say webpage

11,300 flyers distributed to properties within Fletcher, Maryland, Minmi and Wallsend

25,109 total reach on social media

2,573 e-newsletter subscribers

Number of submissions

600 survey responses

6 email submissions

70 estimated attendees across two drop-in information sessions

A summary of feedback from the online survey is shown over the next few pages.



Responses by suburb

93% of survey responses came from the following four suburbs (Fletcher – 50%, Maryland – 32%, Wallsend – 8% and Minmi – 2%).

Frequency of travelling along Minmi Road

Use Minmi Road daily



91% of respondents said they travel along Minmi Road daily

Use Minmi Road at least weekly



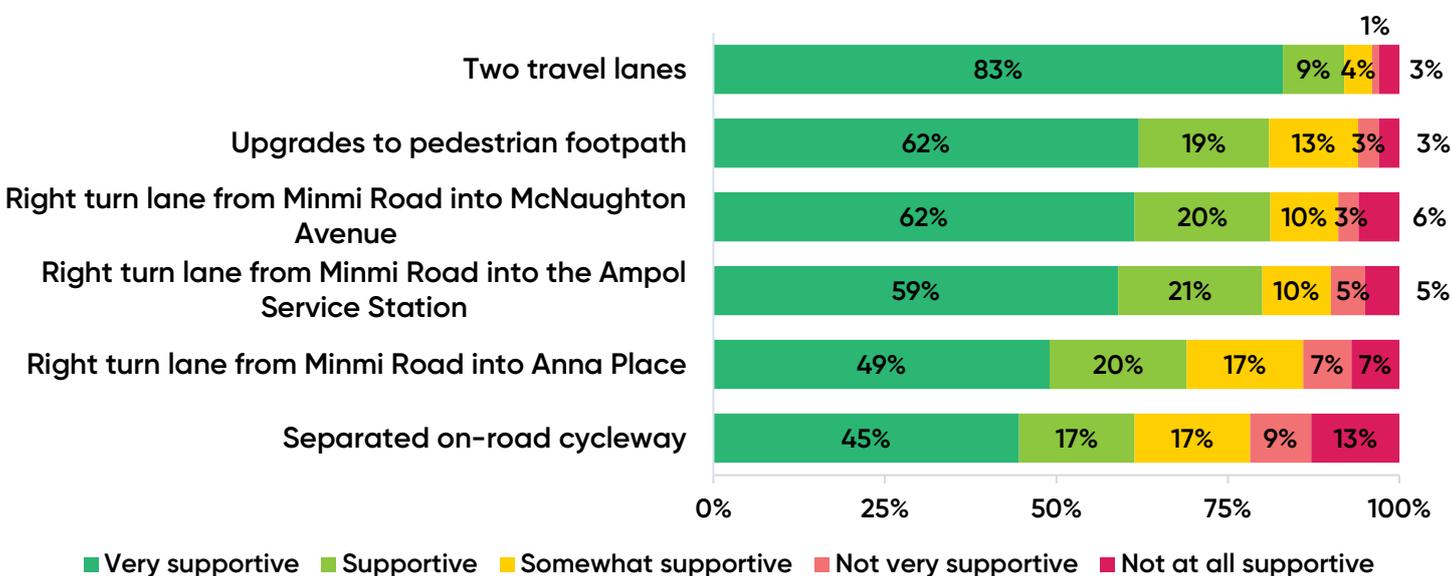
97% of respondents said they travel along Minmi Road at least weekly

Base: All survey respondents (N=600)

Level of support for eastbound upgrades

Respondents were asked to indicate their level of support for each of the proposed changes from 'very supportive' to 'not at all supportive'.

Proposed change	At least somewhat supportive
Two travel lanes	97%
Upgrades to pedestrian footpath	95%
Right turn lane from Minmi Road into McNaughton Avenue	91%
Right turn lane from Minmi Road into the Ampol Service Station	89%
Right turn lane from Minmi Road into Anna Place	87%
Separated on-road cycleway	78%

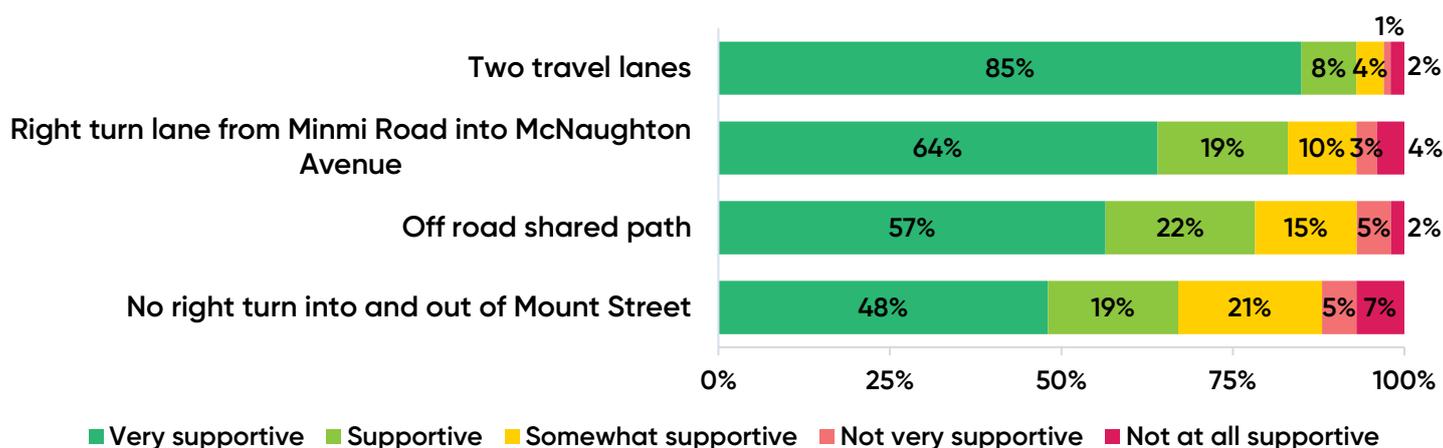


Base: All survey respondents (N=600)

Level of support for westbound upgrades

Respondents were asked to indicate their level of support for each of the proposed changes from 'very supportive' to 'not at all supportive'.

Proposed change	At least somewhat supportive
Two travel lanes	97%
Off-road shared path	93%
Right turn lane from Minmi Road into McNaughton Avenue	93%
No right turn into and out of Mount Street	88%

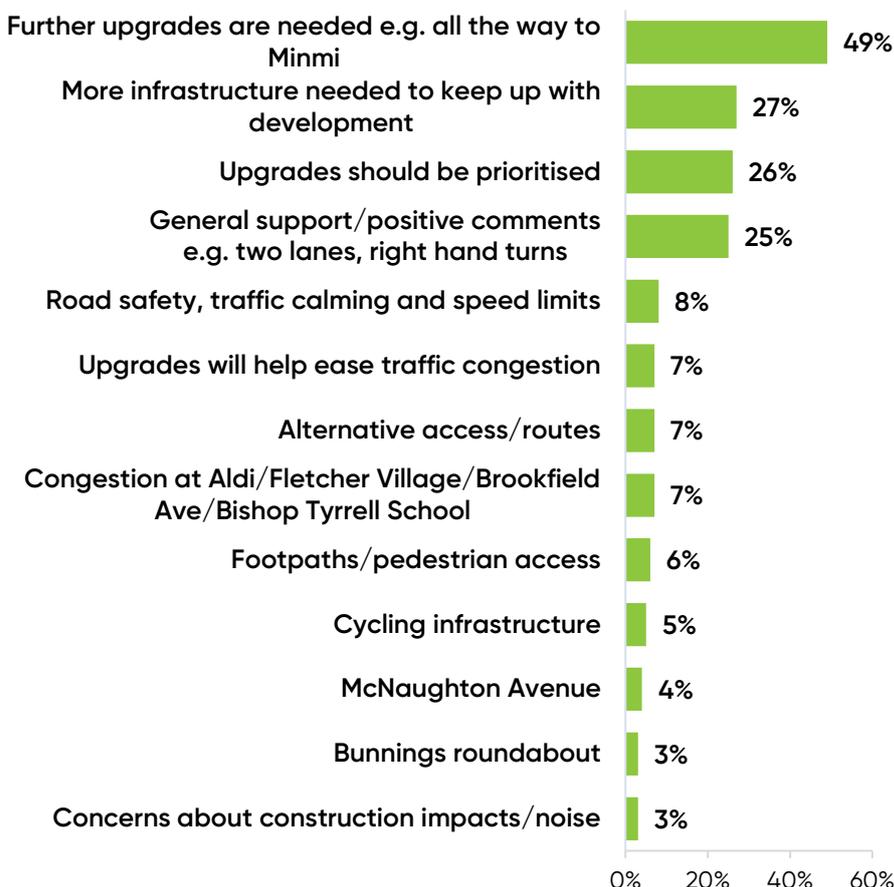


Key themes

Comments were categorised to identify recurring themes.

The main themes were:

- Further upgrades are needed e.g. two lanes in each direction all the way from Wallsend to Minmi.
- More infrastructure is needed to keep up with development in Fletcher and Minmi – predominately roads, but also footpaths and public transport access.
- Upgrades should be prioritised to ease congestion for the western corridor and improve safety for all road users.
- General support for the proposed upgrades to provide two traffic lanes in each direction and right-hand turning lanes to improve traffic flow and avoid traffic being backed up.

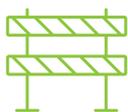


Key themes (continued)

Other responses included:

- road safety, traffic calming and speed limits
- the proposed upgrades will help ease traffic congestion
- the need for alternative access/routes
- congestion along Minmi Road between Brookfield Avenue and Maryland Drive (west).

These are explored in more detail below.



Road safety, traffic calming and speed limits

Respondents commented that right hand turn lanes would help to ease congestion, improve safety and reduce the risk of accidents. Some intersections were said to be currently dangerous such as the right hand turns from McNaughton Avenue and Anna Place onto Minmi Road, and the merge into one lane near the service station.

There were also some concerns about footpath and shared path users with vehicles turning right. It was suggested that where the shared path crosses minor side streets, it should retain priority with road markings and a raised crossing so that drivers slow down and give way. Additional pedestrian crossings are also required to improve access.

Some respondents were also concerned about right hand turns out of the service station.



Proposed upgrades will help ease traffic congestion

Support was provided for the proposed upgrades to help improve traffic flow and ease congestion, particularly in peak times/school hours when travel times are said to be considerably longer.



Alternative access/routes needed

Several respondents mentioned the need for alternative access or roads to reduce the traffic along Minmi Road but also in case of emergencies, evacuation and road incidents. Suggestions included providing other access points to Newcastle Link Road and Cameron Park, links to Sandgate and the Inner City Bypass.

Additional routes such as a new road from the Summerhill Road roundabout to Newcastle Link Road and joining Boundary Road to the Summerhill Road roundabout were also suggested.



Congestion between Brookfield Avenue and Maryland Drive (west)

This section of Minmi Road between Brookfield Avenue and Maryland Drive (west) contains several shops (Aldi and Fletcher Village), schools (Bishop Tyrell College and Glendore Primary School), sporting fields and housing estates such as The Outlook, Sanctuary Estate and Fletcher Green. It was commented that congestion is particularly heavy during morning and afternoon peak times and for school drop-off/pick-up.

Several respondents commented that two lanes of traffic in either direction are needed in this section. There are also some intersections causing bottlenecks or safety concerns such as the Maryland Drive and Churnwood Drive intersection, Kurraka Drive, Brookfield Avenue and Warkworth Street.

- **Maryland Drive and Churnwood Drive intersection** – the traffic lights need dedicated signals for right hand turns from Churnwood Drive onto Minmi Road and Minmi Road onto Churnwood Drive, as well as sequencing to allow sufficient traffic to cross. This will help to reduce traffic congestion and reduce the risk of traffic incidents.
- **Kurraka Drive/Brookfield Avenue** – traffic lights or roundabout needed near The Sanctuary. It can be difficult to enter/exit The Outlook and Sanctuary housing estates during peak times due to the single lane of traffic being backed up.
- **Warkworth Street** – some respondents were concerned about the project increasing the number of illegal right hand turns being made from Warkworth Street onto Minmi Road. Addition traffic congestion is caused along Minmi Road by vehicles turning left and continuing to the Summerhill Road roundabout to do a u-turn.

Key themes (continued)



Footpaths/pedestrian access

In addition to comments about the road being widened all the way to Minmi, footpath/pedestrian access is also required along the entire length. Better pedestrian access is needed to connect activity centres such as shops, schools, childcare centres, and bus stops. Additional safe crossing points for pedestrians are also required. There were some concerns about the proximity of pedestrians to the road, unprotected from traffic.

Cycling infrastructure



It was commented that cycling infrastructure in the area is extremely important, and that the cycling infrastructure should continue the whole way along Minmi Road. A path for cyclists separated from traffic is important to provide active transport links and encourage more cycling in the area. Cycle lanes should be off the road where possible to make cycling safer and more enjoyable, particularly for school students and less confident riders. Cycle lanes should also be separate from the parking lane.

McNaughton Avenue



Some were concerned with turning right out of McNaughton Avenue during peak times e.g. waiting for a sufficient gap in the traffic and cars speeding down the hill travelling westbound. Additional time is also needed for cars to match their speed to those travelling along Minmi Road. Multiple respondents suggested traffic lights or a roundabout would make the McNaughton Avenue intersection safer.

A left turn lane would also help to reduce traffic congestion as often traffic queues behind cars waiting to turn right onto Minmi Road.

Bunnings roundabout



The Bunnings roundabout is another frequently mentioned pinch point along Minmi Road, with respondents wanting to see two lanes through the roundabout. Minmi Road should be two lanes from the Bunnings roundabout all the way to Minmi. It was said that widening the Bunnings roundabout to then merge into one lane does not achieve the full potential of increased lanes. This section should be widened to allow for a left turn lane into Cowper Street.

Concerns about construction impacts/noise

There were some mentions about increased traffic congestion while construction occurs, increasing travel times for road users, potential detours and impact on residents. It was requested that work takes place outside of peak times.



The following themes had fewer mentions but are explored below given they are key changes as part of the proposed upgrade.

Anna Place

It was commented that it is currently difficult to exit Anna Place at most times of the day and can be dangerous turning right into Anna Place from Fletcher due to being stopped in the middle of the road on a blind corner. The protected right hand turn into Anna Place will be a significant improvement. Anna Place in peak hours should have a left turn only lane.



Service Station

Feedback was provided about the driver frustration and road safety issues with the current merge lane outside the service station. Some drivers are also attempting to turn right out of the service station causing safety issues. It was suggested that no right turn out of the service station would be the safest option and that drivers can do a u-turn at the Summerhill Road roundabout to return eastbound.



Mount Street

Some residents were concerned about not being able to turn right out of Mount Street, turning right into Mount Street was less of a concern. There were also some concerns about being able to turn right out of McNaughton Avenue which is the proposed alternative route.

Key themes (continued)

Themes with fewer than 3% of mentions are shown in the table below.

Base: All respondents who provided a comment (N=582)

Themes with fewer mentions	Percent
Developer contributions	2%
Warkworth Street intersection	2%
Maryland Drive east/service station	2%
Anna Place	2%
Kurraka Drive/The Sanctuary Estate	2%
Improve the Newcastle Link Road roundabout	2%
Access for emergency vehicles	2%
Bus stops/public transport access	2%
Maryland Drive and Churnwood Drive intersection	1%
Parking	1%
More traffic lights/traffic light configuration	1%
Right turn into/out of service station not supported	1%
Mount Street	1%
Summerhill Road roundabout	1%
Woodford Street	1%
Retention of trees	1%
Improvements to intersections at Douglas Street/Cameron Street/Tillie Street/Wilkinson Avenue/Sandgate Road/Cowper Street	1%
Right hand turns not supported	1%
Not enough space	<1%
Upgrades are not needed	<1%
Don't support cycle infrastructure	<1%
More consultation	<1%

Other submissions

6 written submissions were received via email.

One submission commented that there should be left turn only out of the service station. The safest option for those wanting to turn right is to use the Summerhill Road roundabout and do a u-turn.

Another submission commented on the difficulties turning right out of McNaughton Avenue and suggested that it should be left turn only onto Minmi Road during peak hour. It will become even more difficult with four lanes of traffic.

Two submissions were against the upgrades. One suggested that the newer housing estates should feed into Newcastle Link Road to the Hunter Expressway, whilst the other suggested that congestion was not an issue past the lights turning into Maryland.

One submission sought clarification about the configuration of on-street parking and the cycle lane.

The other submission welcomed the upgrades to help ease congestion, however, made some suggestions for improvement including removing the eastbound turning lane on Minmi Road into McNaughton Avenue and turning it into a merge lane for vehicles turning right from McNaughton Avenue onto Minmi Road westbound. It was commented that the absence of a merging lane would limit the effectiveness of the intersection. The submission made a request to plant replacement mature fig trees on the southern side of Minmi Road and semi-mature trees on the northern side to provide shade and reduce heat. CN should develop a construction management plan and provide proactive communication to residents about works, impacts to residents and traffic management during the works.

Community drop-in sessions

Two community drop-in sessions were held during the public exhibition period.

- Saturday 4 November 2023 from 11am-1pm at Wallsend Library
- Thursday 9 November from 4pm to 6pm at Fletcher Village

The purpose of these sessions was to provide an opportunity for community members to speak to the project team, ask questions about the proposed upgrades and provide feedback.

We heard from approximately 60 people.

Key themes that we heard included:

- Support/positive comments about the proposed upgrades including two lanes of traffic and right-hand turning lanes.
- Further upgrades needed with two-lanes in each direction all the way to Minmi.
- Concerns about traffic congestion near Fletcher Village, particularly with new developments being approved. It was commented that upgrades to this section should be prioritised.
- Questions about other planned upgrades further up Minmi Road towards Fletcher and Minmi, and when the works proposed as part of this stage would be completed.
- Support for improved cycling and pedestrian infrastructure. Better pedestrian access is needed near the Fletcher Early Learning Centre.
- Road safety concerns e.g. right hand turn out of the service station is dangerous. Potential for traffic incidents due to right hand runs e.g. McNaughton Ave onto Minmi Road, right turn out of the service station and illegal right hand turn from Warkworth Avenue onto Minmi Road.
- Phasing of traffic signals contributing to congestion by not letting enough cars through.
- A left turn only lane should be considered for McNaughton Avenue and Anna Place to help ease congestion and avoid traffic build up from cars waiting to turn right.



Next Steps

Thank you to everyone who had their say. The project team will review all feedback received during community consultation and use this to inform the final concept design. The concept design will then be presented to the Newcastle City Traffic Committee and Council for approval, before proceeding to detailed design.