RESOLVED: (Councillors White/Mackenzie)

That Council:

1. Place the Draft West End Streetscape - Stage 2 Plan as at Attachment A on public exhibition for a period of four weeks.

2. Receive a report following the public exhibition period.

Carried unanimously
PURPOSE

To approve the Draft West End Streetscape - Stage 2 Plan (Draft Plan) for public exhibition.

RECOMMENDATION

That Council:

1  Place the Draft West End Streetscape - Stage 2 Plan as at Attachment A on public exhibition for a period of four weeks.

2  Receive a report following the public exhibition period.

KEY ISSUES

3  The Draft Plan builds on existing planning documents to provide the necessary detail for design and planning decisions for the precinct. The key deliverables for the community include:

   i)  Improved walkability and connections to public transport;

   ii) A safe continuous bi-directional cycleway which connects to other shared pathways through the re-alignment of the carriageway; and

   iii) Improved landscaping and the creation of green nodes and public spaces.

FINANCIAL IMPACT

4  The public exhibition of the Draft Plan does not commit City of Newcastle (CN) to any expenditure. A preliminary cost estimate to install the cycle lane and complete the landscape works is approximately $15 Million. This estimate does not include upgrades to services, the roads, or latent site conditions.

5  Detailed design has been budgeted within the 2019/20 delivery program. The Draft Plan will be implemented as funding becomes available. It is anticipated that construction will be funded by a mix of special rate variation, s94A developer contributions, CN working funds and potential future grant funding.

COMMUNITY STRATEGIC PLAN ALIGNMENT

6  The Draft Plan aligns with the following Newcastle 2030 Community Strategic Plan Directions:
Integrated and Accessible Transport

1.1a Support implementation of the regional transport strategy; and

1.2a Continue to upgrade, extend and promote cycle and pedestrian networks.

Vibrant, Safe and Active Public Places

3.1a Provide quality parkland and recreation facilities that are diverse, accessible and responsive to changing needs.

Inclusive Community

4.2c Promote recreation, health and wellbeing programs.

Liveable Built Environment

5.2b Plan for an urban environment that promotes active and healthy communities.

IMPLEMENTATION PLAN/IMPLICATIONS

The implementation of the Draft Plan has been identified within CN’s Hunter Street Revitalisation Masterplan Strategic Framework 2010 (HSRM Strategy), the State Government’s draft Newcastle Urban Renewal Strategy 2012 (Draft NURS 2012) and the Newcastle Urban Renewal Strategy 2014 (NURS 2014). The Draft Plan will inform CN’s four year delivery program.

RISK ASSESSMENT AND MITIGATION

A Communication Plan has been developed to mitigate risks of miscommunication and enable engagement with the community. The community engagement will include the following actions:

i) Online notification through the CN website and social media pages;

ii) Advertisement in the Saturday edition of the Newcastle Herald;

iii) A four week exhibition period with paper copies of the Draft Plan and supporting information available at the CN Administration Centre and the Newcastle Region Library. An online version will be available through CN’s Have Your Say webpage;

iv) An online survey allowing people to comment on the Draft Plan;

v) Notification banners within the effected streets to notify commuters using the space of the proposed changes; and

vi) Community information sessions with CN officers to explain the plans and gather feedback on the draft designs.
9 Following public exhibition, it will be reported back to Council with a summary of submissions received, any recommended changes and a Plan for final adoption.

RELATED PREVIOUS DECISIONS

10 The HSRM Strategy was adopted by Council in December 2010 with one of the 44 actions being the development of a streetscape plan for the West End. The HSRM Strategy also identified the West End as a catalyst site in the revitalisation of the city.

11 A Notice of Motion on 25 July 2017 (Attachment B) related to a recommendation from the Cycling Advisory Committee. Council resolved that the strategy should, at a minimum nominate a clear, continuous, linear connection from west to east, including from Wickham interchange to the Newspace/Civic Precinct, and from there to Parnell Place.

12 At the Ordinary Council Meeting held on 28 November 2017, Council approved the release of the Draft West End Stage 1 - Public Domain Plan for community consultation for eight weeks.

13 At the Ordinary Council Meeting held on 27 March 2018, Council adopted the West End Stage 1 - Public Domain Plan.

14 A Notice of Motion on 27 November 2018 - Inner City Cycleway on Hunter Street (Attachment C) requested that the Draft West End Streetscape - Stage 2 Plan be placed on public exhibition in February 2019.

CONSULTATION

15 The proposed bicycle network for Worth Place to Albert Street (part of West End Stage 2) was considered by the Newcastle City Traffic Committee (NCTC) on 18 June 2018. The NCTC recommended the matter be presented at a Councillor Workshop prior to undertaking community consultation, with comments from the community consultation presented to NCTC for further consideration and endorsement.

16 A Councillor workshop was held on 9 October 2018. Outcomes included revised graphics (Attachment D) and that additional consultation with the Newcastle Advisory Committee be conducted before the plans are considered for public exhibition.

17 The Draft Plan was presented to the Cycling Advisory Committee on 20 December 2018. The group raised several technical issues that would be addressed by the NCTC and as part of the detailed design process. Local businesses have also been consulted regarding the proposed public exhibition.

BACKGROUND

18 The HSRM Strategy, adopted on 14 December 2010 identifies the West End as a catalyst project in the revitalisation of the city.
19 The State Government’s Draft NURS 2012 and NURS 2014 follows and supports the HSRM Strategy concepts. Both strategies propose public domain improvements to key areas within the City Centre.

20 Concept plans for Trial Changes to Hunter Street, containing possible improvements to the streetscape, were reported to Council for endorsement in October 2013. This followed a comprehensive consultation process with local businesses regarding the proposal which received a 77% approval rating from 94 respondents.

21 Implementation of the Trial Changes to Hunter Street initiatives was suspended following the announcement of the Hunter Light Rail Project due to potential conflicting impacts between the two projects.

22 In 2014, Transport for NSW engaged Bitzios Consulting to produce detailed concept plans that address road space allocation for pedestrians, cycleways, parking and travel lanes. A technical working group, which included representatives from Roads and Maritime Services, Transport for NSW, Urban Growth and CN, was established to assist in development of cycleway proposals.

23 Bitzios Consulting assessed the impacts on traffic operations, on-street parking and pedestrians of the preferred priority works (which include a bi-directional cycleway on Hunter Street from Selma Street to Worth Place).

24 Revitalising Newcastle released the Newcastle City Centre Cycleway Network Strategy in May 2017. This indicated the bi-directional separated cycleway on Hunter Street from Selma Street to Worth Place.

25 The street layout for the Draft Plan was developed in close consultation with Traffic NSW and utilises the Bitzios Consulting plans as its base information.

26 In 2017 CN commenced master planning of the public domain plans through the City Centre precincts. In 2018 CN adopted the West End Stage 1 - Public Domain Plan and the East End Stage 1 Streetscape Plan. The Honeysuckle Foreshore Public Domain Plan is under development by Hunter & Central Coast Development Corporation. The Draft West End Streetscape - Stage 2 Plan will be the third CN funded public domain plan submitted for adoption.

OPTIONS

Option 1

27 The recommendation as at Paragraphs 1 and 2. This is the recommended option.

Option 2

28 Council does not resolve to exhibit the Draft Plan. This is not the recommended option.
REFERENCES

ATTACHMENTS

Attachment A: Draft West End Stage 2 - Streetscape Plan.
Attachment B: Notice of Motion - NOM 25/7/17 - Recommendation from the Cycling Advisory Committee.
Attachment C: Notice of Motion - NOM 27/11/18 - Inner City Cycleway on Hunter Street.
Attachment D: Revised graphical renders of the proposed works.

Attachments to be distributed under separate cover.
CCL 26/02/19
PUBLIC EXHIBITION OF DRAFT WEST END STREETSCAPE - STAGE 2 PLAN

Attachments A to D

Attachment A: Draft West End Streetscape - Stage 2 Plan

Attachment B: Notice of Motion - NOM 25/7/17 - Recommendation from the Cycling Advisory Committee

Attachment C: Notice of Motion - NOM 27/11/18 - Inner City Cycleway on Hunter Street

Attachment D: Revised graphical renders of the proposed works

DISTRIBUTED UNDER SEPARATE COVER
CCL 26/02/19
PUBLIC EXHIBITION OF DRAFT WEST END STREETSCAPE - STAGE 2 PLAN

Attachment A: Draft West End Streetscape - Stage 2 Plan

Please see exhibited document
Attachment B: NOM 25/07/17 - Recommendation from the Cycling Advisory Committee
RESOLVED: (Councillors Doyle/Clausen)

The Council and its Cycling Advisory Committee note the release of the Newcastle City Centre Cycleway Network Strategy. Council and members of the Cycling Advisory Committee commend Transport for NSW in undertaking this work and recognising the key role of cycleways in a well-functioning city centre. The spatial scope of the network, consideration of end of trip facilities and the emphasis on safe, separated facilities are commended. However, Council and committee members have several concerns and consider that the document has several notable limitations that will detract from an effective outcome.

Council and the Cycling Advisory Committee consider that the strategy should, at a minimum:

1. Nominate a clear, continuous, linear connection from west to east, including from Wickham Interchange to the NewSpace/Civic precinct and from there to Parnell Place.
2. Define clear connections to the Wickham Interchange from all key directions. Connect to existing cycleways.
3. Ensure that the "pedestrian bridge" at Railway Street west of the Interchange be bike-friendly.
4. Request answers to the following questions:
   i) What standing does the document Newcastle City Centre Cycleway Network Strategy have?
   ii) How will the Newcastle City Centre Cycleway Network Strategy be implemented?
   iii) How will implementation be funded?
   iv) What is the timeframe for implementation of the Newcastle City Centre Cycleway Network Strategy?
5. That Council write to Transport for NSW and the Hunter Development Corporation (as coordinator of Revitalising Newcastle) seeking advice and clarification of matters raised in this motion.
SUBJECT: NOM 25/07/17 - RECOMMENDATION FROM THE CYCLING ADVISORY COMMITTEE

COUNCILLORS: T DOYLE AND D CLAUSEN

PURPOSE

The following Notice of Motion was received on 13 July 2017 from the abovementioned Councillors:

MOTION

The Council and its Cycling Advisory Committee note the release of the Newcastle City Centre Cycleway Network Strategy. Council and members of the Cycling Advisory Committee commend Transport for NSW in undertaking this work and recognising the key role of cycleways in a well-functioning city centre. The spatial scope of the network, consideration of end of trip facilities and the emphasis on safe, separated facilities are commended. However, Council and committee members have several concerns and consider that the document has several notable limitations that will detract from an effective outcome.

Council and the Cycling Advisory Committee consider that the strategy should, at a minimum:

1 Nominate a clear, continuous, linear connection from west to east, including from Wickham Interchange to the NewSpace/Civic precinct and from there to Parnell Place.

2 Define clear connections to the Wickham Interchange from all key directions Connect to existing cycleways.

3 Ensure that the "pedestrian bridge" at Railway Street west of the Interchange be bike-friendly.

4 Request answers to the following questions:

1 What standing does the document Newcastle City Centre Cycleway Network Strategy have?
2 How will the Newcastle City Centre Cycleway Network Strategy be implemented?
3 How will implementation be funded?
4 What is the timeframe for implementation of the Newcastle City Centre Cycleway Network Strategy?
BACKGROUND

The Cycling Advisory Committee met on 29 June 2017. At its meeting, the Committee considered the Newcastle City Centre Cycleway Network Strategy recently released by UrbanGrowthNSW/Hunter Development Corporation.

The Committee resolved to make a recommendation to Council (above). Due to timeframe constraints, this motion has been submitted as a Notice of Motion for and on behalf of the Committee by Council's representatives Councillor Doyle and Councillor Clausen.

ATTACHMENTS

Nil
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PUBLIC EXHIBITION OF DRAFT WEST END STREETSCAPE – STAGE 2 PLAN

Attachment C: NOM 27/11/18 - Inner City Cycleway on Hunter Street
SUBJECT: NOM 27/11/18 - INNER CITY CYCLEWAY ON HUNTER STREET

RESOLVED: (Councillors Mackenzie/White)

That Council

1 Notes the current lack of safe, separated cycleways along Hunter Street from Wickham Park to Union Street in Newcastle West, including egress in and out of the Newcastle Interchange.

2 Notes that the Newcastle Cycling Strategy and Action Plan, and the Newcastle City Centre Cycleway Network Strategy both propose an east-west separated cycleway spine on Hunter Street as part of an inner-city cycleway network.

3 Notes the high level of community support for changes to Hunter Street in the proposed Hunter Street upgrade concept plans, exhibited in September 2013, as part of the Hunter St Masterplan Strategic Framework. These concept plans included reduced traffic lanes to accommodate a separated cycleway.

4 Acknowledge the public domain planning and development that has been undertaken since that exhibition of the Hunter St upgrade concept plan, and the significant changes that have occurred since original exhibition.

5 Commence community consultation on the Draft West End Streetscape - Stage 2 concept plan, including with key businesses, community organisations, the Cycleways Committee and the Traffic Committee, with a commitment to the public exhibition of a revised concept plan in February 2019.
The following Notice of Motion was received on 16 November 2018 from the abovenamed Councillor.

MOTION

That Council

1 Notes the current lack of safe, separated cycleways along Hunter Street from Wickham Park to Union Street in Newcastle West, including egress in and out of the Newcastle Interchange.

2 Notes that the Newcastle Cycling Strategy and Action Plan, and the Newcastle City Centre Cycleway Network Strategy both propose an east-west separated cycleway spine on Hunter Street as part of an inner-city cycleway network.

3 Notes the high level of community support for changes to Hunter Street in the proposed Hunter Street upgrade concept plans, exhibited in September 2013, as part of the Hunter St Masterplan Strategic Framework. These concept plans included reduced traffic lanes to accommodate a separated cycleway.

4 Acknowledge the public domain planning and development that has been undertaken since that exhibition of the Hunter St upgrade concept plan, and the significant changes that have occurred since original exhibition.

5 Commence community consultation on the Draft West End Streetscape - Stage 2 concept plan, including with key businesses, community organisations, the Cycleways Committee and the Traffic Committee, with a commitment to the public exhibition of a revised concept plan in February 2019.

BACKGROUND

In 2010 the Council endorsed the Hunter Street Masterplan Strategic Framework which proposed significant changes to Hunter Street. In September 2013 City of Newcastle exhibited concept plans to upgrade Hunter Street consistent with the Masterplan framework. Proposed changes to the street included: reduced traffic from four bi-directional lanes to two bi-directional lanes to accommodate improved street amenity, a separated cycleway, activity zones and parklets. This plan received a 77% approval rating for the proposed changes.

Significant changes have occurred to the area since the exhibition of that framework. There are few remaining opportunities in Newcastle’s city centre for a cycleway network that could link key inner-city locations including Newcastle Interchange, University of Newcastle NeW Space, the Civic precinct, Market-town and the East End. The options are reduced further if we are to ensure connectivity with the city’s existing dedicated cycleways.
The inner-city cycleway network envisaged in the Newcastle 2030 Community Strategic Plan, the Newcastle Cycling Strategy and Action Plan, and the Newcastle City Centre Cycleway Network Strategy all include a major separated cycleway on the east-west route from Hunter Street in Newcastle West to at least Union Street, with north-south links to key locations.

The proposed east-west route forms the spine of the cycleway network and would be a key travel route for most cyclists. The east-west spine is proposed as a separated on-road cycleway that connects with the city’s existing cycleways at Donald Street and National Park.

Council has undertaken significant planning activity associated with the public domain requirements of establishing the east-west cycleway spine from Wickham Park/Donald St through to Union Street. This motion calls on the Council to commence community consultation, including with key business and community groups, including the Newcastle Cycling Advisory Committee and the Newcastle Traffic Committee, with a view to a public exhibition of the Draft West End Streetscape Stage 2 early in the 2019.

**ATTACHMENTS**

Nil
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PUBLIC EXHIBITION OF DRAFT WEST END STREETSCAPE – STAGE 2 PLAN

Attachment D: Revised graphical renders of the proposed works
The City of Newcastle

West End Stage Two Streetscape Plan - Overview

Date: January 2019
Issue: 01

Render 1 - Denison St Green Node
Key features include:
- Layered landscape with large trees,
- Raised planters utilised for informal seating
- Rain gardens to help in water retention & filtration.
- Areas for alfresco dining away from thoroughfares.

Render 2 - Bank Corner Bus Stop
Key features include:
- Separated bi-directional cycleway to the southern side of the street.
- Integrated landscaping to bus stops.
- Retention of car spaces.
- Increased tree planting and gardens to the streetscape.

Render 3 - Steel Street
Key features include:
- Separated bi-directional cycleway to the western side of the street.
- Retention of car spaces to the eastern side of the street.
- Increased tree planting and gardens to the streetscape.
- Connection from National Park to Honeysuckle shared pathway.

LEGEND
- Project Scope
- Parking
- Cycle Lane
- East-Bound Traffic Lane (Single)
- East-Bound Traffic Lane (Double)
- West-Bound Traffic Lane (Single)
- West-Bound Traffic Lane (Double)
- Light Rail
- Green Node
- Location of Rendered Image

Connection to Broadmeadow to Newcastle West off-road cycleway:

Connection to Foreshore shared pathway

Connection to off-road cycleway.