

SUBJECT: CCL 25/10/16 - ADOPTION OF YOUNG STREET CARRINGTON RECONSTRUCTION PLANS

REPORT BY: INFRASTRUCTURE
CONTACT: ACTING DIRECTOR INFRASTRUCTURE / ACTING MANAGER INFRASTRUCTURE PLANNING

PURPOSE

The purpose of this report is to seek Council endorsement of the preferred design option for reconstruction works for Young Street Carrington local centre. The works include the reconstruction of all road, footpath, drainage and tree assets in Young Street, between Cowper Street and Forbes Street. This report also considers parking arrangements for all of Young Street Carrington.

RECOMMENDATION

- 1 Council endorse design option number two for the Young Street Carrington local centre (**Attachment A** Final Plan).
- 2 Council endorse the provision of angle parking on one side of Young Street Carrington, between Victoria Street and the threshold north of Hargrave Street, in conjunction with on-road cycle lanes (**Attachment B**).

KEY ISSUES

- 3 A total of 15 submissions were received during the exhibition period. Of the 15 submissions, two preferred Option 2, and one preferred Option 1.
- 4 For a full summary of each submission and Council officer comment refer to **Attachment C**.

Key issues raised during the exhibition period

5 Cyclist and Traffic Safety

- i) Need a dedicated (safe and protected) bicycle lane and adequate space for cyclists;
- ii) Suggest dedicated lane between parked cars and footpath;
- iii) Proposal is in direct conflict with Newcastle Cycling Strategy and Action Plan; and
- iv) Mixing parking configurations between parallel and angle will make it hard for cyclists to ride in a predictable manner.

6 Comment

- i) The Newcastle Cycling Strategy and Action Plan nominated proposed on-road cycle routes in Young Street Carrington. Council has reviewed the proposed planned cycle routes as part of the Young Street reconstruction project and other various parking requests from the community. Following this review it is now proposed to provide marked on-road cycle lanes in Young Street, Carrington for the area between the raised threshold north of Hargrave Street (fronting property No 32) and Victoria Street. Cyclists will then divert via Victoria Street and connect to Cowper Street Bridge via Arnold and Fitzroy Streets. Cyclists will not need to pass through the main local centre of Young Street (between Victoria and Cowper Streets).
- ii) There is also opportunity to make all of Young Street a 40km/h zone which would improve the situation for cyclists that choose to use this road. This will be reported to the Newcastle City Traffic Committee (NCTC) for endorsement.
- iii) It is also intended to complete the Carrington Foreshore off-road shared pathway between Arnold Street and Cowper Street Bridge to provide an off-road alternative to Young Street.
- iv) The creation of a dedicated bicycle lane in the Young Street local centre (between Victoria and Cowper Streets) would affect angle parking and require reduction of the available footpath width (as rear to kerb parking requires up to a 1.5m overhang). This would severely inhibit the potential for outdoor dining activities and is not recommended.
- v) The proposed improvements to Young Street allow for a wider road width within the local centre than currently exists. Marked bike lanes are proposed in Young Street north of the local centre in conjunction with angle parking proposed on one side of the road. This provides adequate width for both angle parking and cycle lanes.

7 **Parking**

Three submissions requested angle parking be nose to kerb and two submissions requested rear to kerb. As a separate matter, the Newcastle City Traffic Committee (NCTC) recently endorsed community consultation for angle parking in Young Street (from Forbes Street to Elizabeth Street). Responses to this consultation were tabled at the NCTC meeting of 16 May 2016.

8 **Comment**

- i) 'Rear to kerb' angle parking in Young Street is preferred for safety reasons and was recently endorsed for all of Young Street at NCTC meeting of 18 July 2016. 'Rear to kerb' angle parking is considered safer for cyclists and other vehicles because drivers have better visibility when they pull out into traffic. The situation of accessing a car park on the opposite side is similar to when parallel parking is in place.

- ii) The angle parking in Young Street (between Cowper Street and Victoria Street) within the existing local centre will remain unchanged with angle parking on both sides.
- iii) It is proposed to provide angle parking on one side of Young Street, north of Victoria Street, in conjunction with on-road cycle lanes and parallel parking on the other side.
- iv) Angle parking in Young Street Carrington is proposed as follows:
 - a) Reconstruction Stage 1 Cowper Street North to Victoria Street - 90 degree angle parking both sides, unchanged;
 - b) Reconstruction Stage 2 Victoria Street to Howden Street - 90 degree angle parking west side proposed;
 - c) Stage 2 Howden Street to Forbes Street - 90 degree angle parking east side proposed, parallel parking west side unchanged;
 - d) Forbes Street to Robertson Street - 90 degree angle parking east side proposed, parallel parking west side unchanged, additional 10 spaces;
 - e) Robertson Street to Hargrave Street - 90 degree angle parking west side proposed, parallel parking east side unchanged, additional 33 spaces; and
 - f) Hargrave Street to threshold at 32 Young Street - 90 degree angle parking west side proposed, parallel parking east side unchanged, additional four spaces.
- v) Parking impacts as a result of the project are:
 - a) A total increase of six parking spaces in Young Street local centre, between Cowper Street and Forbes Street; and
 - b) A total increase of 47 parking spaces in Young Street, between Forbes Street and Elizabeth Street, resulting from angle parking installation on one side of the street (**Attachment B**).

9 Trees

- i) General agreement with removal of ficus hilli but queries raised as to why new trees have to be planted in raised boxes;
- ii) Question raised as to why the planting of large trees as it damages infrastructure;
- iii) Trees should provide shade and not take up car-spaces; and
- iv) Replacement with small shrubs will destroy canopy of shade and village character.

10 Comment

- i) The trees are being planted in large planter boxes to lift their root systems due to a high water table and also to ensure they have enough nutrients and space to grow well without damaging surrounding infrastructure.

- ii) Planting the trees in the parking lane will provide the greatest opportunity and space for the trees to develop a large canopy. This will also move trees away from the overhead powerlines to limit future maintenance. Trees in the parking lane assist in visually reducing the width of the roadway, which helps to calm traffic. There will be a mix of tree height which will assist in retaining the character of Young Street.

11 Other

Other issues related to lighting, surface treatment of Young Street, consultation process and other specific requests or general matters have been addressed within the summary of each submission (**Attachment C**).

Other Key Issues Raised by Council

12 Low Lying Lands Study

The Low Lying Lands Study is a high level investigation into future planning options for the suburbs of Wickham, Carrington, Maryville and parts of Islington. It is intended to be an internal Council document used by Council officers to inform infrastructure planning processes and not undertaken to the level of detail that would inform the road and drainage design in Young Street. The study is currently incomplete, and will be treated as confidential until it is presented to Council later in the year. Public consultation regarding the document will occur at that time.

13 Contamination

Results of the contamination testing show that the asphalt contains elevated levels of hydrocarbons which are associated historically with the construction of roads. This is a fairly common occurrence in many streets in the Newcastle LGA, and an issue which Council deals with on a regular basis. The contaminants do not pose an issue to human health when contained within the road pavement material.

FINANCIAL IMPACT

- 14 The preliminary estimate for works is approximately \$1.0 million for Stage 1 (Cowper Street North to Victoria Street) and approximately \$714,000 for Stage 2 (Victoria Street to Forbes Street). Funding for Stage 1 of this project has been included in the adopted 2016/2017 Operational Plan. Stage 2 will be considered for funding in 2017/2018 Operational Plan.

COMMUNITY STRATEGIC PLAN ALIGNMENT

- 15 The project aligns with Council's 2030 Strategic Objectives and utilises strategic directions provided by Council policy and infrastructure standards.

IMPLEMENTATION PLAN/IMPLICATIONS

- 16 The project is an integrated project delivery with new infrastructure including road, footpaths, stormwater and trees. This is considered the most cost effective method to undertake infrastructure renewal. Preparation of developed

design and construction documentation will be undertaken by Newcastle City Council. Construction will be tendered to an external contractor to minimise delays and disruption to local businesses.

RISK ASSESSMENT AND MITIGATION

- 17 To ensure the safety of road users, the design and construction will reference relevant standards to provide a streetscape that does not create risks for the public.
- 18 The Young Street Carrington local centre requires renewal and upgrade to reflect community and Council expectations for a vibrant centre. Two Community Workshops were held in Carrington with interested residents and shop owners to provide input into the streetscape. Following this, the project concept was placed on public exhibition. Completed reconstruction of Young Street, Carrington between Cowper and Victoria Streets would provide positive community feedback for Council.
- 19 Completion of this project would reduce the current maintenance burden associated with the current assets. It is intended to use external construction resources to reduce the construction period and thus the impact on business operations. The project is part of Council's scheduled renewal program.

RELATED PREVIOUS DECISIONS

- 20 Council passed the following resolution in respect of the Young Street Carrington streetscape upgrade exhibition at the Ordinary Council meeting held on 28 June 2016:
 - "A.
 - i) Council resolved to place the Young Street Carrington Streetscape Upgrade Plans Option 1 and Option 2 on public exhibition for a period of 28 days
 - ii) To endorse the consultation strategy as outlined in the report; and
 - iii) That a report be placed back before Council on the preferred plan following public exhibition.
 - B. Council officers to investigate the following concerns raised by the Carrington Community Council and local residents and report back to Council:
 - i) Traffic safety in Young Street
 - ii) Cycleways in Young Street
 - iii) Contamination
 - iv) Low Lying Lands Study (Stage 3)."

CONSULTATION

- 21 Council has been working with local residents and businesses to ensure their concerns and what they value about Young Street are incorporated into the project. Engagement with Carrington residents was conducted as follows:
 - i) Initial community workshop in May 2015; and

- ii) Information session undertaken in Feb 2016. As part of this consultation process two design options were presented to the community. Option 1 which replaced the same amount of trees and increased parking by 13 spaces, and Option 2 which increased the replacement of trees by an additional three trees and increased parking by six spaces. The majority of people at this workshop preferred Option 2.

22 Council placed the two design options prepared for Young Street on public exhibition for 28 days from 25 July to 22 August 2016. It was exhibited at Council, Newcastle Library, Carrington Post Office and on Council's website.

23 As part of this exhibition all residents and businesses in Carrington were letterbox dropped to inform them of the exhibition. Corflute posters were placed in the street. It is considered that additional workshops are not warranted.

OPTIONS

Option 1

24 The recommendation as at Paragraphs 1 - 2. This is the recommended option.

Option 2

25 Do not proceed with reconstruction plans for Young Street Carrington. This is not the recommended option.

BACKGROUND

26 Young Street Carrington has a number of issues that require addressing. This includes trees which have damaged the infrastructure, localised flooding, footpath maintenance and parking.

27 The Young Street Carrington reconstruction plans have the following aims:

- i) Fix drainage and paving by reconstructing kerb, gutter, road and footpath paving;
- ii) Replace trees with appropriate species, namely brushbox and tuckeroos;
- iii) Provide additional parking spaces at 90 degrees (rear to kerb);
- iv) Improve safety;
- v) Retain wide footpaths where practical; and
- vi) Retain village feel.

28 The Young Street Reconstruction Plans are split into two stages for delivery purposes, as follows:

29 Stage 1 (Cowper Street to Victoria Street)

- i) In some areas the existing footpath is widened and in some parts the footpath is narrowed to 4.5m;
- ii) One metre is added to roadway width to allow for extra maneuvering space;

- iii) 90 degree angle parking rear to kerb (meets minimum standard in a 40km/h zone) as current situation; and
- iv) Replacement of trees where there are no overhead wires, plant large trees (brushbox). Where there are overhead wires, plant small trees (tuckeroos).

30 Stage 2 (Victoria Street to Forbes Street)

- i) Maintain footpath width, except in one part reduce footpath width to 3.8m (to allow for parking);
- ii) Introduce 90 degree angle parking rear to kerb to Australian Standards;
- iii) Reduction in width of road carriageway to allow for angle parking; and
- iv) Replacement of trees where there are no overhead wires plant large trees (brushbox). Where there are overhead wires plant small trees (tuckeroos).

31 Where possible, the existing unique street furniture will be retained.

ATTACHMENTS

| | |
|---------------------|---|
| Attachment A | Final Reconstruction Plans Young Street Carrington local centre |
| Attachment B | Overall Parking and Traffic Plan for Young Street Carrington |
| Attachment C | Summary of Submissions Young Street Carrington Reconstruction Plans |

Attachment A

[Attachment A - CCL 25/10/16 - Final Reconstru...](#)

Attachment B

[Attachment B - CCL 25/10/16 - Overall Parking...](#)

Attachment C

[Attachment C - CCL 25/10/16 - Summary of Subm...](#)

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CARRINGTON RECONSTRUCTION PLANS**

MOTION

Moved by Cr Luke, seconded by Cr Posniak

Council endorse design option number two for the Young Street Carrington local centre (**Attachment A** Final Plan).

Council endorse the provision of angle parking on one side of Young Street Carrington, between Victoria Street and the threshold north of Hargrave Street, in conjunction with on-road cycle lanes (**Attachment B**).

PROCEDURAL MOTION

Moved by Cr Doyle

The item lay on the table until the plans for the bike lane north of Victoria Street have been finalised pending resolution of the bike lane through discussion with the Engineers associated with Council's cycling plan.

Defeated

PROCEDURAL MOTION

Moved by Cr Osborne

Item lay on the table until Council receives feedback from local residents regarding the design.

Defeated

Motion carried

Crs Doyle and Osborne requested their names be recorded as voting against the motion.

The motion moved by Councillors Luke and Posniak was put to the meeting and declared carried.