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**CCL 25/05/21 - MAWSON STREET, SHORTLAND - PROPOSED  
TRAFFIC CALMING DEVICES**

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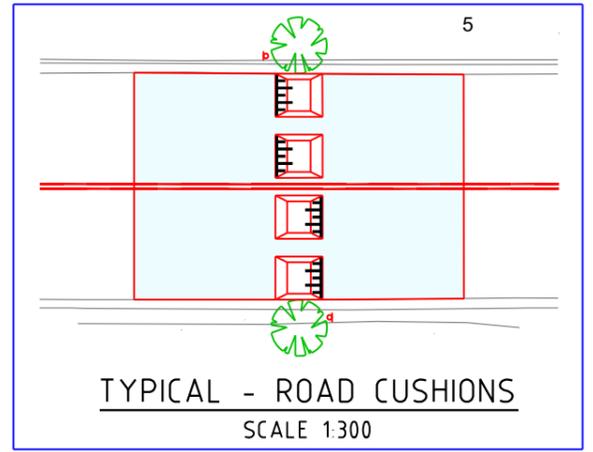
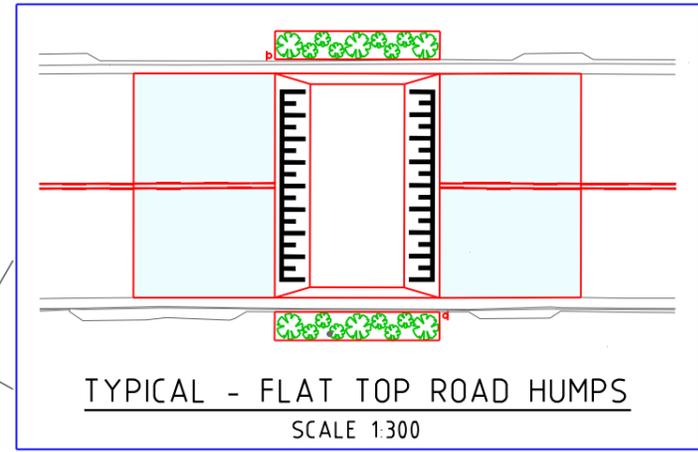
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**CCL 25/05/21 - MAWSON STREET, SHORTLAND - PROPOSED  
TRAFFIC CALMING DEVICES**

**ITEM-50**      **Attachment A:**      Plan – Traffic Calming Devices – Mawson Street,  
Shortland

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PLAN  
SCALE 1:1500

				SCALE AS SHOWN	INFRASTRUCTURE AND PROPERTY ASSETS AND PROJECTS CIVIL SERVICES TEAM	MICROSTATION FILE: R7876_02.dgn	SUR: J EATHER	CITY OF NEWCASTLE MAWSON STREET SHORTLAND BETWEEN MARTON STREET AND SANDGATE ROAD TRAFFIC CALMING DEVICES	CN PLAN No. <b>R7876</b>	SHEET No. 1 OF 8 SHEETS
1 PLAN ISSUED FOR COUNCIL APPROVAL No. AMENDMENT DETAILS DATE INITIALS				DESIGNED: T HAMMOND REVIEWED: A NAME		12d PROJECT FILE: C4365_DESIGN.project CIVIL PROJECT No.: PRJ - 00201145	F.B.: 539 L.B.: -		GENERAL ARRANGEMENT PLAN	AMENDMENT No. 1
A3 ORIGINAL THIS SHEET WAS PREPARED IN COLOUR AND WILL BE INCOMPLETE IF COPIED				COORDINATE SYSTEM MGA ZONE 56	HEIGHT DATUM AHD					

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**ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER**

**CCL 25/05/21 - MAWSON STREET, SHORTLAND - PROPOSED  
TRAFFIC CALMING DEVICES**

**ITEM-50    Attachment B:**    Consultation Flyer – Proposed Traffic Calming  
Devices – Mawson Street, Shortland

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City of  
Newcastle

## Traffic and pedestrian projects



*Road cushions have been installed in a number of locations across Newcastle, including at Samdon Street, Hamilton.*

We are seeking feedback on a proposal to construct a series of road humps and road cushions along Mawson Street, between Sandgate Road and Marton Street, Shortland. These works will complement the proposed traffic improvements for Shortland Local Centre, which are also currently on exhibition (until 21 March) and predominantly target Sandgate Road. Proposed works will take place later this year.

### Background

Mawson Street is a two-way, two-lane road that serves as a bus route and provides access to Hunter Valley Private Hospital and the local shops.

Recent construction of multi-unit developments along Mawson Street has contributed to an increase in traffic volume along the street and many residents have reported issues with speeding and near misses. Speeding has been identified as a contributing factor in several recent crashes.

City of Newcastle has successfully applied for funding under the NSW Safer Roads Program to design and construct traffic calming devices.

### How we use feedback

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

To view the concept design and provide feedback, visit [newcastle.nsw.gov.au/yoursay](http://newcastle.nsw.gov.au/yoursay) and complete the online form.

Alternatively, you can email a written submission to [mail@ncc.nsw.gov.au](mailto:mail@ncc.nsw.gov.au). Please include 'Submission – Proposed Traffic Calming Devices – Mawson Street, Shortland' in the subject line.

### Postal submissions can be sent to:

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

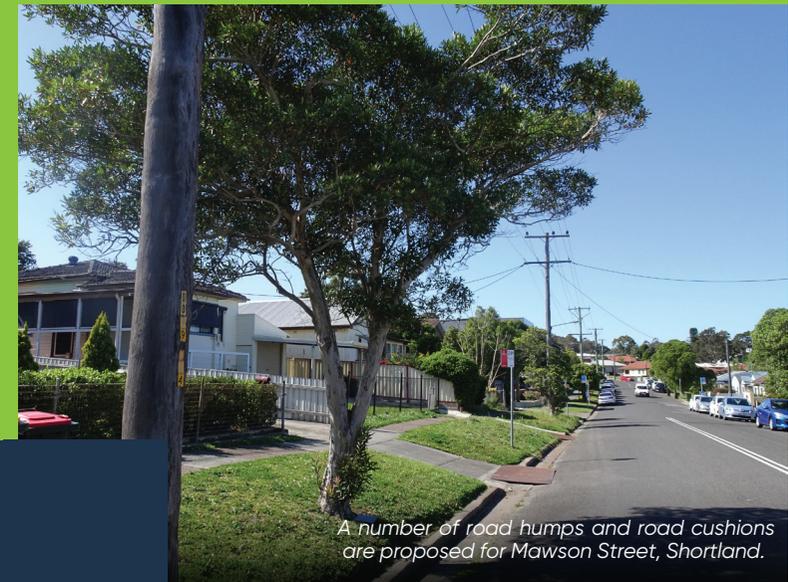
**Subject:** Submission – Proposed Traffic Calming Devices – Mawson Street, Shortland

The public exhibition period closes at  
**5.00pm on Monday 5 April 2021.**

All comments received will be reported to a future Council meeting for consideration, before a final decision is made. For enquiries, call 4974 2000 or visit [newcastle.nsw.gov.au](http://newcastle.nsw.gov.au)

### Proposed Traffic Calming Devices

# Mawson St, Shortland



*A number of road humps and road cushions are proposed for Mawson Street, Shortland.*

## What is proposed

Our proposal includes construction of a series of traffic calming devices (road humps and road cushions). The devices will be constructed at five locations along Mawson Street between Marton Street and Sandgate Road, as shown in the plan pictured.

### The proposed flat top road humps involve:

- Construction of a full width, flat-top, asphaltic concrete road hump between the lips of gutter
- Providing a 1.2m wide planted garden bed behind the existing kerb and gutter on each side of the road for the full length of road hump
- Upgrade of street lighting (as required, subject to further assessment)
- Signage and line marking

No parking spaces will be lost as vehicles are permitted to park across a road hump in the parking lane.

### The proposed road cushions involve:

- Construction of a row of four asphaltic concrete road cushions between the lips of gutter
- Planting trees behind the existing kerb and gutter on each side of the road in line with the road cushions
- Upgrade of street lighting (as required, subject to further assessment)
- Signage and line marking

No parking spaces will be lost as vehicles are permitted to park across road cushions in the parking lane.



# Proposed Traffic Calming Devices For Mawson Street

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**CCL 25/05/21 - MAWSON STREET, SHORTLAND - PROPOSED  
TRAFFIC CALMING DEVICES**

**ITEM-50 Attachment C:** Summary of Submissions – Proposed Traffic Calming Devices – Mawson Street, Shortland



**SUMMARY OF SUBMISSIONS – TRAFFIC CALMING DEVICES, MAWSON STREET, SHORTLAND**

No.	Document Date	Reference	Project Support	Summary of Submission	CN Comment
1	9/03/2021	OT2021/01430		<ul style="list-style-type: none"> <li>▪ Respondent acknowledges that the street is busy and at times has speeding traffic, but considers five devices excessive and is concerned about noise impacts.</li> <li>▪ Respondent supports linemarking, signage and lighting upgrades.</li> <li>▪ Respondent considers that issues do not arise from use by residents, but from through traffic.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. A mix of road humps and cushions were proposed to balance impacts and efficacy. Spacing is consistent with Austroads recommendations for devices at 80 - 120 metres.</li> <li>▪ Noted.</li> <li>▪ Noted. Implementation of the devices will likely discourage some users and so reduce through traffic.</li> </ul>
2	9/03/2021	OT2021/01484	Yes, with changes	<ul style="list-style-type: none"> <li>▪ Respondent supports the proposal and agrees it will slow traffic.</li> <li>▪ Respondent notes lack of footpath and crossing facilities on Mawson Street.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ CN is undertaking a pedestrian network project which will update CN methodology for prioritisation of footpath works throughout the city. Consultation will be undertaken later in 2021.</li> </ul>
3	9/03/2021	OT2021/01485	Yes	<ul style="list-style-type: none"> <li>▪ Respondent supports the proposal, noting that speeding is occurring and current conditions are unsafe.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> </ul>
4	9/03/2021	OT2021/01486 OT2021/01535	Yes	<ul style="list-style-type: none"> <li>▪ Respondent supports the proposal.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> </ul>
5	9/03/2021	OT2021/01538	Yes	<ul style="list-style-type: none"> <li>▪ Respondent notes support for the proposal but indicates preference for road humps over road cushions, as riders on motorbikes could still speed through gaps. Respondent requests footpaths in Marton Street.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Road humps were considered for all locations. Mawson Street is a bus route. Consideration of benefits and potential negative impacts led to the proposal for a mix of humps and cushions. CN is undertaking a pedestrian network project which will update CN methodology for prioritisation of footpath</li> </ul>

No.	Document Date	Reference	Project Support	Summary of Submission	CN Comment
					works throughout the city. Consultation will be undertaken later in 2021.
6	9/03/2021	OT2021/01540	Yes, with changes	<ul style="list-style-type: none"> <li>Respondent supports the proposal, with the modification of changing the road cushions in front of the hospital to a road hump, for greater efficacy and safety.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Road humps were considered for all locations. Mawson Street is a bus route. Consideration of benefits and potential negative impacts led to the proposal for a mix of humps and cushions.</li> </ul>
7	9/03/2021		Yes, with changes	<ul style="list-style-type: none"> <li>Respondent supports the proposal but requests that it be expanded in scope to include Marton Street, to proactively manage traffic speeds in a high pedestrian area.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. CN is in the process of reviewing its approach to programming of pedestrian and local area traffic management works, to be more proactive. Marton Street may be considered in future, but will not be included in the current project scope due to budget and time constraints.</li> </ul>
8	9/03/2021	OT2021/01536	Yes, with changes	<ul style="list-style-type: none"> <li>Respondent supports the proposal with changes, including a 40km/h speed limit.</li> <li>Respondent suggests car parking on one side of the road only with a footpath.</li> <li>Respondent suggests a pedestrian crossing on Sandgate Road in front of the Post Office.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The spacing of the devices should result in a self-enforcing low speed environment.</li> <li>CN is undertaking a pedestrian network project, which will update CN methodology for prioritisation of footpath works throughout the city.</li> <li>Requests for a pedestrian crossing between Mawson Street and Hansen Place were made in response to exhibition of the Shortland Local Centre Public Domain and Traffic Plan. CN response noted that implementation of a crossing between Mawson Street and Hansen Place would result in loss of several parking spaces, which would impact businesses, and was not supported.</li> </ul>

No.	Document Date	Reference	Project Support	Summary of Submission	CN Comment
9	9/03/2021	OT2021/01537	Yes, with changes	<ul style="list-style-type: none"> <li>Respondent supports the proposal but requests consideration of slow points and instating No Stopping at tight turns.</li> <li>Respondent requests that implementation not make navigating the street even more difficult.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Current arrangements include 'No Stopping' restrictions at some bends.</li> <li>Noted.</li> </ul>
10	10/03/2021	OT2021/01541	Yes	<ul style="list-style-type: none"> <li>Respondent supports the proposal.</li> <li>Respondent notes that car parking is an issue, creating blind spots for residents reversing from driveways. Respondent notes that cars are left parked for multiple days and suggests implementation of time restrictions in parts of Mawson Street.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>CN is developing programs for monitoring of parking in local centres. Consideration will be given to reassessment of parking arrangements following completion of the local centre upgrade and traffic calming devices.</li> </ul>
11	10/03/2021	ECM 686034	Yes	<ul style="list-style-type: none"> <li>Respondent supports the proposal, noting that Mawson Street is used as a shortcut and motorists do not adhere to the speed limit.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
12	10/03/2021	ECM 6860642	Yes	<ul style="list-style-type: none"> <li>Respondent supports the proposal.</li> <li>Respondent requests a pedestrian crossing near the bus stop in front of the hospital.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>CN is undertaking a pedestrian network project which will update CN methodology for prioritisation of footpath works throughout the city. Consultation will be undertaken later in 2021.</li> </ul>
13	10/03/2021	OT2021/01437	No	<ul style="list-style-type: none"> <li>The respondent does not support the proposal and considers that the main issue is congestion, due to inadequate planning for car spaces for new development, including the expansions of the hospital.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>Noted. This is not within CN's control at this point.</li> <li>Consideration of traffic signals at Marton Street is not in the current project scope but may be considered in future.</li> </ul>

No.	Document Date	Reference	Project Support	Summary of Submission	CN Comment
				<ul style="list-style-type: none"> <li>▪ Respondent suggests that Hunter Valley Private take more responsibility for staff parking.</li> <li>▪ Respondent suggests implementation of traffic signals at the intersection of Marton Street and Sandgate Road.</li> </ul>	
14	11/03/2021	ECM 6860648	Yes, with changes	<ul style="list-style-type: none"> <li>▪ Respondent supports the proposal, but considers that parking should be prohibited on some sections (around bends).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. A proposal for changes to parking was exhibited in early 2020 however due to the low response rate, few changes were implemented. Current arrangements include 'No Stopping' restrictions at some bends.</li> </ul>
15	11/03/2021	ECM 6860654	No	<ul style="list-style-type: none"> <li>▪ Respondent does not support the proposal. Respondent suggests that parking should be on one side of the street only.</li> <li>▪ Council should ensure that when developments are approved there is adequate on-site parking.</li> <li>▪ Footpaths between Sandgate Road and Marton Street should be upgraded.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ Noted. Development controls for parking are to be reviewed in 2021.</li> <li>▪ CN is undertaking a pedestrian network project which will update CN methodology for prioritisation of footpath works throughout the city. Consultation will be undertaken later in 2021.</li> </ul>
16	11/03/2021	ECM 6860669	No	<ul style="list-style-type: none"> <li>▪ Respondent does not support the proposal. Respondent considers that speeding is not the critical issue, rather, the width of the road and the fact that it is a major thoroughfare.</li> <li>▪ Respondent suggests widening the road or, more feasibly, banning parking. Road humps are considered a waste and likely to increase danger by introducing uneven surfaces.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Placement of devices is likely to discourage some through traffic.</li> <li>▪ Widening is not feasible. Banning parking is likely to be counter-productive. Consideration will be given to reassessment of parking arrangements following completion of the local centre upgrade.</li> </ul>
17	11/03/2021	ECM 6860682	Yes, with changes	<ul style="list-style-type: none"> <li>▪ The respondent notes that traffic calming devices are installed on an area wide basis</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted and partly agreed. A proposal for road humps and refuge was developed to address</li> </ul>

No.	Document Date	Reference	Project Support	Summary of Submission	CN Comment
				following a traffic study, not to address and isolated issue. Concerns are noted regarding the impact on Marton Street, where there are already issues with speeding. Considering Mawson Street in isolation is problematic for Shortland North.	pedestrian safety and speeding issues and specific accident history. While traffic calming is ideally undertaken on an area-wide basis, isolated measures are sometimes implemented to ameliorate a specific situation.
18	12/03/2021	ECM 6860690	Yes, with changes	<ul style="list-style-type: none"> <li>Respondent appears to support proposal but requests that shrubs rather than trees are planted, to ensure that sight lines can be maintained.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Landscaping and species selection to be addressed in detailed design.</li> </ul>
19	15/03/2021	TR2021/00744	Yes	<ul style="list-style-type: none"> <li>Proposal supported. No comments provided.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
20	19/03/2021	OT2021/01580	Yes	<ul style="list-style-type: none"> <li>Proposal supported. No comments provided.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
21	21/03/2021	OT2021/01596		<ul style="list-style-type: none"> <li>Respondent expresses concern with the proposal and queries, if increased development is part of the issue, why CN has approved it.</li> <li>Respondent states 'Mawson street is rather a narrow street and with retirement homes and the hospital it means that traffic needs to be slowed down so why not start from Marton [Street] and finish at Sandgate [Road]'.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic volumes and parking issues arise from resident and non-resident use, and interactions.</li> <li>The proposal includes devices near the ends of Mawson Street (at Marton Street and Sandgate Road). Constraints imposed by driveways, trees and turning circles of design vehicles influenced the spacing and locations.</li> </ul>
22	26/03/2021	OT2021/01657	Yes, with changes	<ul style="list-style-type: none"> <li>Respondent supports the proposal and suggests that 'No Parking' be instated on bends in Mawson Street.</li> <li>Respondent also suggests road humps on King Street to encourage slowing down.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Current arrangements include 'No Stopping' restrictions at some bends. Consideration will be given to reassessment of parking arrangements following completion of the local centre upgrade and traffic calming devices.</li> <li>Noted. For consideration.</li> </ul>

No.	Document Date	Reference	Project Support	Summary of Submission	CN Comment
23	5/04/2021		No	<ul style="list-style-type: none"> <li>▪ Proposal is not supported. Respondent queries the basis for the project, noting that speeding, to the casual observer, is subjective. Respondent considers Mawson Street has been over-developed and that due to traffic volumes, parked cars and road widths 'speeding' is almost impossible.</li> <li>▪ Respondent suggests that Council approves development without sufficient off street parking and queries for how many other streets 'traffic calming devices' are proposed (based on high/over development and casual observations).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. An earlier proposal for road humps was supported in principle by the Newcastle City Traffic Committee at its meeting of 20 May 2019. The agenda report detailed results of traffic surveys undertaken in the period between 5 February 2019 and 13 February 2019, which indicated that the average speed and 85th percentile speed were 47km/h and 56km/h respectively. The report also noted that speeding was identified as a contributing factor in two injury crashes reported in the period 2013 to 2017.</li> <li>▪ Traffic surveys are undertaken to assist in ascertaining whether devices are appropriate.</li> </ul>
24	18/03/2021	TR2021/00780		<ul style="list-style-type: none"> <li>▪ The respondent does not indicate a clear position on the proposal for road humps and road cushions, but proposes alternative measures to address perceived safety issues arising from narrow carriageways, parking and congestion. The respondent suggests that Mawson Street be made one-way, from its intersection with Marton Street to Sandgate Road.</li> </ul>	<ul style="list-style-type: none"> <li>▪ CN generally does not support the implementation of one way restriction on existing roads for safety reasons. This is due to the related shifts in vehicle movements often causing reductions in safety characteristics for multiple other nearby intersections in the larger road network adjacent to the changed road; indeed the safety benefit for the targeted road can be outweighed by the safety degradation at other locations. CN notes that Mawson Street serves both a bus route and hospital - both would experience significant negative impacts due to any one way scheme being implemented.</li> </ul>
25	23/03/2021	TR2021/00823	Yes	<ul style="list-style-type: none"> <li>▪ Respondent supports the proposal, noting that it will slow traffic.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> </ul>

No.	Document Date	Reference	Project Support	Summary of Submission	CN Comment
				<ul style="list-style-type: none"> <li>▪ Respondent notes support for the proposed public domain and traffic improvements for the Shortland local centre.</li> <li>▪ Respondent raises issues regarding observed speeding in King Street, indicating that it is used like a 'race track' between Marton Street and Mort Street. Respondent notes that the matter has been reported to NSW Police and that patrols do occur occasionally. Respondent requests consideration of traffic calming devices in front of Tuxford Park and at intervals to Mort Street.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ Noted. Issues have been raised. CN will liaise with NSW Police regarding enforcement of speed limits and monitor conditions.</li> </ul>