



# Georgetown Local Centre Public Domain Plan

**Public Exhibition Report**  
**January 2024**

Prepared by: Media, Engagement, Economy and Corporate Affairs, City of Newcastle

Enquiries: [engage@ncc.nsw.gov.au](mailto:engage@ncc.nsw.gov.au) or 02 4974 2000



## Table of contents

<b>Executive summary</b>	5
What we heard	5
Summary of responses to common community concerns	7
<b>1. Background</b>	12
<b>2. Engagement objectives</b>	12
<b>3. Communication and promotion</b>	13
<b>4. Engagement activities</b>	14
<b>5. Key findings</b>	15
<b>5.1. Survey results</b>	15
5.1.1. Demographics	15
5.1.2. Overall support for the Georgetown Local Centre PDP objectives	16
General positive comments about the PDP	18
Traffic management/safety	18
Pedestrian/cyclist access and safety	19
Parking	20
Upgrades will make Georgetown a nicer place to visit	21
Plaza space	21
Road access	22
Cycle paths/connections	22
5.1.3. Pedestrian and cyclist safety improvements	23
Prioritisation of pedestrians at the intersection of Parkview Street and Georgetown Road	24
5.1.4. Traffic changes	26
5.1.5. Pedestrian and cyclist plaza	28
Community uses of the plaza space	29
What the community would like to see included in the plaza space	30
5.1.6. Landscaping	33
5.1.7. Public art/murals	34
5.1.8. Balancing parking and public space improvements	35
5.1.9. Additional feedback	37
<b>5.2. Other submissions</b>	38
Resident petition	41

<b>5.3. Community Drop-in Session .....</b>	<b>42</b>
Conversations with staff and Councillors .....	42
Suggestion cards .....	44
<b>6. Next steps .....</b>	<b>45</b>
<b>Appendix I – Promotional materials .....</b>	<b>46</b>
Have your say webpage.....	46
Flyer.....	47
Onsite signage .....	48
Social media.....	49
Newsletter.....	50
Media release.....	51
Media coverage.....	53
<b>Appendix II – Online survey .....</b>	<b>54</b>
Georgetown Local Centre Public Domain Plan .....	54

## Table of Figures

Figure 1. Overall support for PDP objectives .....	16
Figure 2. Percent who agreed with pedestrian and cyclist safety improvements.....	23
Figure 3. Percent who agreed with traffic changes.....	26
Figure 4. Percent who agreed with bus stop and parking changes.....	26
Figure 5. Agreement with a new shared pedestrian and cyclist plaza.....	28
Figure 6. Uses of the new plaza space .....	29
Figure 7. What the community would like to see in the new plaza space .....	31
Figure 8. Agreement with new trees and landscaping     Figure 9. Preferred types of landscaping..	33
Figure 10. Suggested themes for public art/murals .....	34
Figure 11. Agreement with the loss of parking spaces to make room for the proposed improvements .....	35
Figure 12. Additional survey comments .....	37

## Table of Tables

Table 1. Themes of feedback about the overall PDP objectives .....	17
Table 2. Examples of general positive comments .....	18
Table 3. Examples of traffic management/safety comments .....	18
Table 4. Examples of pedestrian/cyclist access and safety comments.....	19
Table 5. Examples of parking comments .....	20
Table 6. Examples of comments about the upgrades making Georgetown a nicer place to visit .....	21
Table 7. Examples of plaza space comments.....	21
Table 8. Examples of road access comments .....	22
Table 9. Examples of cycle path/connection comments .....	22
Table 10. Detailed results - agreement with pedestrian and cyclist safety improvements .....	24
Table 11. Detailed results - agreement with traffic and parking changes.....	27
Table 12. Examples of comments about how the community would like to use the new plaza space .....	30
Table 13. Other things that the community would like to see in the new plaza space .....	31
Table 14. Examples of comments about what the community would like to see in the new plaza space.....	32
Table 15. Other additional comments .....	37
Table 16. Themes of feedback in email and phone submissions.....	38



## Executive summary

City of Newcastle (CN) has committed to upgrading the Georgetown Local Centre, delivering a safer, more attractive place to visit that attracts customers and presents an alternative to large shopping centres.

In late 2021, we asked the local community what was most important about Georgetown Local Centre, and what could be improved. We heard that the main priorities were to improve the look and feel of the area, pedestrian safety, access and connectivity, more street trees, street furniture and comfort. The variety of local/small businesses and services, connected community and village atmosphere, and cafes and food outlets were the things most valued about Georgetown Local Centre.

With this input from the community, we developed a draft Public Domain Plan (PDP) to guide the delivery of high-quality public spaces.

The proposed upgrades aim to:

- Improve accessibility, safety and convenience for pedestrians and cyclists.
- Improve driver visibility and safety.
- Make improvements to infrastructure including drainage.
- Create more space for people by building wider footpaths and a new plaza creating an attractive destination to support the shopping precinct.
- Improve the natural environment by providing more trees and landscaping.

The draft PDP was placed on public exhibition from 6 November to 8 December 2023. The community were able to provide feedback by completing the online survey, visiting our drop-in session and speaking to key staff in person, or providing feedback via mail, email or phone. We sought to understand community sentiment towards the overall plan as well as understanding the level of support for specific proposals for pedestrian, traffic and vehicle changes, suggestions for how the plaza could be used, as well as ideas for landscaping and public art.

## What we heard

A total of 173 survey responses were received and 17 submissions via email or phone.

Among survey respondents, 75% were supportive or very supportive of the overall objectives of the PDP.

**Aspects of the plan that had higher levels of agreement were:**

- Improvements to pedestrian and cyclist safety (87%)
- Planting over 35 new trees and increasing the area of landscaping (85%)
- Providing a pedestrian refuge at the intersection of Moate Street and Georgetown Road (80%)
- Additional traffic calming infrastructure to slow vehicles (73%)
- Prioritising pedestrians at the intersection of Turner Street and Georgetown Road (71%)
- Upgrading the existing pedestrian crossing near Parkview Street to include a cyclist crossing (69%)

- Providing a pedestrian refuge outside 37 Georgetown Road (69%)
- The creation of a new shared pedestrian and cyclist plaza in the heart of the Georgetown Local Centre (67%)
- Moving the eastbound bus stop to create parking spaces in front of the shops (between Parkview Street and Moate Street) (66%)
- Locating the loading zone, mail zone, accessible parking and motorcycle parking next to the proposed pedestrian plaza (66%).

**Aspects of the plan that had moderate levels of agreement included:**

- The creation of a 10km/h shared zone linking Moate Street and Asher Street (57%)
- Prioritising pedestrians at the intersection of Parkview Street and Georgetown Road (southbound exit for vehicles only) (54%)
- Making Asher Street one-way southbound for vehicles (two-way for cyclists) (53%).

**Aspects of the plan that had lower levels of agreement included:**

- Making Turner Street one-way southbound for vehicles (two-way for cyclists) (49%)
- Agreement with the loss of parking spaces to make room for the proposed improvements (49%)
- Reducing the speed limit from 40km/h to 30km/h (43%).

Across all engagement activities, the main themes of feedback were:

- **General support/positive comments towards the PDP**
  - Community members agreed that the PDP would improve the quality and safety of the precinct, and make it a more attractive place to visit, encouraging people to support local businesses.
  - Pedestrian and cyclist safety and access improvements were well supported, along with an increase in trees and greenery throughout the area.
- **Traffic management/safety and road access**
  - There were mixed views about making Turner Street and Asher Street one-way southbound only for vehicles. Some residents supported making Turner Street one-way to reduce through traffic, while some wanted to see all streets remain two-way for vehicles.
  - Concerns were raised about the flow of traffic along Georgetown Road, Christo Road and neighbouring residential streets due to restricting movement on Moate Street and making Turner Street and Asher Street one-way southbound for vehicles.
  - It was also commented that the proposed traffic changes would also put additional pressure on busy intersections such as the intersection of Georgetown Road with Moate Street (east), Turton Road and Christo Road.
- **Pedestrian and cyclist access and safety**
  - Improvements to pedestrian access and safety were well received by the community for enhancing liveability and creating a more walkable neighbourhood. Upgrades to footpaths are much needed, particularly to meet the accessibility needs of the

community. It is suggested that these upgrades will encourage more people to walk or cycle to the Georgetown local centre, and bring more people to the area.

- It was also suggested that footpaths are needed on Asher Street and Palmer Streets.
  - Accessibility is an important consideration for people with vision impairments, elderly, children, and other mobility or access requirements.
  - Improvements to cycling routes and connections were well supported, with several respondents requesting for more bike paths/lanes (separated or off-road) to be incorporated.
  - There were some concerns about cyclists travelling in both directions along Asher Street.
- **Parking**
    - Several residents expressed concerns over the loss of parking, and the flow on effect for residents with people looking for parking on nearby streets. It was suggested that this would only worsen as new developments in the area are completed.
    - Parking and rear access for businesses was also a concern, with restricted access via Moate Street.
- **Plaza space**
    - Sentiment towards the plaza space was generally positive with the opportunity to provide more trees/greenery, shade and seating. It also provides opportunities for social gatherings or meetings and a place for pedestrians and cyclists to stop as they travel through the area.
    - Some had concerns about the size of the plaza, public safety and antisocial behaviour.
- **Trees/landscaping**
    - An increase in trees and landscaping was well supported to improve the look and feel of the area, as well as providing shade. Native trees were most preferred, as well as trees that fit with the character of the surrounding area. Generally, trees that are low maintenance, water sensitive and do not impact visibility were considered ideal.
    - Several people would like to see a community garden be established in the plaza space.
- **Impact of new developments**
    - There were concerns about the increase in vehicle movements and parking required as a result of the new developments which include apartments, commercial shops and potential seniors housing.

A resident petition was also received requesting that Turner Street be one-way only, from No. 1 Turner Street, allowing people to exit from the new apartments onto Georgetown Road. Residents also supported having parking on one side of the street only, and having traffic from Christo Road to Georgetown Road be re-directed via Cowper Street which is much wider than Turner Street.

## Summary of responses to common community concerns

Common concerns/issues	CN response
------------------------	-------------

<p><b>General comments about traffic management and safety</b></p> <ul style="list-style-type: none"> <li>• Changes to traffic circulation will increase traffic volumes on Georgetown Road, Christo Road and neighbouring residential streets.</li> <li>• Changes to traffic circulation will put pressure on busy intersections including Georgetown Road and Moate Street (east), Turton Road and Christo Road.</li> <li>• Further congestion will impact safety for pedestrians and cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>• CN will undertake an assessment of the flow on impacts of traffic changes under the proposed PDP. The impacts of traffic changes on the road network will be monitored as part of CN's ongoing management of transport in the Georgetown area.</li> <li>• The provision of safe pedestrian and cyclist crossing points will be considered as part of the Georgetown Precinct Transport Plan (PTP) for areas beyond the scope of the PDP.</li> <li>• Options to reduce vehicle speeds and volumes, including a potential crossing point on Christo Road, will be investigated under the development of R4 Regional Cycling route. A future upgrade along Christo Road is also identified in the CN Cycle Plan.</li> </ul>
<p><b>Parking</b></p> <ul style="list-style-type: none"> <li>• Disagree with the loss of parking.</li> <li>• Overspill of parking onto side streets and impacts employee parking.</li> <li>• Georgetown is growing and new developments will put increased pressure on existing parking spaces.</li> <li>• Businesses that gain parking spaces are less busy than the businesses that lose parking spaces.</li> </ul>	<ul style="list-style-type: none"> <li>• The prioritisation of pedestrians and cyclists in local centre upgrades is crucial to achieving a healthy, vibrant, and safe community hub.</li> <li>• The results of a parking vacancy survey undertaken in late 2023 indicate that there is currently sufficient capacity to absorb the proposed parking losses. CN will continue to manage parking in the area as per the frameworks outlined under CN's Parking Plan. Any future changes to timed parking restrictions are subject to further community consultation.</li> <li>• The layout of Georgetown Local Centre is currently maximised for vehicle access and parking. To achieve the positive outcomes through increasing public space and prioritisation of active transport, utilisation of existing road space is required, with a corresponding decrease of on street parking.</li> <li>• Due to numerous existing driveways on Moate Street (west), an angle parking layout does not offer additional parking spaces.</li> </ul>
<p><b>One-way southbound travel along Turner Street</b></p> <ul style="list-style-type: none"> <li>• Dangerous as lots of young children live in the street.</li> <li>• Existing speed limit is too fast - 50km/h - and too many parked cars restrict visibility.</li> <li>• Inconvenience and poor visibility when turning right from Turner Street onto Christo Road.</li> <li>• Turner Street too narrow for a thoroughfare from Georgetown Road to Christo Road.</li> </ul>	<ul style="list-style-type: none"> <li>• CN is considering integrating two-way traffic at the northern end of Turner Street into the PDP, so that traffic from the new developments must exit north onto Georgetown Road, rather than travel southbound.</li> <li>• The intersection at Turner Street and Christo Road has existing restrictions to manage illegal parking and maintain sight distances.</li> <li>• Changes to speed limits are not delegated to CN. Speed limits will be monitored following the works, and any proposed changes will be submitted to TfNSW for review and approval.</li> </ul>
<p><b>Asher Street</b></p> <ul style="list-style-type: none"> <li>• Closing the intersection of Asher Street and Georgetown Road will cause a build-up of traffic waiting to turn left at Turton Road.</li> </ul>	<ul style="list-style-type: none"> <li>• CN will undertake an assessment of the flow on impacts of traffic changes proposed under the PDP.</li> <li>• Moate Street (west), Sparke, Palmer, Asher and Turner Streets will still have access to the traffic lights at the Georgetown Road/Turton Street intersection via Cowper Street and there will be no</li> </ul>



<ul style="list-style-type: none"> <li>• Access to Georgetown Road/Turton Street intersection restricted for people in Moate Street (west), Sparke, Palmer, Asher and Turner Streets.</li> <li>• Concerns traffic will increase on Asher Street.</li> <li>• Disagree with making Asher Street one-way due to difficulty accessing driveway and encouraging drivers to speed as they don't have to slow down for oncoming vehicles.</li> <li>• Asher Street roadway is in poor condition and not suitable as a cycleway.</li> <li>• There is currently no footpath on Asher Street and pedestrians are required to walk on the road.</li> </ul>	<p>change to the existing access to traffic lights at the Christo Road/Turton Road intersection.</p> <ul style="list-style-type: none"> <li>• Through access on Asher Street will still be required, however making it one-way is expected to decrease rather than increase traffic. The proposed turning circle on Moate Street (west) will facilitate vehicles turning back along Moate Street.</li> <li>• Road resurfacing works in Asher Street are outside the scope of this project, however, this will be considered for future works as part of CN's planned road maintenance program.</li> <li>• A footpath on Asher Street is also outside the scope of this project, and may be considered as part of future pedestrian upgrades along with other similar requests across the city.</li> </ul>
<p><b>New plaza space</b></p> <ul style="list-style-type: none"> <li>• Disagree with the creation of the plaza space.</li> <li>• Concerns about the plaza being too big and/or taking away parking.</li> <li>• Concerns about antisocial behaviour.</li> </ul>	<ul style="list-style-type: none"> <li>• As part of the earlier engagement in 2021, we heard that improving the look and feel of the area, improving pedestrian safety, access and connectivity, street trees and street furniture were the community's top four priorities. The plaza is designed to support the needs of visitors and businesses in the local area.</li> <li>• There will be seating and upgraded lighting in the new public plaza and it will be designed according to Crime Prevention Through Environmental Design (CPTED) principles.</li> <li>• CN does not use CCTV in any of its public spaces, however, encouraging people to visit and use the space is a deterrent for antisocial behaviour.</li> <li>• Access to Asher Street will still be possible from Moate Street (west) via Sparke Street, Palmer Street and Turton Road.</li> </ul>
<p><b>Construction traffic associated with the development the Golden Buddha site (29 Moate Street)</b></p> <ul style="list-style-type: none"> <li>• The plaza should be delayed until the developer is built to allow developer access from Moate Street.</li> </ul>	<ul style="list-style-type: none"> <li>• CN is currently working with the developer to determine the best outcome.</li> <li>• If the developer coordinates their construction program with the local centre upgrade works, CN will investigate permitting construction access from Moate Street under the DA access management plan.</li> <li>• If the developer undertakes construction following completion of the local centre upgrade, CN will investigate permitting construction access from Moate Street under the DA access management plan and conditioning the developer to reinstate the plaza to CN specifications as per any development construction conducted within Newcastle.</li> </ul>

<p><b>Prioritisation of pedestrians at the intersection of Parkview Street and Georgetown Road</b></p> <ul style="list-style-type: none"> <li>Disagree with prioritisation of pedestrians and cyclists and allowing vehicles to exit southbound only.</li> <li>Traffic will be pushed onto surrounding streets e.g. Fletcher Street, Bowker Street, Chatham Road or Sparke Street.</li> <li>Restricts access for residents - does not allow access to Parkview Street and into Mabel Street/Wentworth Street.</li> <li>People will ignore the southbound rule.</li> <li>This area requires access to service the High School and Waratah Oval. Many buses use this road.</li> <li>Good street to park on when visiting nearby shops.</li> <li>The existing footpath on Parkview Street is too narrow.</li> </ul>	<ul style="list-style-type: none"> <li>CN will undertake an assessment of the flow on impacts of traffic changes proposed as part of the PDP.</li> <li>Current traffic volumes on Parkview Street are low and the impact of northbound traffic diverting to neighbouring streets will be minimal.</li> <li>Access to residences an on-street parking on Parkview Street, Mabel Street and Wentworth Street will still be possible via neighbouring streets e.g. Bowker Street and Fletcher Street.</li> <li>CN will investigate bus requirements for access to Waratah Park and Callaghan College.</li> <li>The cycleway treatment for Parkview Street will be considered as part of the Georgetown Precinct Transport Plan.</li> </ul>
<p><b>Speed limits and traffic calming</b></p> <ul style="list-style-type: none"> <li>Concerns about narrowing streets which may reduce driver awareness of pedestrians and cyclists.</li> <li>Suggestion to extend the 40km/h zone on Moate Street (west).</li> <li>Suggestion to reduce speed limit on narrow laneways (30km/h or 40km/h) on Asher Street, Turner Street, Spark Street, Palmer Street.</li> <li>General comments about vehicles speeding.</li> <li>Excessive vibration and noise from the speed hump at 70 Georgetown Road.</li> <li>Continuous footpaths can be ambiguous for drivers and low vision pedestrians.</li> <li>Concerns that southbound drivers won't see northbound cyclists as they drive around the corner of the proposed 10km/h shared zone.</li> </ul>	<ul style="list-style-type: none"> <li>Narrowing the roadway and planting trees reduces the vehicle speeds, which makes it safer for pedestrians, cyclists, and drivers exiting vehicles.</li> <li>Changes to speed limits are not delegated to CN. Speed limits will be monitored following the works, and any proposed changes will be submitted to TfNSW for review and approval. Speed control devices are necessary components of traffic control schemes and the existing threshold outside 70 Georgetown Road is proposed to be retained and upgraded as part of the PDP.</li> <li>The PDP proposes an additional traffic calming entry west of Bowker Street, which will slow approaching vehicles before they reach the first threshold.</li> <li>Continuous footpath treatments are proposed at low vehicle volume locations to give pedestrians priority. These treatments improve accessibility for all users. Appropriate paving to define continuous footpaths will be investigated during detailed design.</li> <li>A raised platform treatment with different surfacing is proposed as part of the PDP to encourage drivers to slow down.</li> </ul>
<p><b>Bus zone</b></p> <ul style="list-style-type: none"> <li>Disagree with moving the eastbound bus stop.</li> <li>Current location provides shelter under the awnings.</li> <li>Disagree with the location of the westbound bus stop and associated pedestrian refuge.</li> </ul>	<ul style="list-style-type: none"> <li>CN consulted with bus provider Keolis Downer to determine the most appropriate location. The proposed location west of Parkview Street provides more even spacing between bus stops, improving amenity for all users.</li> <li>A bus shelter will be provided at the new bus stop location.</li> <li>The existing location of the westbound bus stop has been retained in its current location as it is central,</li> </ul>

	close to a pedestrian crossing and allows traffic maintain through travel around vehicles performing turning movements at Moate Street (east).
<b>Waste collection</b> <ul style="list-style-type: none"> <li>Concerns about bin collection on one-way streets.</li> </ul>	<ul style="list-style-type: none"> <li>CN collects bins on one-way street across Newcastle, and similar practices will be implemented in Asher Street and/or Turner Street. CN's Waste department will determine the most efficient method for bin collection, and will investigate all bins going out on the eastern side of the road.</li> </ul>

## 1. Background

In June 2021, the elected Council resolved to initiate a public domain upgrade for Georgetown under the Local Centres program.

In late 2021, we asked the local community what was most important about Georgetown Local Centre, and what could be improved. With this input from the community, we developed a draft Public Domain Plan (PDP).

The proposed upgrades aim to:

- Improve accessibility, safety and convenience for pedestrians and cyclists.
- Improve driver visibility and safety.
- Make improvements to infrastructure including drainage.
- Create more space for people by building wider footpaths and a new plaza creating an attractive destination to support the shopping precinct.
- Improve the natural environment by providing more trees and landscaping.

These upgrades will benefit both businesses and residents – delivering a safer, more attractive place to visit, that attracts customers and presents an alternative to large shopping centres.

## 2. Engagement objectives

To better understand community opinion on the proposed upgrades, CN publicly displayed the draft Georgetown Local Centre PDP from 10 November to 8 December 2023.


More specifically, the public exhibition sought to:

- Inform the community about the aims of the Georgetown Local Centre upgrade.
- Understand the overall level of community support towards the draft PDP, and provide an opportunity for the community to contribute to the development of the final PDP.
- Seek feedback about specific elements of the draft PDP including pedestrian and cyclist improvements, traffic and parking changes, and new plaza space.
- Identify how the community would like to use the new plaza space and seek input about what should be included, including the provision for suggestions about landscaping and public art.


### 3. Communication and promotion

During the public exhibition period, a communications campaign was implemented to raise awareness of the Georgetown Local Centre PDP, and promote the opportunity for community members to provide feedback.

Key communications activities are summarised below, and key pieces of communications collateral are available in Appendix I.

Channel	Description	Reach
 <b>Have Your Say webpage</b>	A dedicated project webpage was created on CN's Have Your Say website. The page provided information to raise awareness about the proposed upgrades, and encouraged people to share their feedback.	1,846 page visits
 <b>Flyers and onsite signage</b>	<p>Flyers were distributed to Georgetown residents.</p> <p>Representatives from the project team also hand delivered flyers to businesses within the project area and invited them to have their say either online or in person.</p> <p>Signage was installed at key locations within the Georgetown local centre.</p>	<p>Approx. 1,000 flyers to residents and businesses</p> <p>4 corflutes</p>
 <b>Social media</b>	<p>The public exhibition was promoted via a post on CN's Facebook page on 10 November 2023. The post intended to raise awareness of the project and encourage people to have their say.</p> <p>A paid campaign also took place from 13 to 24 November to increase our reach among residents and visitors to the local area.</p>	<p>27,013 total reach</p> <p>1,996 engagements (clicks, likes or shares)</p>
 <b>Newsletters</b>	An e-newsletter was distributed to subscribers of the Newcastle Voice Community Panel on 4 December 2023.	2,608 subscribers
 <b>Infrastructure Advisory Committee Presentation</b>	The project was presented to the Infrastructure Advisory Committee on 6 November 2023, prior to public exhibition.	n/a
 <b>Councillor Memo</b>	A memo was shared with Councillors on 10 November 2023 advising of the engagement activities and providing information on how constituents can provide feedback and comment.	n/a



 <b>Media coverage</b>	A media release was issued on 10 November 2023, and was subsequently reported by Newcastle Weekly, Newcastle Herald and 2HD radio.	n/a
--	--	-----

## 4. Engagement activities

The community were invited to provide feedback on the Georgetown Local Centre Public Domain Plan from 10 November to 8 December 2023.

The community were able to provide comment on the Georgetown Local Centre PDP in a number of ways:

### Online survey

The Have Your Say webpage featured an online survey to understand community opinions towards the proposed local centre upgrades.

The purpose of the survey was to:

- Understand overall level support for the PDP objectives.
- Identify the level of agreement with the proposed safety and accessibility improvements.
- Seek ideas about how the plaza space could look and feel, including suggestions for landscaping and public art.
- Identify the level of agreement with the proposed traffic and parking changes.

In total, 173 people provided feedback via the online survey. Findings from the online form are presented in [Section 5. Key findings](#).

### Other submissions

Community members were also able to provide feedback on the Georgetown Local Centre PDP by mail, email or phone. In total, 17 submissions were received via these channels.

A resident petition was also received at the community drop-in session signed by people from 12 residences.

### Face to face engagement

A community drop-in session took place at the Corner of Georgetown Road and Asher Street on Saturday 25 November 2023 from 8.30am - 10.30am.

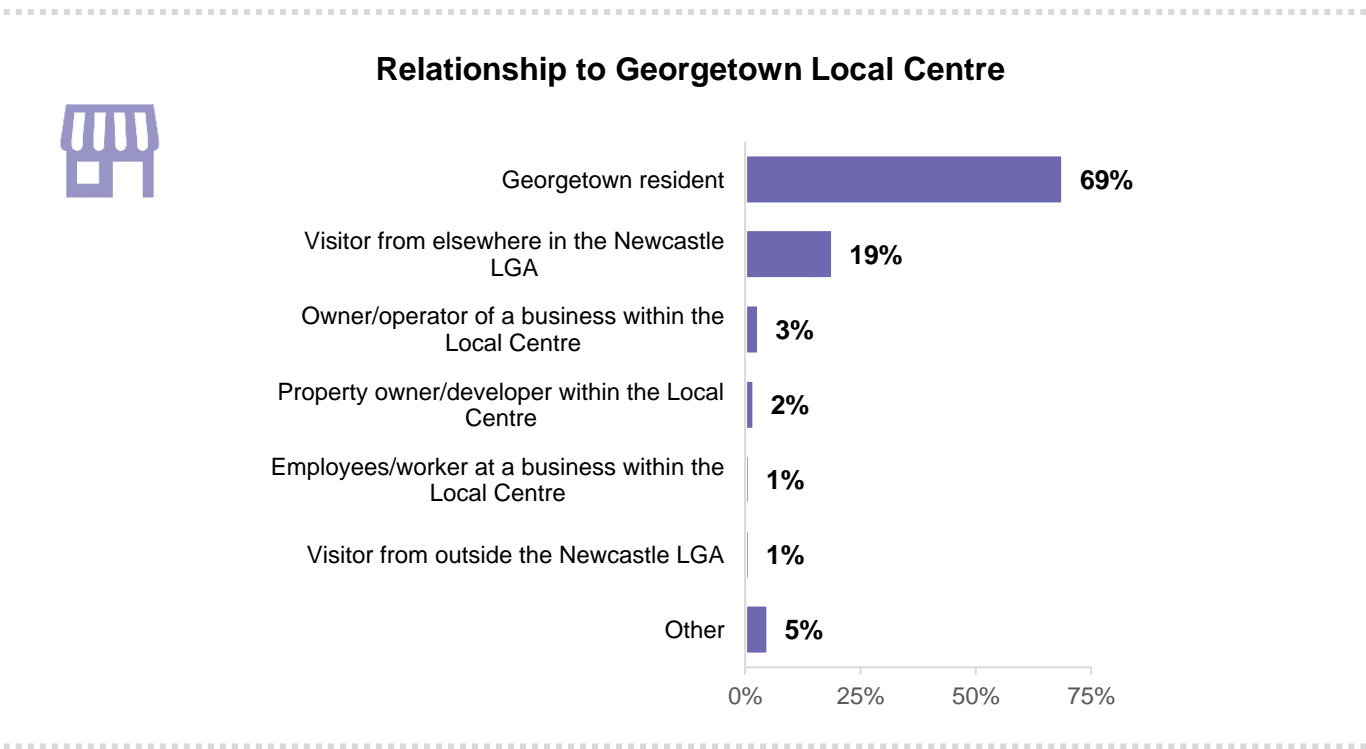
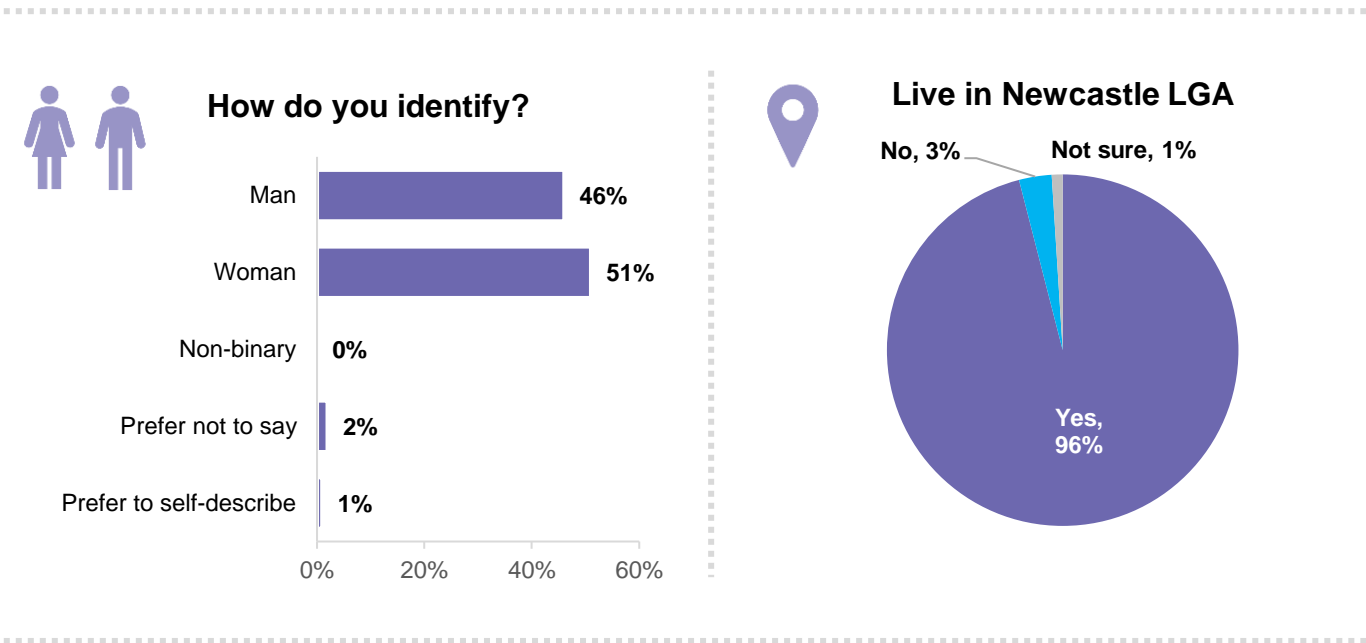
The purpose of this drop-in session was to provide the community with an opportunity to speak to the project team and ask any questions about the proposed upgrades.

## 5. Key findings

### 5.1. Survey results

#### 5.1.1. Demographics

Overall, 173 survey responses were received. Almost 70% were from Georgetown residents, and the remaining responses were largely from other suburbs within the Newcastle local government area.



5.1.2. Overall support for the Georgetown Local Centre PDP objectives

The survey results demonstrated strong community support towards the overall objectives of the PDP, with 75% being supportive or very supportive of the overall objectives of the PDP. Only 12% were not very or not at all supportive of the plan.

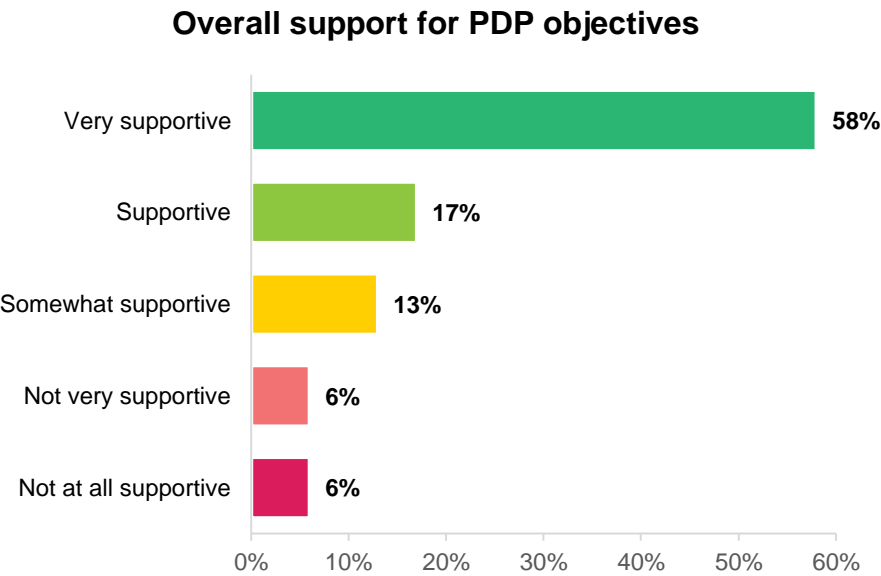


Figure 1. Overall support for PDP objectives

Sample size: N=173

Respondents were encouraged to provide reasons for their level of support towards the plan. A total of 105 comments were provided, which were categorised into common themes.

The main themes were:

- General positive comments towards the PDP (36%)
- Traffic management/safety (29%)
- Pedestrian and cyclist access and safety (23%)
- Parking (22%)
- Upgrades will make Georgetown a nice place to visit (19%)
- Plaza space (17%)
- Road access (17%)
- Cycle path/connections (16%)
- Trees/landscaping (13%)
- Increased residences/developments (10%).

Table 1. Themes of feedback about the overall PDP objectives

Feedback about the overall PDP objectives	(N=105)
General positive comments	36%
Traffic management/safety	29%
Pedestrian/cyclist access and safety	23%
Parking	22%
Upgrades will make Georgetown a nicer place to visit	19%
Plaza space	17%
Road access	17%
Cycle path/connections	16%
Trees/landscaping	13%
Increased population/developments	10%
General concerns	6%
Prioritise other projects	4%
Stormwater/drainage	3%
Impacts of construction	3%
Bus stop relocation	2%
Type of businesses	2%
Other	4%

General positive comments about the PDP

More than one-third (36%) of comments demonstrated support towards the draft PDP. Community members agreed that the PDP would improve the quality and safety of the precinct, and make it a more attractive place to visit, encouraging people to support local businesses.

Pedestrian and cyclist safety and access improvements were well supported, along with an increase in trees and greenery throughout the area.

Table 2. Examples of general positive comments

Examples of general positive comments (36%)
<i>"I think the draft plan will do a lot to raise the quality and safety of the Georgetown precinct, and increase the attractiveness of the suburb..."</i>
<i>"I think those are excellent aims. I find the current Georgetown shops have nothing that attracts me as a customer. If there were fewer cars, less air pollution, less noise pollution, vehicles doing no more than 30km/hr, easy to cross the road, more greenery and places to sit, then I may find it a nice place to visit. It will be great to make it easy, safe and pleasant for people of all ages and abilities to walk and cycle to, in and from Georgetown shops. It will be great to improve drainage and pollutant filtration systems. I love wide footpaths. It's important for local centres to be accessible to those with disabilities."</i>
<i>"The proposal looks great. Love the old Georgetown but I think it's time for an upgrade to make it safer and attract more people to support the local businesses."</i>
<i>"As a home owner and resident I am very supportive of the new development. I believe the plans will create better public access, greater environmental impact and aesthetic with new trees and increase both local community engagement &amp; drive the local economy..."</i>
<i>"The aims of the project are sound. Georgetown has become a desirable location and the existing streetscape is long overdue for investment. This investment will hopefully encourage visitors and business interest in the area."</i>

Traffic management/safety

The proposed traffic changes also received a significant number of mentions. Concerns were raised about traffic flow along Georgetown Road, Christo Road and neighbouring residential streets due to restricting movement on Moate Street and making Turner Street and Asher Street one-way southbound for vehicles. Some respondents were concerned that neighbouring streets such as Sparke Street, Turner Street and Asher Street were too narrow to accommodate additional traffic, and were concerned about vehicle speeds and pedestrian safety.

It was also commented that the proposed traffic changes would put additional pressure on busy intersections such as the intersection of Georgetown Road with Moate Street (east), Turton Road and Christo Road.

There were mixed views about making Turner Street and Asher Street one-way southbound only for vehicles. Some residents supported making Turner Street one-way to reduce through traffic, while some wanted to see all streets remain two-way for vehicles.

Table 3. Examples of traffic management/safety comments



Examples of traffic management/safety comments (29%)
<i>"Don't support the multiple one-way traffic locations for vehicles. It will push the traffic to Christo Road causing congestion to an already very busy street..."</i>
<i>"Restricting traffic on Georgetown Rd would be detrimental to business and traffic as is it a major thoroughfare"</i>
<i>"11 of the private homes in Turner street believe the street is too NARROW for a throughfare from Georgetown Road to Christo Road. we want either a closed road or closed from number 1, allowing all the additional traffic from the new apartments to flow onto Georgetown road..."</i>
<i>"Absolutely love the plans. Apart from one aspect - one way streets. The one way streets seem unnecessary and will cause a lot of traffic through Sparke St, which is too tight and residential for increased traffic."</i>
<i>"Concerned on the possible impact on residents living north of Georgetown Road. I know it is desirable to have people use public transport but not all are capable of it and need a car to get around. I currently turn right from Parkview into Georgetown Road at least once a day. I realise I can turn right from Moate St (at least it looks as if I can on the plan) but it appears it will involve a convoluted process..."</i>

**Pedestrian/cyclist access and safety**

Improved pedestrian access and safety is well received by the community for enhancing liveability and creating a more walkable neighbourhood. Upgrades to footpaths are much needed, particularly to meet the accessibility needs of the community. It is suggested that these upgrades will encourage more people to walk or cycle to the Georgetown local centre, and bring more people to the area.

Table 4. Examples of pedestrian/cyclist access and safety comments

Examples of pedestrian/cyclist access and safety comments (23%)
<i>"...This would hopefully be the beginning of a more vibrant precinct where young families will enjoy walking safely to."</i>
<i>"I have 2 young children and welcome the footpaths, and the widening proposed..."</i>
<i>"I think a more pedestrianised approach as shown in the plan is a great idea. Protected bike lanes are also great as well as a good amount of planting/tree coverage to help with urban heat. I think the plan will help a lot with creating a more inviting local space."</i>
<i>"Great initiative, we walk these roads daily. Footpaths are old and need to be renewed, gutters are tall and difficult to navigate with a pram. Revamping this area will create better accessibility and bring more people to the area."</i>
<i>"I use this area to commute to work on my bike and the current state is not as safe as it could be for cyclists. I think the proposed development would increase safety for both pedestrians and cyclists and provide better access to local businesses."</i>
<i>"As a local resident in a neighbouring suburb I visit Georgetown local centre regularly. I support moving to an active mobility focus in this area. Turton and Griffiths Road are the preferred automobile thoroughfares and Georgetown Road is a route of opportunity for cars that is not required. Focusing this charming street on cycling and pedestrian amenities would be very welcome."</i>

## Parking

Several residents expressed concerns over the loss of parking, and the flow on effect for residents caused by people looking for parking on nearby streets. It was suggested that this would only worsen as new developments in the area are completed. Parking and rear access for businesses was also a concern, with restricted access via Moate Street.

Some respondents want to see more parking and provided suggestions for increasing the number of spaces e.g. 90 degree angle parking along Moate Street.

Table 5. Examples of parking comments

Examples of parking comments (22%)
<i>"Concern over reduced parking spaces, difficult as it is to get a park on some days when you want to stop at one of the local businesses."</i>
<i>"Already parking problems and too much traffic..."</i>
<i>"The surrounding streets need to be also looked at as I fear once the upgrades are made to the mentioned sections, our outer streets will be inundated with parking problems. I live in Sparke Street and have done for over 20 years and on many occasions I have not been able to traverse my own street due to non-residents parking to go to the shops. This problem, I fear will get worse once the upgrades and additional people move into the units being built currently..."</i>
<i>"...Council should be improving the carpark numbers in the neighbourhood, not reducing them... both shop owners/tenants and customers both use the available street parking, as most shops are narrow and have limited onsite parking or no parking at all. Those that do have rear onsite parking or utilise the rear streets for daily parking purposes (or even casual parking when Georgetown Road is at its capacity - mainly for a brief time on most mornings) will require access via Parkview Street and Moate Street. By closing off these two, the Council is effectively disconnecting users from gaining easy convenient access to these "rear" areas as they are used quite frequently..."</i>
<i>"Very supportive but would ask to consider the potential of reverse park(ing) along the rear of shops on Moate Street to make up for the removal of parking..."</i>
<i>"Access to my property driveway (off street parking) in Asher Street is already tight, due to other residents in the street requiring off street parking. There is minimal off street parking as is. Less parking in Georgetown hub area, will push traffic into side streets. not to mention the current development and future developments of apartments and aged care facilities..."</i>

## Upgrades will make Georgetown a nicer place to visit

The proposed upgrades were generally seen to make a positive difference to the Georgetown local area, enhancing the sense of community and village atmosphere.

Table 6. Examples of comments about the upgrades making Georgetown a nicer place to visit

Examples of comments about the upgrades making Georgetown a nicer place to visit (19%)
<i>"The objectives planned for Georgetown are extremely positive. I have resided in the area for over five years, and really enjoy the community spirit experienced here..."</i>
<i>"Great initiative. It will be great to turn the area into a enjoyable public space. Additional seating areas for cafes and restaurants would be great, and will entice better retailers to occupy the area..."</i>
<i>"Georgetown is an amazing community and the upgrades to the local centre will attract people to the area."</i>
<i>"A timely update to create a village atmosphere and also improve traffic safety."</i>

## Plaza space

Sentiment towards the plaza space was generally positive with the opportunity to provide more trees/greenery, shade and seating. It also provides opportunities for social gatherings or meetings and a place for pedestrians and cyclists to stop as they travel through the area.

Some respondents were concerned about the size of the plaza or suggested that a plaza is not needed for a small local centre with Waratah Village nearby.

Table 7. Examples of plaza space comments

Examples of plaza space comments (17%)
<i>"I'm really excited about the proposed public plaza which will create a new shaded place for people to dwell and spend time in Georgetown local centre. I'm really impressed by the proposed cycling connections and efforts to calm vehicle traffic to make the local centre a more people friendly space."</i>
<i>"I love the plaza and all the trees. This is such a wasted space which the plans have fixed..."</i>
<i>"...Love the idea of trees and the new park area."</i>
<i>"It would be nice to have some bench seating incorporated into the landscaping along the new pedestrian areas."</i>
<i>"Plaza area looks too big for such a small local centre so do not see this as a priority."</i>
<i>"...Another plaza isn't needed. Waratah Village has everything..."</i>

## Road access

Some respondents were concerned about restricting through traffic on Moate Street. Local residents also expressed some concerns about access to properties and the impacts of traffic flow as a result of proposed changes to Asher Street and Turner Street.

Table 8. Examples of road access comments

Examples of road access comments (17%)
<i>"...I do not support removing parking and blocking off access to Georgetown Road..."</i>
<i>"Making Asher and Turner Streets one way will impact local residents adversely."</i>
<i>"To make Turner Street one-way I think we need to go in Northerly direction that way it will keep the footpath on left hand side of vehicles, safer for passengers alighting (and) what everyone is used to when parking most other places."</i>
<i>"I am a resident of Turner Street and am very concerned with the proposal of the one-way street going southbound. There are a total of 13 children that live in the street ranging from 3 months - 12 years. I am concerned that the apartment residents and community members will use our street as a connecting road, this posing a risk to the childrens safety as the speed limit is 50km/hr... Having the street blocked off at the north end at house number 1 will alleviate this issue and make it safer for the community."</i>
<i>"...The disconnection of Georgetown Road from the rear parts of nos. 58 to 68 is not acceptable, the loss of convenience and accessibility to Moate Street would change the traffic dynamics of the whole of the commercial strip and have detrimental impacts on the day-to-day amenity and noise of narrower back streets including Turner, Asher, Sparke and Palmer Streets with traffic seeking both casual and day carparking access..."</i>

## Cycle paths/connections

Improvements to cycling routes and connections were well supported, with several respondents requesting for more bike paths/lanes (separated or off-road) to be incorporated.

Table 9. Examples of cycle path/connection comments

Examples of cycle path/connection comments (16%)
<i>"More trees and the plaza are great. Also safe paths for cyclists (not on road)."</i>
<i>"More priority could be given to cyclists/lanes."</i>
<i>"...Is there any scope to include a separated cycleway through the town centre?"</i>
<i>"Please connect the bike path from Islington to Waratah - safety hazard."</i>
<i>"...It would be great to see better connectivity of bike paths to and from this area (without having to ride on the road)."</i>
<i>"Needs a separated cycle path that goes down the main road to provide safe access to the shopping centre in Waratah..."</i>

### 5.1.3. Pedestrian and cyclist safety improvements

Pedestrian and cyclist safety improvements are key to making Georgetown a safer, more attractive place to visit. The vast majority (87%) of survey respondents agreed with the proposal to improve pedestrian and cyclist safety.

#### Specific changes that were **most supported** were:

- Providing a pedestrian refuge at the intersection of Moate Street and Georgetown Road (80%)
- Additional traffic calming infrastructure to slow vehicles (73%)
- Prioritising pedestrians at the intersection of Turner Street and Georgetown Road (71%)
- Providing a pedestrian refuge outside 37 Georgetown Road (69%)
- Upgrading the existing pedestrian crossing near Parkview Street to include a cyclist crossing (69%).

#### Specific changes that were **less supported** were:

- Prioritising pedestrians at the intersection of Parkview Street and Georgetown Road (54%)
- Reducing the speed limit from 40km/h to 30km/h (43%).

#### Agreement with pedestrian and cyclist safety improvements - Yes %

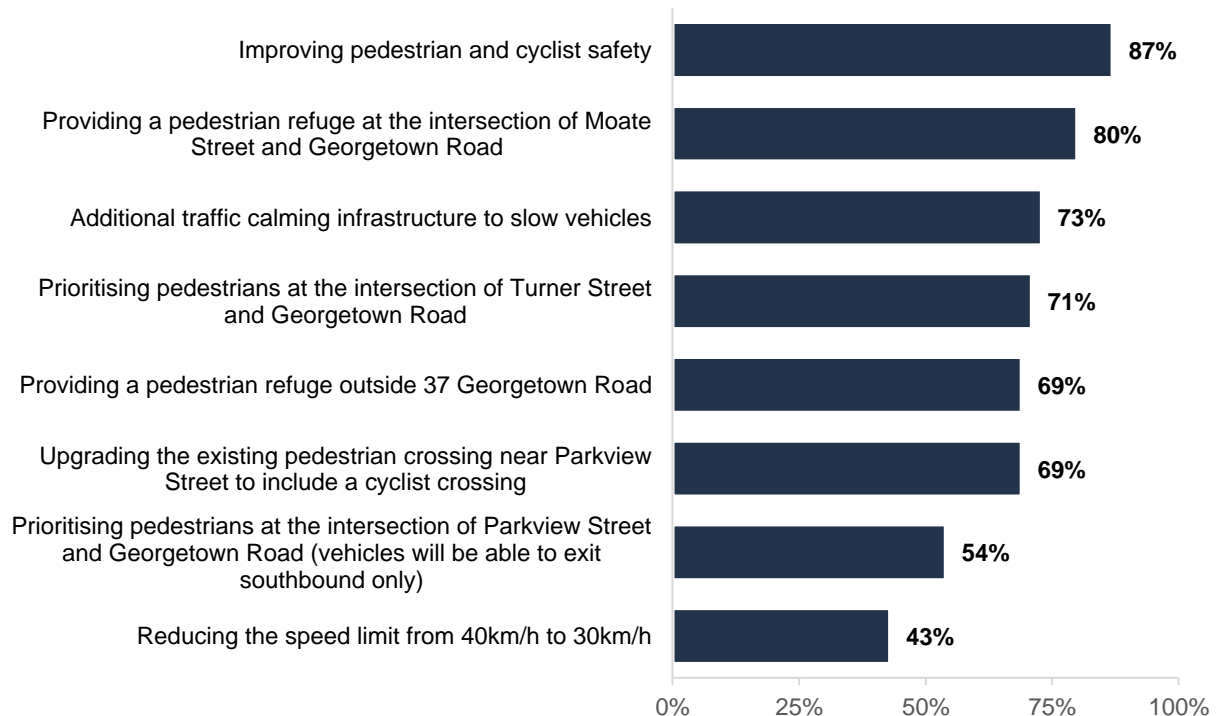


Figure 2. Percent who agreed with pedestrian and cyclist safety improvements

Sample size: N=173



Table 10. Detailed results - agreement with pedestrian and cyclist safety improvements

Agreement with pedestrian and cyclist safety improvements	Yes	No	Not sure
Improving pedestrian and cyclist safety	87%	10%	3%
Providing a pedestrian refuge at the intersection of Moate Street and Georgetown Road	80%	15%	5%
Additional traffic calming infrastructure to slow vehicles	73%	21%	6%
Prioritising pedestrians at the intersection of Turner Street and Georgetown Road	71%	19%	10%
Upgrading the existing pedestrian crossing near Parkview Street to include a cyclist crossing	69%	18%	12%
Providing a pedestrian refuge outside 37 Georgetown Road	69%	18%	12%
Prioritising pedestrians at the intersection of Parkview Street and Georgetown Road (vehicles will be able to exit southbound only)	54%	28%	18%
Reducing the speed limit from 40km/h to 30km/h	43%	42%	14%

Sample size: N=173

### Prioritisation of pedestrians at the intersection of Parkview Street and Georgetown Road

Respondents were encouraged to explain their reasons for agreeing or disagreeing with the prioritisation of pedestrians at the intersection of Parkview Street and Georgetown Road. A total of 111 comments were provided.

The main reasons are shown below, with the number in brackets representing the number of mentions. Note: some respondents provided multiple reasons.

#### Main reasons for agreeing with the proposal (58 comments)

- Improved safety/amenity for pedestrians and cyclists (45)
- Will encourage visitors to the area (4)
- Impact on traffic flow/management (3)
- Concerns about driver speeds/following road conditions (3)
- Want to see an alternative solution (3)

Other reasons with single mentions included: general support, bus stop location, parking, poor driver visibility and impact on local residents.

#### Main reasons for not agreeing with the proposal (40 comments)

- Impact on traffic flow/management (19)
- Not needed/not currently an issue (13)
- Impact on local residents (8)
- Want to see an alternative solution (3)

Other reasons with single mentions included: concerns about driver speeds/following directions, parking, poor driver visibility and accessibility requirements.

### **Main reasons for being unsure about the proposal (13 comments)**

- Impact on traffic flow/management (4)
- Not needed/not currently an issue (2)
- Impact on local residents (2)

Other reasons with single mentions included: alternative solutions, concerns about driver speeds/following directions, bus stop location and general support for the proposal.

### **CN Response**

#### **Why are pedestrians prioritised at the corner of Parkview and Georgetown Road?**

The prioritisation of pedestrians and cyclists will improve the safety of the connection for these users at this location. The intersection is in a key location, providing linkages from the Callaghan College Waratah High School Campus, the proposed bus stop, and connecting through the R4 regional cycleway running north through Waratah Park. The promotion of active transport connections will increase the accessibility for the local centre, which has been shown to improve the outcomes for the residents and businesses in the area.

#### **Why can vehicles exit Parkview Street southbound only?**

A key safety improvement is to reduce the number of vehicle movements at any intersection. When assessing the current traffic conditions, and when placed in context to the surrounding network, it was found that removing northbound traffic at this location provided significant safety and connectivity outcomes while having a minimal impact on the traffic flow. Allowing one-way traffic still ensures access is maintained for residents, services, utilities, and public transport.

### 5.1.4. Traffic changes

The draft PDP proposes traffic changes such as the creation of a 10km/h shared zone linking Moate Street and Asher Street, and making both Asher Street and Turner Street one-way southbound for vehicles (two-way for cyclists).

The 10km/h shared zone was the most supported change, with 57% in agreement. Slightly more than half (53%) of respondents supported making Asher Street one-way, whilst 49% supported making Turner Street one-way.

Roughly two-thirds (66%) of respondents supported moving the eastbound bus stop to create parking in front of the shops between Parkview Street and Moate Street; and locating the loading zone, mail zone, accessible parking and motorcycle parking next to the proposed pedestrian plaza.

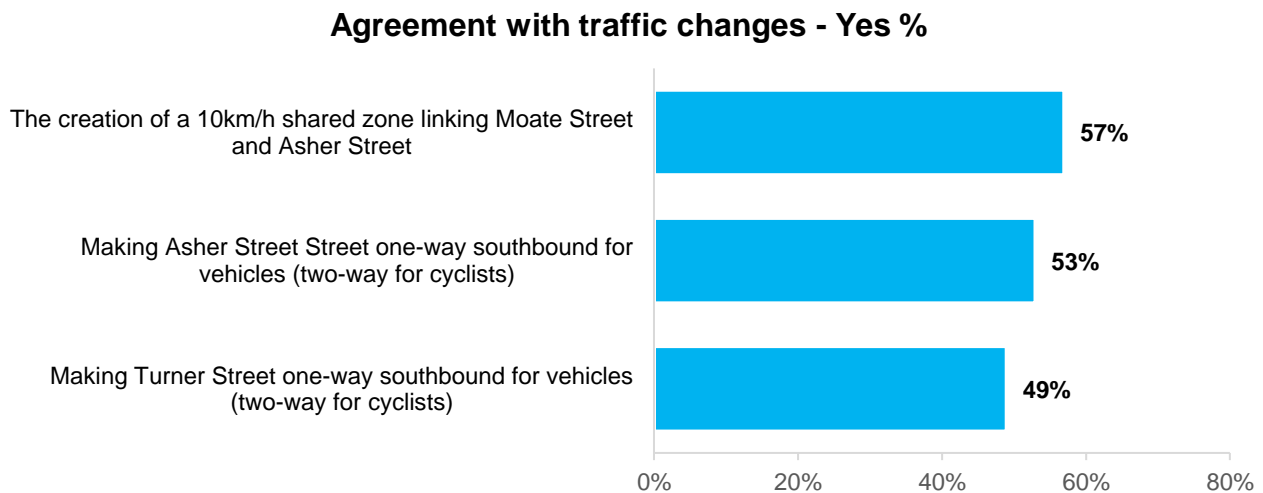


Figure 3. Percent who agreed with traffic changes

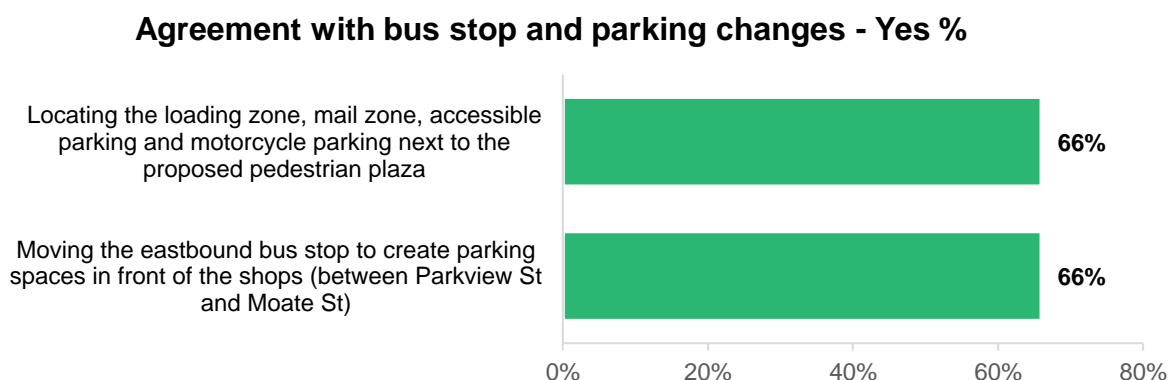


Figure 4. Percent who agreed with bus stop and parking changes

Sample size: N=173

Table 11. Detailed results - agreement with traffic and parking changes

Agreement with traffic and parking changes	Yes	No	Not sure
The creation of a 10kmh shared zone linking Moate Street and Asher Street	57%	25%	18%
Making Asher Street one-way southbound for vehicles (two-way for cyclists)	53%	32%	16%
Making Turner Street one-way southbound for vehicles (two-way for cyclists)	49%	34%	17%
Moving the eastbound bus stop to create parking spaces in front of the shops (between Parkview Street and Moate Street)	66%	20%	13%
Locating the loading zone, mail zone, accessible parking and motorcycle parking next to the proposed pedestrian plaza	66%	18%	15%

Sample size: N=173

### Why we're proposing these traffic and parking changes

The intersection of Moate Street and Asher Street is currently a confusing area where it is unclear who has right of way. Simplifying the road layout to create a 10km/h shared zone provides a safer environment for vehicles, pedestrians and cyclists. This change also supports a much safer pedestrian and cycle connection, which is a key goal in this location due to the history of pedestrian accidents that have been recorded on Georgetown Road at this location.

Asher Street and Turner Street are proposed to become one-way southbound for vehicles (two-way for cyclists) to improve safety for cyclists on the R4 cycleway on Asher Street and improve safety for pedestrians moving east-west along Georgetown Road. Making the intersection of Parkview Street one-way southbound for vehicles (two-way for cyclists) will improve safety for pedestrians travelling east-west and for cyclists transitioning from the new shared plaza on Georgetown Road back into an on-road cycling environment on Parkview Street.

The eastbound bus stop and mail zone have been relocated to free up valuable space for parking outside existing businesses. The new bus stop location is a more appropriate distance from the next bus stop to improve services for bus users, and will include a shelter.

The loading zone and accessible parking space have been co-located with the new pedestrian plaza at the intersection of Georgetown Road, Moate Street and Asher Street. This central location accommodates a wider parking lane to meet the appropriate design requirements for accessible parking and provide more space for delivery trucks to pull in safely. It also enables the loading zone to service the whole local centre, including blocks of land which are subject to future development.

### 5.1.5. Pedestrian and cyclist plaza

A key feature of the local centre upgrade is a new shared pedestrian and cyclist plaza in the heart of Georgetown. **Two-thirds (67%) of respondents agreed with the creation of the plaza space.**

Respondents were also invited to share how they would like to use the plaza space and what they would like to see included.

#### Agreement with a new shared pedestrian and cyclist plaza

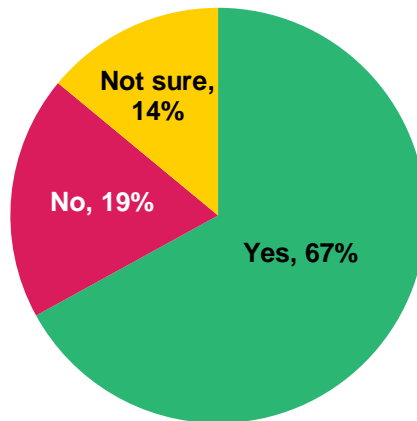


Figure 5. Agreement with a new shared pedestrian and cyclist plaza

Sample size: N=173



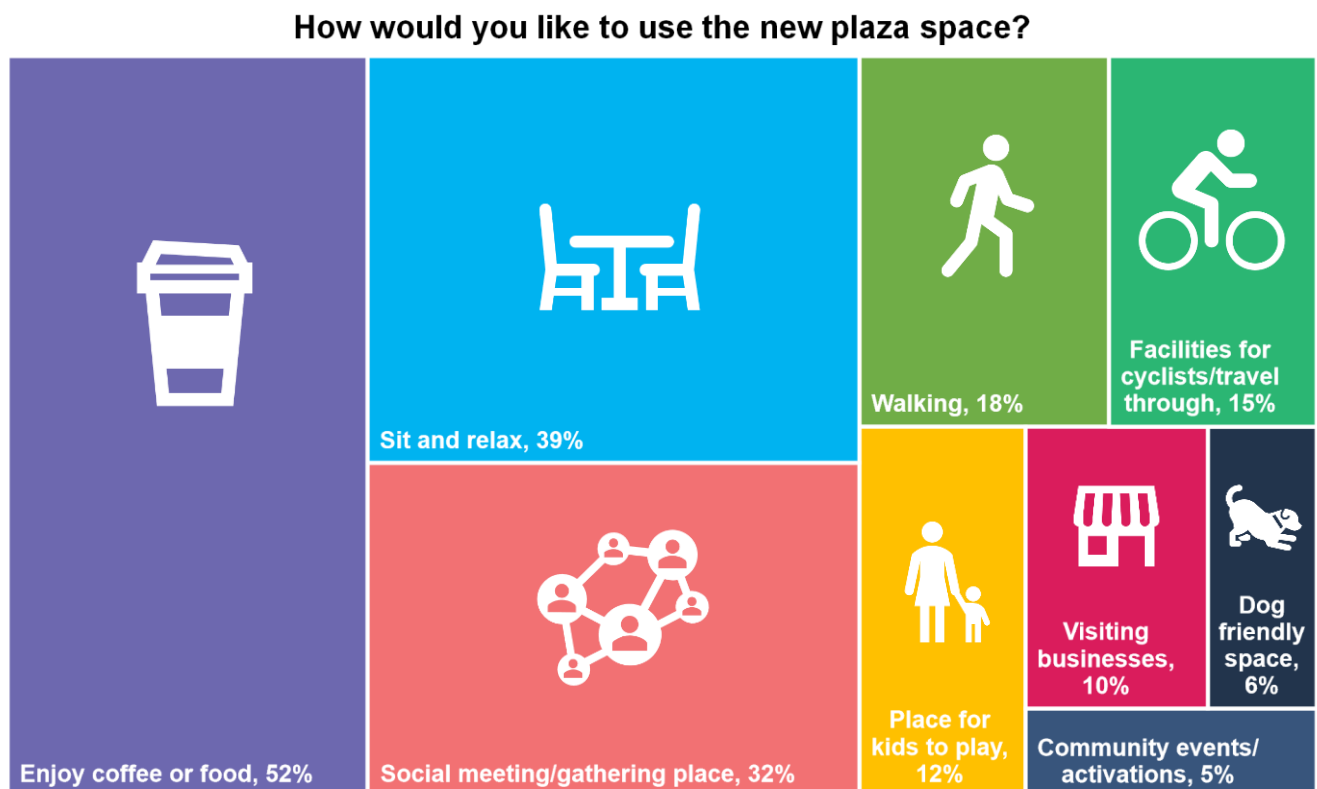
## Community uses of the plaza space

Responses suggest that the plaza space will get used for a variety of purposes, and that the space will encourage visitors to stay and spend more time enjoying the Georgetown local area.

### The main uses suggested for the plaza space included:

- Enjoying coffee or food
- Sitting and relaxing
- Social gathering/meeting place
- Walking
- Facilities for cyclists
- Place for kids to play
- Visiting businesses.

The main themes and examples of comments are shown below.



Other responses include: work (2%), water fountain (2%), safe space day and night (2%), all weather outdoor space (1%), toilet stop (1%), nothing/don't know (5%).

Figure 6. Uses of the new plaza space

Sample size: N=82

Table 12. Examples of comments about how the community would like to use the new plaza space

Examples of comments about how the community would like to use the new plaza space (N=82)
<i>"Meeting friends. Enjoying a coffee. Alfresco eating."</i>
<i>"To sit and have a coffee while kids can play."</i>
<i>"I will be cycling through it. If there's a bottle-refilling tap I will stop and use it when cycling from A to B. I would love to have a shady spot to sit, preferably with a table, in order to eat or do work."</i>
<i>"Resting spot for long walks with pets and children. Community gathering place. A place where we can be proud of our ever-growing progressive suburb - street art to reflect that. Sunset picnics. Morning coffee overflow from The George. Pet/bicycle parking. Mobile vendor space. Small community markets and activations."</i>
<i>"Place to meet up with family and friends and is dog friendly."</i>
<i>"Coffee, catch up with friends, socialise, relax."</i>
<i>"Stroll through, sit and drink coffee, cycle through it from the south to Waratah Park."</i>
<i>"I would like to see it as a safe space for all members of the community during the day and night."</i>

### What the community would like to see included in the plaza space

A broad range of inclusions were suggested, in line with the community's desire for a multi-purpose space.

#### The main inclusions suggested were:

- Seating and tables
- Trees/plantings/greenery
- Variety of shops/cafes/restaurants with outdoor dining
- Shade
- Water fountain with dog bowl
- Space and activities for kids/parents
- Visual element e.g. sculpture/photo/art.

The main themes and examples of comments are shown below.

## What would you like to see in the new plaza space?

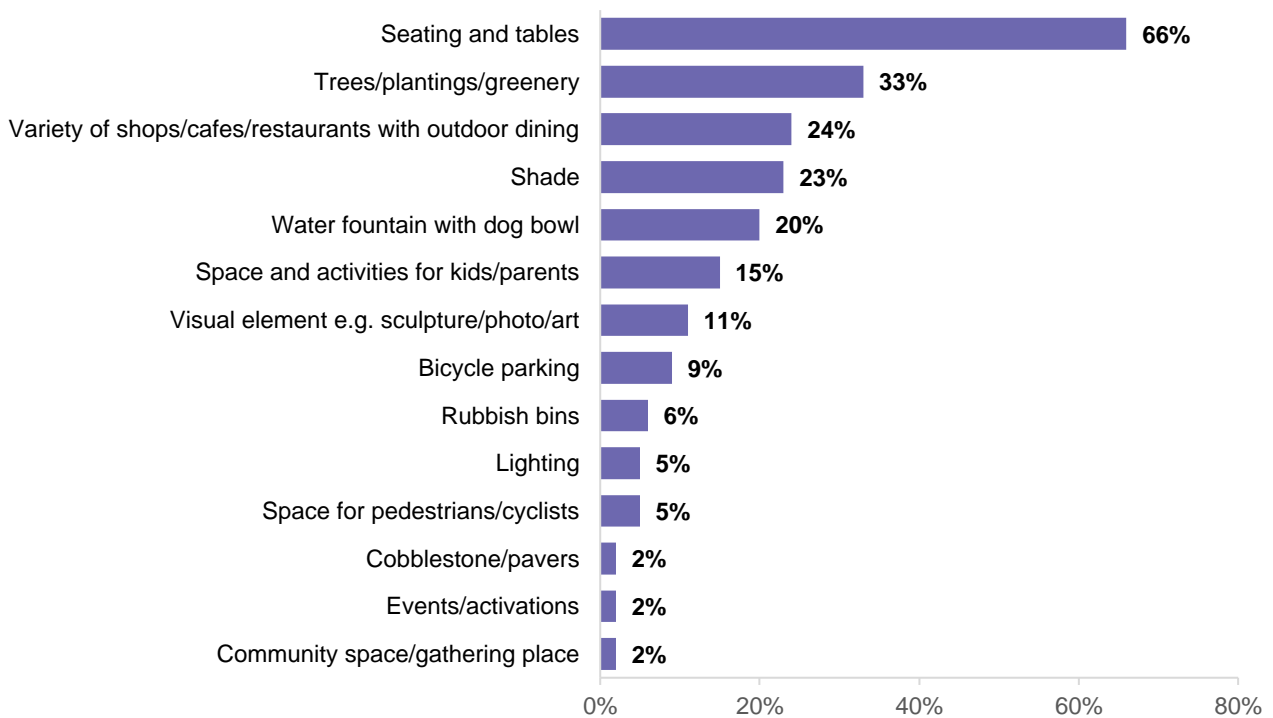


Figure 7. What the community would like to see in the new plaza space

Sample size: N=88

Table 13. Other things that the community would like to see in the new plaza space

Other things that the community would like to see in the new plaza space	(N=88)
Fencing along sidewalk	1%
Book library	1%
Music	1%
Pet waste bags/dispenser	1%
Public toilet	1%
Wifi and power	1%
Bicycle share	1%
Inclusive/accessible space	1%
E-bike charging	1%
Wayfinding	1%
Other	5%

Table 14. Examples of comments about what the community would like to see in the new plaza space

Examples of comments about what the community would like to see in the new plaza space (N=88)
<i>"More shaded areas, and plenty of seating."</i>
<i>"Park seating, café style."</i>
<i>"A combination of open dining areas from the proposed development to link in with native areas and park benches for families and friends to gather and share a meal or coffee from one of the local shops that is also dog friendly."</i>
<i>"Well maintained trees, outdoor dining so people can get take away and enjoy the space. Pram space, dog water station."</i>
<i>"Seats, things for kids, placemaking interactive elements, art, gardens and plants."</i>
<i>"Good connection between important places in the area - creating the social space. Accessibility for all - plenty of seating, sheltered/covered areas when it's raining and shade. Children and special needs places especially wheelchairs. Edible gardens, sensory and musical gardens. Interactive public art. Make a public art statement where everyone wants to visit and photograph a selfie. Street art activities - including hopscotch, chess, snakes and ladders. Murals which light up at night - digital art. Make the area available to everyone regardless of age, income, race, physical ability."</i>
<i>"...Ability to park and secure bicycles."</i>
<i>"Place for kids to scoot or play..."</i>

### 5.1.6. Landscaping

The planting of more trees and increased landscaping was well supported by the community, with 85% in agreement of this aspect of the plan.

Community members were also asked about their preferred types of trees/landscaping.

**The most common suggestions for trees/landscaping were:**

- Native trees (64%)
- Colourful (19%)
- Anything/mixed variety (9%)
- Formal (9%)
- Shade trees (8%)
- Flowers/flowering trees (7%)
- Low maintenance/water sensitive (7%)
- Small/low so visibility not impacted (7%).

**Agreement with planting over 35 new trees and increasing the area of landscaping**

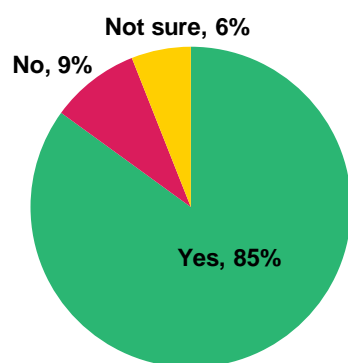


Figure 8. Agreement with new trees and landscaping

Sample size: N=173

**Preferred types of landscaping**

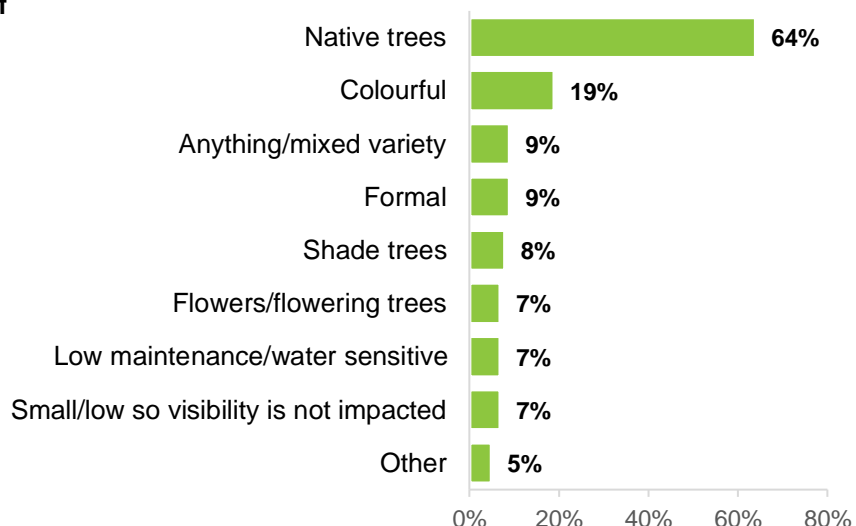


Figure 9. Preferred types of landscaping

Sample size: N=151

Other suggestions for types of landscaping with fewer mentions included: evergreen, ensuring trees do not impact footpaths/properties, attracting birds/wildlife, Jacaranda trees, Paperbark trees, tropical and deciduous trees.

### 5.1.7. Public art/murals

Community members were also invited to share their ideas for themes that could be incorporated into public art/murals. The most popular themes identified were celebrating the local history/character, Indigenous themes, and nature or native plants and animals.

Suggestions were also made about the form of creative expression e.g. sculpture, installation, interactive activities, digital art, sensory/musical garden or other.

Descriptive words were also provided such as colourful/bright, tasteful/positive and modern.

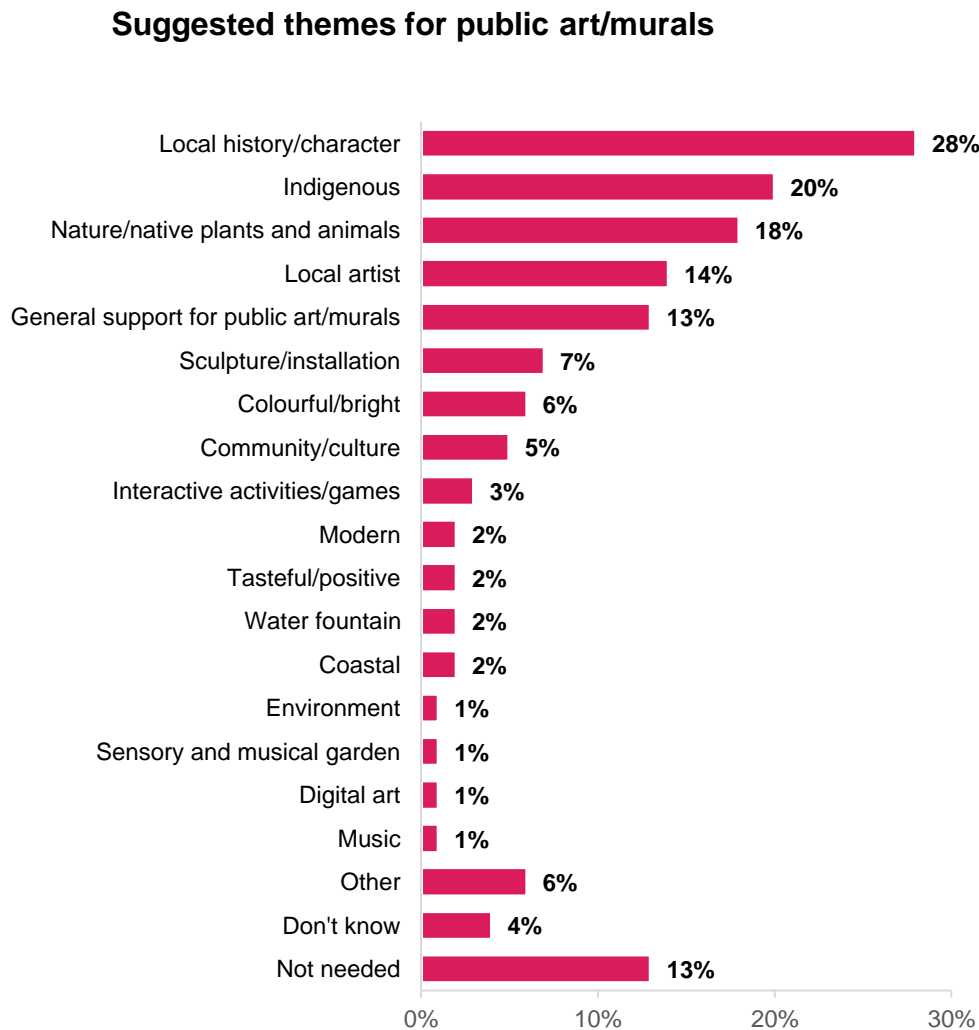


Figure 10. Suggested themes for public art/murals

Sample size: N=173



### 5.1.8. Balancing parking and public space improvements

Almost half of respondents agreed with the need to reduce parking spaces to make room for the proposed improvements. Visitors to the area were generally more supportive about the trade-off between parking and public space improvements as compared to Georgetown residents. This is likely because several Georgetown residents expressed concerns about the flow on impacts of increased traffic and visitors wanting to park in nearby streets.

Whilst only a small sample size, business owners/operators and employees were generally less supportive or had some concerns about the loss of parking.

Those who were supportive or very supportive of the overall objectives of the plan were more likely to be supportive of the loss of parking to make room for the proposed improvements, and vice versa.

#### Do you agree with the loss of parking spaces to make room for the proposed improvements?

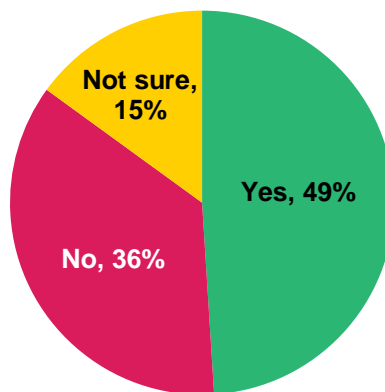


Figure 11. Agreement with the loss of parking spaces to make room for the proposed improvements

Sample size: N=173

#### Why we're removing parking to make room for public space improvements

The layout of Georgetown Local Centre is currently maximised for vehicle access and parking, which is a historic and outdated approach to the design of public spaces and local centres.

It is not possible to meet the community's goals for improved pedestrian and cyclist safety, connectivity, and accessibility, without reducing the amount of space allocated to parking.

For more information on CN's strategic approach to parking, please see our adopted [Parking Plan](#).

### Main reasons for agreeing (23 comments)

- Opportunity for people to travel by other means (8)
- General supportive comments about the plan (5)
- Parking is not an issue (5)
- Needs to be a balance between improvements and loss of parking (1)
- Include an EV charging station (1)
- Would like to see more motorcycle parking (1)
- Other (2)

### Main reasons for not agreeing (45 comments)

- Do not support the loss of parking (36)
- Impact on surrounding streets (4)
- Needs to be a balance between improvements and loss of parking (2)
- Loss of parking on Moate Street (2)
- Location of parking spaces could be improved (1)
- Too much emphasis on cyclists (1)

### Main reasons for being unsure (14 comments)

- Do not support loss of parking (8)
- Impact on surrounding streets (3)
- Parking is not an issue (1)
- Location of parking spaces could be improved (1)
- General supportive comments about the plan (1)

*Note: respondents may have provided one or more reasons for their level of agreement with the loss of parking spaces to make room for the proposed improvements.*

### 5.1.9. Additional feedback

At the end of the survey, respondents were able to provide any additional comments. Responses were categorised to identify recurring themes.

The most common themes were:

- General support/positive comments
- Traffic management/safety
- Pedestrian improvements/connections
- Parking
- Developments impact on residents.

Figure 12. Additional survey comments

Sample size: N=106

Table 15. Other additional comments

Other additional comments	(N=106)
Trees/plants	2%
Bicycle parking	2%
Natural/sustainable materials should be used	2%
EV charging	2%
Impact on businesses	1%
More variety of shops	1%
Plan should be future proof	1%
Waste management	1%
Drainage issues in surrounding streets	1%
Water fountain	1%
Plan is too over the top	1%
Lighting	1%
Other	3%
Don't know/nothing	7%

## 5.2. Other submissions

17 submissions were received by email or phone. The feedback received via these channels highlighted similar themes to the online survey responses.

**The most common themes identified were:**

- Traffic management/safety
- Pedestrian and cyclist improvements/connections
- Parking
- General support/positive comments
- Plaza space/seating
- Traffic calming infrastructure
- Developments
- Trees/plantings.

*Table 16. Themes of feedback in email and phone submissions*

Themes identified	Count
Traffic management/safety	15
Pedestrian improvements/connections	9
Parking	9
General support/positive comments	8
Plaza space/seating	7
Traffic calming infrastructure	7
Developments	6
Trees/plantings	6
Public safety/antisocial behaviour	4
Impact on businesses	3
Bus stop location	3
Accessibility	3
Waste management	3
Revitalisation of shopfronts	2
Bicycle parking	2
EV charging	2
Community consultation	1
Other improvements needed to the area e.g. road condition, drainage	1
Water fountain	1
Impact on local residents	1
Do not support the upgrades	1

### **Traffic management/safety**

- Concerns about restricting through traffic on Moate Street and the redirection of traffic onto Asher Street, Turner Street, Sparke Street, Palmer Street and Christo Road. There were also some concerns about resident access.
- Some concerns about making Asher Street and Turner Street one-way and allowing cyclists to travel in both directions. Others supported blocking off access to some streets running off Georgetown Road and the redirection of local traffic to improve safety near the commercial centre.
- Concerns about the increase in traffic from the approved developments. Suggestion to start the one-way traffic movement past the approved developments on the corner to enable vehicles to exit from Turner Street onto Georgetown Road, which would minimise the impact of traffic travelling down Turner Road towards Christo Road.
- Support for reducing the speed limit along Moate Street (west) to 40km/h in both directions.
- Concerns about the intersection of Georgetown Road and Moate Street (east) and poor visibility when turning right onto Georgetown Road. Suggestion for a roundabout or traffic lights.

### **Pedestrian improvements/connections**

- Support for improvements to pedestrian safety, reducing the speed of traffic and making the area more walkable.
- Support for improving the steep footpath crossfall between 58 to 66 Georgetown Road, however, should not impact road width.
- Some concerns about the use of continuous footpaths and raised thresholds which can create ambiguity for drivers and pedestrians about who is required to give-way, and can be difficult for those who are blind or have low vision. Suggestion to consider alignment, paths of travel, road crossing positions and Tactile Ground Surface Indicators (TGSIs)
- Need for a footpath on Asher Street and Palmer Street.
- Consider pedestrian access and crossing provisions at the eastern end of Georgetown Road to cater for those with accessibility needs and seniors. For example, a pedestrian crossing outside 32-36 Georgetown Road, pedestrian crossing on Moate Street (east) behind the takeaway and kerb ramps adjacent to 22-24 Moate Street could be considered.

### **Parking**

- Concerns about the significant loss of parking spaces and an increase in people parking on surrounding residential streets that are narrow.
- Concerns about the impact of parking on businesses.
- Suggestion that timed parking may help to better manage parking availability.
- Request for more than one electric vehicle charger and one accessible parking space.
- One-way traffic on Asher Street would require a no parking zone on the eastern side of the street on bin collection days.
- Concerns about parking availability once the new developments have been constructed.

### **General support/positive comments**

- General support for the proposed plans and anticipation for it to be delivered.
- Support for controlling traffic and improving pedestrian safety.
- Support for improving the amenity and appeal of the area with trees, seating, and public spaces. The upgrades will benefit residents, businesses and visitors; positively impacting the local culture and community.

### **Plaza space/seating**

- A space for the community to come together and enjoy. Opportunities for cultural and wellbeing/fitness activities, community gardens, markets and other event activations.
- This space should be inclusive of everyone to ensure that it is well used and accessible for a variety of users including the elderly, children and people living with disability.
- Consider wayfinding and alignment for blind or vision impaired pedestrians.
- Concerns about public safety and antisocial behaviour. Lighting should be a consideration to improve safety at night.
- Some concerns about the scale of the plaza, access to the bottleshop, and/or lack of support due to the impacts on traffic and loss of parking.

### **Traffic calming infrastructure**

- Some questioned the need for traffic calming between Bowker Street and Turton Road and on Moate Street as they remove parking spaces.
- Consideration of appropriate treatments for traffic calming devices. Concerns about the speed of traffic along Georgetown Road and the traffic calming device outside 70 Georgetown Road.
- Vehicles westbound on Moate Street do not slow down at the intersection to give way or stop.
- Potential for additional traffic calming on Georgetown Road to create a rat-run on surrounding streets.

### **Developments**

- Concerns about the increase in vehicle movements and parking required as a result of the new developments including apartments, commercial shops and potential seniors housing.
- New developments generally do not have enough car spaces for the number of cars that residents require.
- Requirements for developers to contribute to public domain improvements.

### **Trees/plantings**

- Support for trees to enhance the look and feel of the area.
- Trees should be no taller than 4-5 metres and be non-flowering, non-fruit producing.
- Suggestion to include a community garden.



## Resident petition

A resident petition from residents of Turner Street was received at the drop-in session and signed by people from 12 properties.

The changes proposed by residents are shown below, with the numbers in brackets demonstrating the number of residences that provided support for each.

1. Turner Street is one-way only (7).
2. Turner Street to have parking on one side only. Currently it has parking on one side for Thursday morning due to garbage truck access, however, the residents want to make this every day of the week. There are constant difficulties passing parked vehicles when parked on both sides of the street. The street is too narrow for the new type of vehicles, e.g. Ram utes, Ranger utes and work trucks (8).
3. Turner Street be closed permanently at house number 1. This will continue to allow the new apartment building two accesses onto Georgetown Road. Examples of streets in and around Newcastle that have stopped access onto busy roads making it safer for residents were provided e.g. Hebburn Street, Warrah Street, Hamilton South and many of the one-way streets and no-through streets in Maryville, among others (9).
4. Traffic from Christo Road to Georgetown Road be re-directed via Cowper Street that is twice as wide as Turner Street (10).

Two residences did not support these traffic changes.

### 5.3. Community Drop-in Session

A community drop-in session took place at the Corner of Georgetown Road and Asher Street on **Saturday 25 November 2023 from 8.30am - 10.30am.**

The purpose of this drop-in session was to provide the community with an opportunity to speak to the project team and ask any questions about the proposed upgrades.

Printed copies of the Public Domain Plan and artistic renders of the plaza space and pedestrian crossing were available for viewing. Suggestion cards were also provided to encourage feedback about the PDP.



#### Conversations with staff and Councillors

Local residents and business owners had conversations with staff and Councillors. Several residents were concerned about parking and traffic changes, new developments, pedestrian and cyclist safety, driver visibility, bus stop relocation, footpaths, drainage and bin collection. There were also a number of questions about the timing and impacts of construction.



#### Parking

- Residents were concerned about the loss of parking spaces and increased demand from new developments, with more people looking for parking on residential streets.
- Some business owners were also concerned about parking.
- Requests for more parking or 90 degree parking along Moate Street.



#### Traffic changes

- Some residents expressed concerns about one-way traffic on Asher Street due to difficulties with bin collection, access for trucks and caravans, etc.
- Poor driver visibility when turning right from Christo Road onto Turner Street.
- Impacts on traffic flow and the creation of bottlenecks. Suggestion to redirect traffic along Cowper Street rather than Turner Street.

- Concern about southbound only exit on Parkview Street and one-way traffic on Turner Street.
- Dangerous for cyclists to be travelling in both directions along one-way streets.
- Concern about general increase in traffic from new developments.
- Support for reducing the speed of vehicles along Georgetown Road.
- Suggestion to allow left turn in/left turn out of Parkview Street.

## **Trees**

- Trees should be properly maintained to avoid blocking signage and creating mess.
- Suggestion to remove existing paperbark tree on the corner of Georgetown Road and Asher Street.

## **Construction**

- Need for clear information about what is happening and when.
- Concerns about timing of construction for the local centre upgrades and new developments.
- Concerns about impact on parking during construction.

## **Pedestrian improvements**

- The pedestrian safety improvements were generally well supported e.g. crossing upgrades, footpath widening.
- More footpaths needed on surrounding streets to improve connection with Georgetown Road.
- Footpath needed on Asher Street.

## **Plaza space**

- Support for having a space to sit, relax and enjoy coffee or takeaway food. Seating and shade were seen as positive inclusions. A great place to meet up with friends or stop when walking or cycling through Georgetown.
- Some were concerned that the plaza was too big restricting access through Moate Street, or that it was too far away from the food businesses.
- The plaza space should feature event activations to bring more people to the area.

## **Other**

- Suggestion to remove the telephone booth.
- Concerns about bus stop relocation e.g. would prefer it to stay in current location, concerns about children having to cross the road, want the bus stop to have a shelter.
- Suggestion to include fencing around drain along Young Street (outside scope of project).

## Suggestion cards

28 suggestion cards were filled out, with 22 comments about the PDP, 5 comments about the plaza space and 2 comments about ideas for public art.

General feedback about the PDP centred on parking and traffic management, with some comments from residents about developments, bus stop relocation, road surfacing/footpaths, drainage and bin collection echoing the conversations with staff.

- **Parking** - more parking is needed, suggestion to include angled parking, allowing cars to only park on one side of Turner and Asher Streets, impact on residents with staff parking in nearby streets, increased demand for parking with new developments, etc.
- **Traffic management/safety** - truck access should be limited, traffic calming on Christo Road, concerns about restricting access to Parkview Street which will push traffic onto Bowker Street near the school, Asher Street should be one-way northbound, leave Asher Street as two-way, raise, support for reduced speed limits, hard for pedestrians to cross the road at the intersection of Georgetown and Christo Roads.
- **Bus stop relocation** - one person commented that they did not support this.
- **Road surfacing/footpaths** - Asher Street needs to be resurfaced as a priority and footpaths should be upgraded. Tree root issues on Moate Street were also mentioned.
- **Drainage** - concern about drainage issues at Turner Street.
- **Bin collection** - concern about bin collection on Asher and Turner Streets.
- **Plaza space** - suggestions included lighting at night, bike stands, water station, seating, concrete footpaths, and more landscaping, e.g. trees, gardens, flower beds and planter boxes.
- **Public art/mural** - some suggestions for specific artists were provided.

## 6. Next steps


Thank you to everyone who provided feedback. All feedback received has been reviewed and considered by the project team in finalising the Georgetown Local Centre Public Domain Plan. The final PDP will be presented to the Newcastle City Traffic Committee and Council for adoption.

Detailed design and construction will then follow. We will continue to update the community as the project progresses.



## Appendix I – Promotional materials

### Have your say webpage




[Home](#)
[Our Engagement Commitment](#)
[Projects](#)
[My profile](#)

## Georgetown Local Centre Public Domain Plan

We're seeking your feedback on plans to improve the safety, look and feel of Georgetown Local Centre. Have your say by 5pm 8 December 2023.



[Home](#) / [Georgetown Local Centre](#)

### Have your say on improving the safety, look and feel of Georgetown Local Centre

We previously asked the local community what was most important about Georgetown Local Centre, and what could be improved. We heard that people love the community and village atmosphere but would like it to be enhanced with improved public spaces.

With your input, we've developed a draft Public Domain Plan. We encourage you to view the Plan and have your say to help shape future upgrades to the Georgetown Local Centre.

#### What is being proposed?

The upgrades aim to:

- Improve accessibility, safety and convenience for pedestrians and cyclists.
- Improve driver visibility and safety.
- Make improvements to infrastructure including drainage.
- Create more space for people by building wider footpaths and a new plaza creating an attractive destination to support the shopping precinct.
- Improve the natural environment by providing more trees and landscaping.

These upgrades will benefit both businesses and residents – delivering a safer, more attractive place to visit, that attracts customers and presents an alternative to large shopping centres.

The Georgetown Local Centre upgrade is part of City of Newcastle's commitment to developing vibrant, safe and active public places. For information on what we have delivered in other centres, visit our [Local Centres webpage](#).

#### Draft Georgetown Local Centre Public Domain and Traffic Plan

Click each of the icons on the map below to find out more about the proposed upgrades.

Or, view a copy of the full plan [here](#).

Note: this plan is a draft concept and is intended for communication purposes only. The final layout is subject to change following community consultation and detailed design requirements.



### Have your say

Have your say and help shape future upgrades to the Georgetown Local Centre by completing the survey below or emailing us at [engage@ncc.nsw.gov.au](mailto:engage@ncc.nsw.gov.au). Your feedback will be used to inform the final concept plan.

Feedback closes 5pm 8 December 2023.

#### Speak to us in person

You can also attend our drop-in session to talk with key project staff about the proposed upgrades. Find us at the corner of Georgetown Road and Asher Street from 8.30am – 10.30am on Saturday 25 November.

### Document Library

#### Draft Public Domain Plan

**Georgetown Local Centre Public Domain Plan**  
PDF (2.79 MB)

#### FAQs

**Frequently Asked Questions - Georgetown Local Centre Draft Public Domain Plan**  
PDF (54983 KB)

### Georgetown Local Centre Early Engagement

Find out what we heard from the earlier engagement for Georgetown Local Centre conducted in late 2021.

[Learn more](#)

### Georgetown Local Centre drop-in session

Come and chat to the project team to find out more about the proposed upgrades and ask any questions.

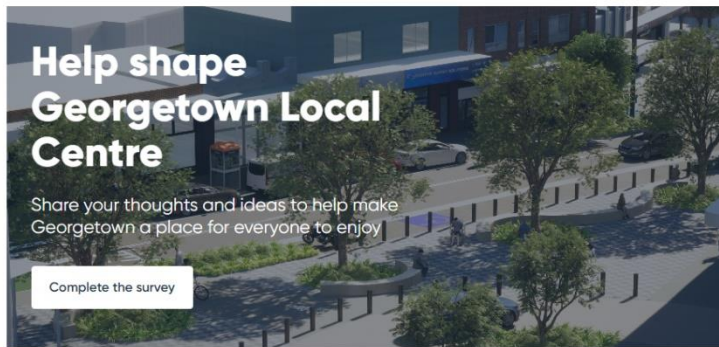
**Saturday 25 November 8.30am-10.30am**  
Corner of Georgetown Road and Asher Street, Georgetown

### Contact Us


Have questions or want to learn more about a project, contact us below:

**Name** Engagement Team  
**Phone** 02 4974 2000  
**Email** [engage@ncc.nsw.gov.au](mailto:engage@ncc.nsw.gov.au)






## Flyer



Have  
your  
say

# Georgetown Local Centre Upgrade



We're seeking your feedback on plans to improve the safety, look and feel of Georgetown Local Centre.

We previously asked the local community what was most important about Georgetown Local Centre, and what could be improved. We heard that people love the community and village atmosphere but would like it to be enhanced with improved public spaces.

With your input, we've developed a draft Public Domain Plan. We encourage you to view the Plan and have your say to help shape future upgrades to the Georgetown Local Centre.

The upgrades aim to:


- Improve accessibility, safety and convenience for pedestrians and cyclists.
- Improve driver visibility and safety.
- Make improvements to infrastructure including drainage.
- Create more space for people by building wider footpaths and a new plaza creating an attractive destination to support the shopping precinct.
- Improve the natural environment by providing more trees and landscaping.

These upgrades will benefit both businesses and residents – delivering a safer, more attractive place to visit, that attracts customers and presents an alternative to large shopping centres.

**Have your say**

To have your say on the draft concept plans, complete the online survey by scanning the QR Code or visiting [newcastle.nsw.gov.au/yoursay](https://newcastle.nsw.gov.au/yoursay), before 5pm 8 December 2023.

You can also attend our drop-in session to talk with key project staff about the proposed upgrades at the corner of Georgetown Road and Asher Street from 8.30am – 10.30am on Saturday 25 November.



## Onsite signage



# Georgetown Local Centre Upgrade

**We're seeking your feedback on plans to improve the safety, look and feel of Georgetown Local Centre.**

Following feedback from the community, we've developed a draft Public Domain Plan to guide our upgrade of Georgetown Local Centre.

The upgrades aim to:

- Improve accessibility, safety and convenience for pedestrians and cyclists.
- Improve driver visibility and safety.
- Make improvements to infrastructure including drainage.
- Create more space for people by building wider footpaths and a new plaza.
- Improve the natural environment by providing more trees and landscaping.

These upgrades will benefit both businesses and residents – delivering a safer, more attractive place to visit, that attracts customers and presents an alternative to large shopping centres.

**Have your say**

To have your say on the draft Public Domain Plan, complete the online survey by scanning the QR code or visiting [newcastle.nsw.gov.au/yoursay](https://newcastle.nsw.gov.au/yoursay) before 5pm 8 December 2023.

You can also attend our drop-in session to talk with key project staff about the proposed upgrades at the corner of Georgetown Road and Asher Street from 8.30am – 10.30am on Saturday 25 November.





## Social media

**City of Newcastle**  
November 10, 2023 · 🌐

🗣️ Have your say on the Georgetown Local Centre Upgrade. We're seeking your feedback on plans to improve the safety, look and feel of Georgetown Local Centre, including:

- 🚶 Improved access for pedestrians.
- 🚲 Improved access for cyclists.
- 🚶 Wider footpaths.
- 🏞️ A new plaza.
- 🌳 Trees and landscaping.
- 🚦 Road safety and drainage improvements.

The planned upgrades will benefit both residents and businesses, delivering a safer, more attractive place for people to visit and enjoy. Have your say on the Draft Public Domain Plan by completing the online survey or visiting our drop-in session to speak to the team in person. Visit us at the corner of Georgetown Road and Asher Street from 8.30am-10.30am on Saturday 25 November.

Feedback closes 5pm 8 December 2023. For more information visit: <https://brnw.ch/Georgetown>

---

### Georgetown Local Centre Upgrade

Have your say on draft concept plans for Georgetown Local Centre.








## Newsletter



### Georgetown Local Centre Public Domain Plan

We're seeking your feedback on plans to improve the safety, look and feel of Georgetown Local Centre.

We previously asked the community what is valued most and what could be improved. With your input, we've developed a draft Public Domain Plan.

Key features of the plan include:

- Improving accessibility, safety and convenience for pedestrians and cyclists.
- Creating more space for people by building wider footpaths and a new plaza creating an attractive destination to support the shopping precinct.
- Improving the natural environment by providing more trees and landscaping.

These upgrades help to deliver a safer, more attractive place to visit and shop.

Find out more about the proposed upgrades and have your say by completing the online survey.

[VIEW THE DRAFT PLAN & FILL IN OUR ONLINE SURVEY](#)

## Media release

<https://www.newcastle.nsw.gov.au/about-us/news-and-updates/latest-news/community-invited-to-help-shape-revitalisation-of->

### Community invited to help shape revitalisation of Georgetown local centre

10 Nov 2023

Plans to enhance the village atmosphere of Georgetown's neighbourhood shopping precinct have been placed on public exhibition as part of City of Newcastle's Local Centres program.

A new plaza, wider footpaths, street trees and safety improvements are among the improvements proposed under the draft Public Domain Plan, which has been developed by City of Newcastle following early community consultation.



The upgrade would reinforce the existing 40km/h zone to reduce driver speeds and make it easier for residents to safely navigate the area on foot following installation of new pedestrian refuges, along the busy Georgetown Road.

A new public plaza is also proposed at the intersection of Moate Street and Georgetown Road, which would create an attractive destination to support the shopping precinct while also facilitating safe cycle access between Asher Street and Parkview Street.

Lord Mayor Nuatali Nelmes said upgrading the shopping precinct would attract more people to visit and spend time in Georgetown and would benefit the growing number of young families living in the suburb.



"City of Newcastle is committed to developing vibrant, safe and active public places," Cr Nelmes said.

"Through early consultation with residents and businesses we heard that people love the community and village atmosphere in Georgetown but would like it to be enhanced with improved public spaces.

"The upgrades proposed will benefit both businesses and residents, delivering a safer, more attractive place to visit while presenting an alternative to large shopping centres.

"Introducing more street trees and landscaping throughout the precinct will improve the natural environment as well as the look and feel of the area whilst reducing heat with increased shade.

"A major component of CN's Local Centres program includes drainage improvements. We will also look to partner with businesses to beautify the local shop fronts through a future Façade Improvement Scheme."

The George Espresso Bar owner Tegan Rossiter welcomed plans to revitalise and upgrade the neighbourhood shopping precinct.

"It's going to look awesome. I can't wait to see more trees and greenery," Ms Rossiter said.

"Georgetown is already a bustling community hub but an upgrade is going to bring so much more life to the area."

The community is invited to attend a drop-in session at the corner of Georgetown Road and Asher Street on Saturday 25 November between 8.30am and 10.30am.

The draft Public Domain Plan will go on public exhibition from Friday 10 November until 5pm Friday 8 December 2023 to seek business and community feedback, with a report going back to the elected Council following the exhibition period.

Visit [newcastle.nsw.gov.au/yoursay](https://newcastle.nsw.gov.au/yoursay) for more information and to access the online survey.



## Media coverage

<https://newcastleweekly.com.au/georgetown-to-undergo-much-needed-makeover/>

HOME ► NEWS



What the Georgetown local centre could look like

### Georgetown to undergo much-needed makeover

ROD THOMPSON  
NOVEMBER 10, 2023

SHARE



Georgetown business owners have embraced plans to enhance their neighbourhood shopping precinct.

City of Newcastle (CN) is proposing to lift the village atmosphere by making several improvements, from wider footpaths to street trees, as well as adding a new plaza at the intersection of Moate Street and Georgetown Road.

Council believes it would create an attractive destination to support the shopping sector while also facilitating safe cycle access between Asher and Parkview streets.



And, The George Espresso Bar owner Tegan Rossiter agrees.

"It's going to look awesome," she said.

"I can't wait to see more trees and greenery."

"Georgetown is already a bustling community hub but an upgrade is going to bring so much more life to the area."

A draft Public Domain Plan, developed by CN following early consultation, is now on public exhibition as part of council's Local Centres program.

The upgrade would also reinforce the existing 40km/h zone to reduce driver speeds and make it easier for residents to safely navigate the area on foot following installation of pedestrian refuges along the busy Georgetown Road.



An artist's impression of the proposed Georgetown shopping precinct.

Lord Mayor Nuatal Nelmes said the changes would benefit the growing number of young families living in the suburb.

"City of Newcastle is committed to developing vibrant, safe and active public places," she explained.

"Through early consultation with residents and businesses, we heard that people love the community and village atmosphere in Georgetown but would like it to be enhanced with improved public spaces.

"The upgrades proposed will benefit both businesses and residents, delivering a safer, more attractive place to visit while presenting an alternative to large shopping centres.

"Introducing more street trees and landscaping throughout the precinct will improve the natural environment as well as the look and feel of the area while reducing heat with increased shade.

"A major component of CN's Local Centres program includes drainage improvements.

"We will also look to partner with businesses to beautify the local shop fronts through a future Façade Improvement Scheme."

Residents are invited to attend a drop-in session at the corner of Georgetown Road and Asher Street on Saturday 25 November between 8.30am and 10.30am.

The draft Public Domain Plan can be viewed until 5pm on Friday 8 December.

Business and community feedback is sought, with a report going back to the elected council following the exhibition period.

Visit [newcastle.nsw.gov.au/yoursay](https://newcastle.nsw.gov.au/yoursay) for more information and to access the online survey.

<https://www.newcastleherald.com.au/story/8419370/the-proposed-multi-million-dollar-overhaul-of-georgetown-village/>

<https://www.2hd.com.au/2023/11/11/georgetown-local-centre-plans-go-on-public-exhibition/>



## Appendix II – Online survey

### Georgetown Local Centre Public Domain Plan

Thanks for having your say and providing feedback on specific aspects of the draft Georgetown Local Centre Public Domain Plan. We want to hear your thoughts and ideas to help make Georgetown a place for everyone to enjoy.

*The survey will take about 5-10 minutes to complete.*

01. Do you live in the Newcastle local government area? **Required**

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Not sure

02. Which suburb do you live in? **Required**

--

03. Which of the following best describes your relationship to the Georgetown Local Centre? **Required**

Select all that apply.

Select one answer only
<input type="radio"/> Georgetown resident
<input type="radio"/> Visitor from elsewhere in the Newcastle LGA
<input type="radio"/> Visitor from outside the Newcastle LGA
<input type="radio"/> Owner/operator of a business within the Local Centre
<input type="radio"/> Employee/worker at a business within the Local Centre
<input type="radio"/> Property owner/developer within the Local Centre
<input type="radio"/> Other _____

**The Georgetown Local Centre upgrade aims to:**

- Improve accessibility, safety and convenience for pedestrians and cyclists.
- Improve driver visibility and safety.
- Make improvements to infrastructure including drainage.
- Create more space for people by building wider footpaths and a new plaza creating an attractive destination to support the shopping precinct.
- Improve the natural environment by providing more trees and landscaping.

04. Overall, how supportive are you of these objectives? **Required**

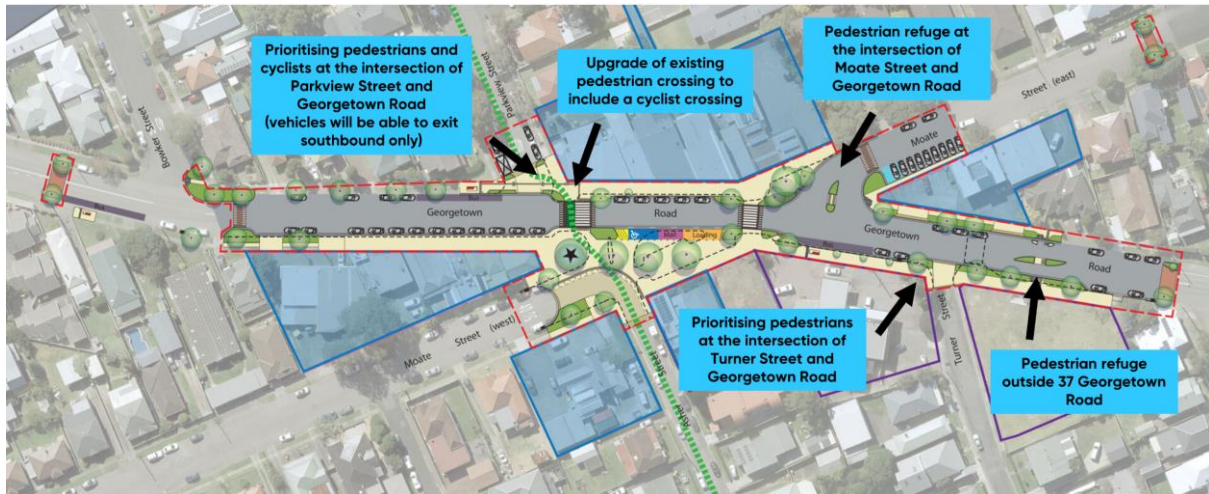
Select one answer only	
<input type="radio"/>	Very supportive
<input type="radio"/>	Supportive
<input type="radio"/>	Somewhat supportive
<input type="radio"/>	Not very supportive
<input type="radio"/>	Not at all supportive

05. Comments:

--

## Safety and accessibility

The key safety and accessibility changes are shown below.



06. Do you agree with...? **Required**

Improving pedestrian and cyclist safety
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Not sure
Additional traffic calming infrastructure to slow vehicles
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Not sure
Reducing the speed limit from 40km/h to 30km/h
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Not sure
Upgrading the existing pedestrian crossing near Parkview Street to include a cyclist crossing
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Not sure
Providing a pedestrian refuge at the intersection of Moate Street and Georgetown Road
<input type="radio"/> Yes

<input type="radio"/> No
<input type="radio"/> Not sure
Providing a pedestrian refuge outside 37 Georgetown Road
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Not sure
Prioritising pedestrians at the intersection of Turner Street and Georgetown Road
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Not sure
Prioritising pedestrians at the intersection of Parkview Street and Georgetown Road (vehicles will be able to exit southbound only)
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Not sure

07. Please tell us why you agree or disagree with prioritising pedestrians at the intersection of Parkview Street and Georgetown Road:

--

## Landscaping and public space

---

08. Do you agree with planting over 35 new trees and increasing the area of landscaping? **Required**

<b>Select one answer only</b>
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Not sure

09. What style of landscaping would you prefer to see? e.g. native, formal, colourful

10. Do you agree with the creation of a new shared pedestrian and cyclist plaza in the heart of Georgetown Local Centre? **Required**

Select one answer only	
<input type="radio"/>	Yes
<input type="radio"/>	No
<input type="radio"/>	Not sure

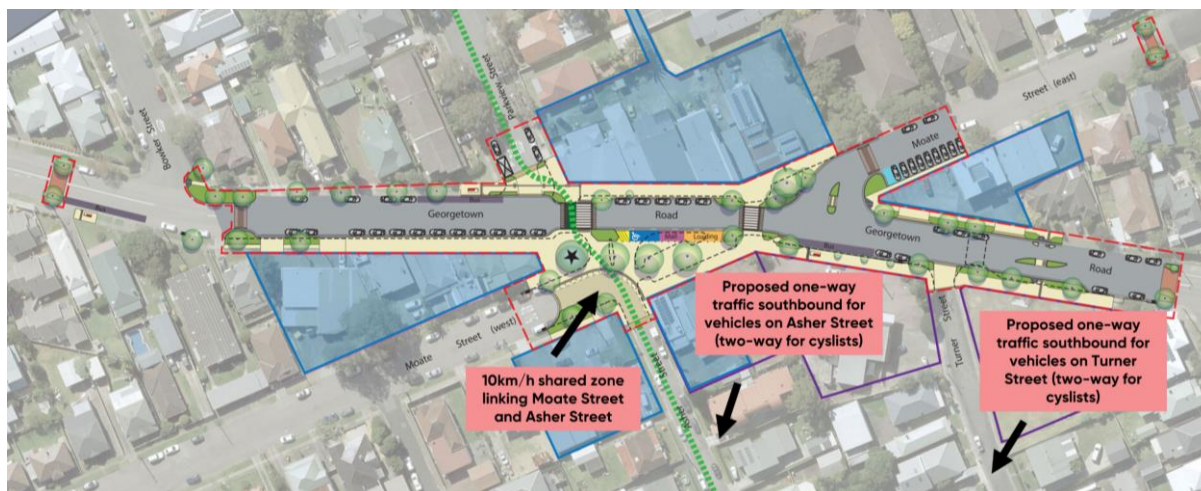
11. What would you like to see in the new plaza space?

12. How would you like to use the new plaza space?

13. What themes for public art (such as murals) would you like to see included?

## Traffic changes

The key traffic changes are shown below.



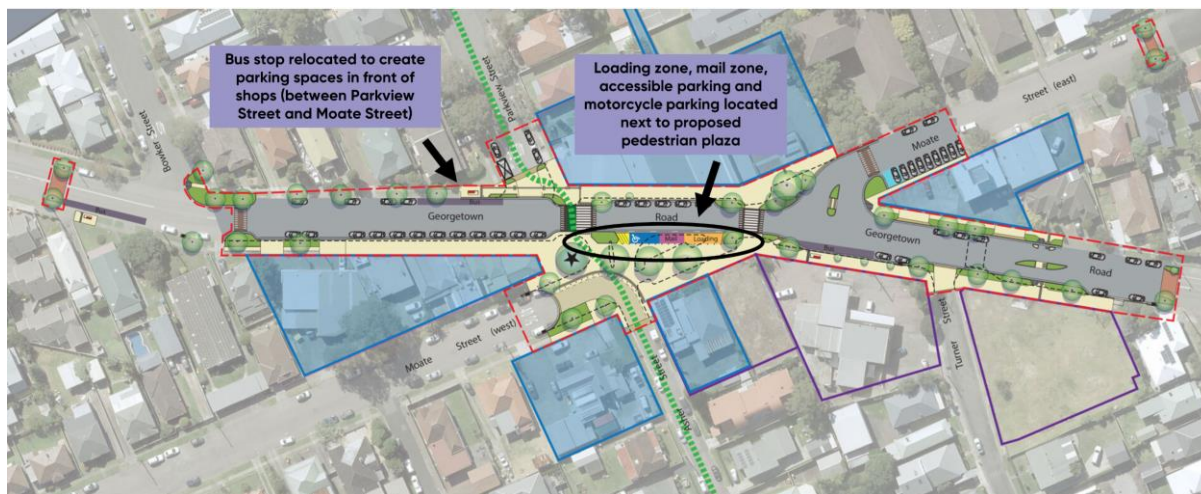
14. Do you agree with...? **Required**

Making Turner Street one-way southbound for vehicles (two-way for cyclists)	
<input type="radio"/>	Yes
<input type="radio"/>	No
<input type="radio"/>	Not sure
Making Asher Street Street one-way southbound for vehicles (two-way for cyclists)	
<input type="radio"/>	Yes
<input type="radio"/>	No
<input type="radio"/>	Not sure
The creation of a 10km/h shared zone linking Moate Street and Asher Street	
<input type="radio"/>	Yes
<input type="radio"/>	No
<input type="radio"/>	Not sure



## Parking changes

The key parking changes are shown below.



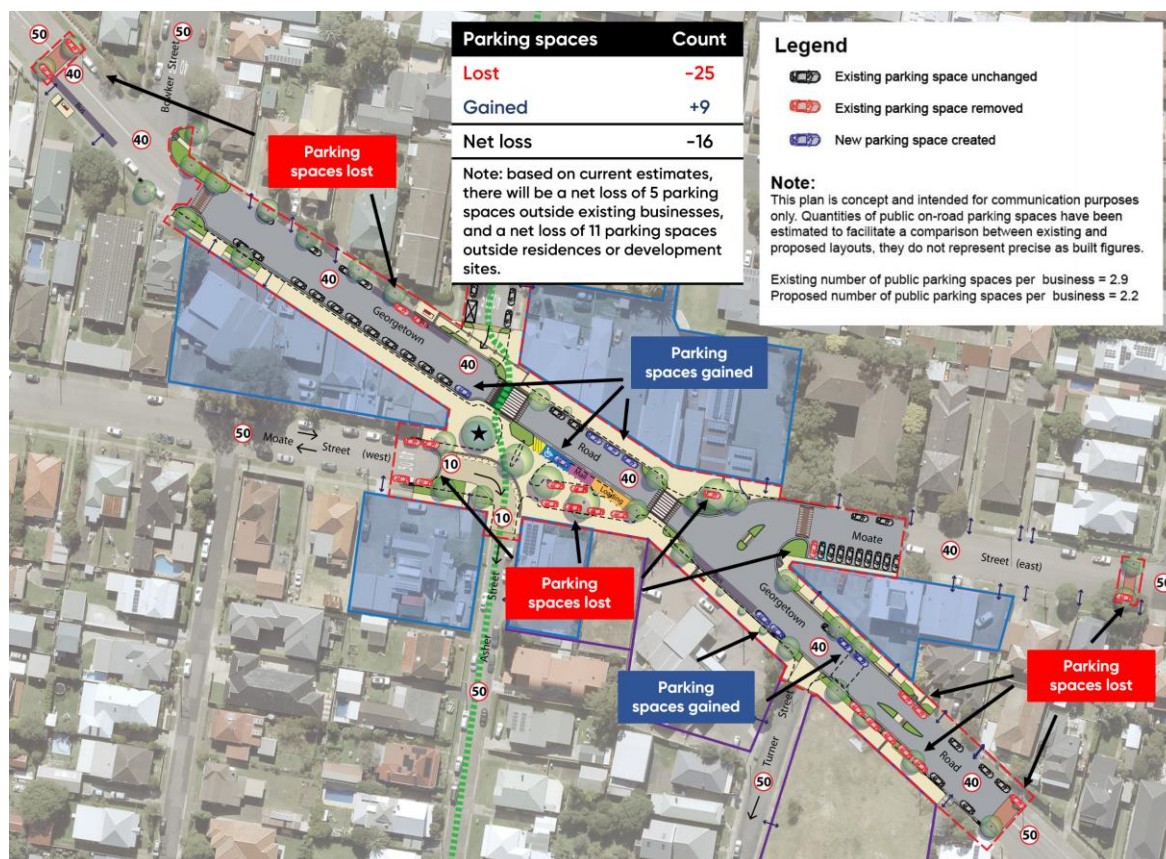
15. Do you agree with...? **Required**

Moving the eastbound bus stop to create parking spaces in front of the shops (between Parkview St and Moate St)
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Locating the loading zone, mail zone, accessible parking and motorcycle parking next to the proposed pedestrian plaza
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Below is the proposed parking plan.

Please note: the plan is intended for communication purposes only and is subject to change. Figures provided are an estimate and do not represent the final as-built figures.





16. Do you agree with the loss of parking spaces to make room for the proposed improvements?

Required

Note: The figures provided are an estimate only and are subject to change.

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

17. Comments:

--

18. Do you have any additional comments or feedback to share?

--

## Demographics

Please note: demographic information will be used for analysis purposes and will be reported at the aggregate level only.

19. Which of the following age groups do you fall into? **Required**

Select one answer only
<input type="radio"/> Under 18
<input type="radio"/> 18-24
<input type="radio"/> 25-39
<input type="radio"/> 40-54
<input type="radio"/> 55-64
<input type="radio"/> 65+
<input type="radio"/> Prefer not to say

20. How do you identify? **Required**

Select one answer only
<input type="radio"/> Man
<input type="radio"/> Woman
<input type="radio"/> Non-binary
<input type="radio"/> Prefer not to say
<input type="radio"/> Prefer to self describe _____

21. What is your name? **Required**

--

22. What is your email? **Required**

--