



Woodward Street, Merewether, Road and Embankment

Community engagement report

May 2023

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Executive summary

City of Newcastle (CN) received feedback from the community regarding the condition of, and concerns and issues surrounding, the path, embankment, and road in Woodward Street in Merewether.

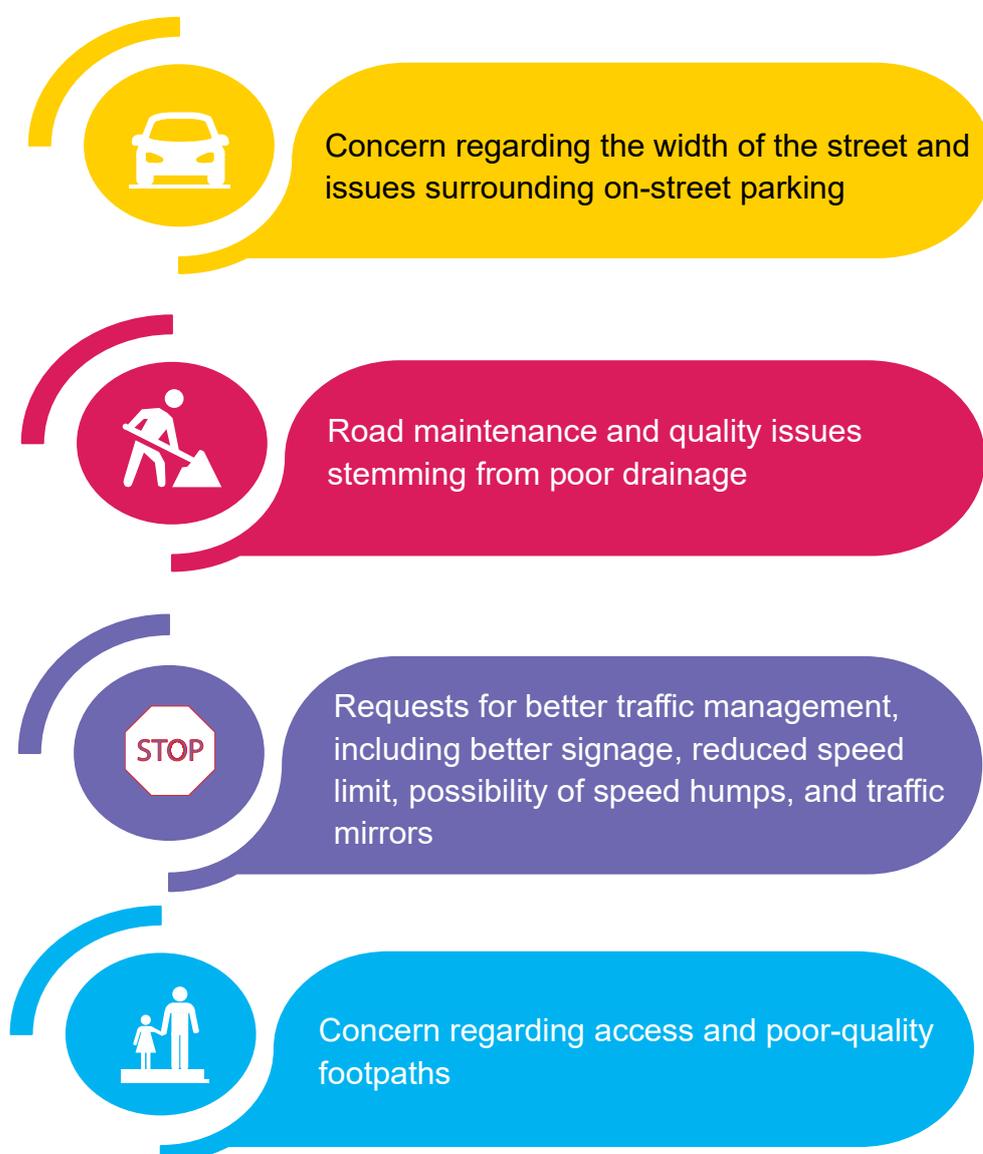


Executive summary (Cont'd)

City of Newcastle conducted a range of engagement activities to better understand community concerns and issues regarding Woodward Street. Community members were invited to provide feedback via the following channels:

- An online form available via the CN Have Your Say webpage – 33 submissions were received
- An interactive map used to pinpoint specific locations of concern/issue – 38 individual community members accessed the map and dropped 105 pins across the street
- Written submissions emailed to engage@ncc.nsw.gov.au – 1 submission was received by the close of the engagement period

Overall, feedback from the community could be broken down into the following key themes:



1. Background

Woodward Street, Merewether, is divided by a 590m two-lane, two-way sloped median.

Feedback has been received from the community about the narrow lane and footpath widths, parking of vehicles on the footpath, vehicles driving on the median, and poor pavement conditions. This feedback includes a petition that has been signed by several residents to improve the conditions along the road, and communications from a community resident group for Woodward Street.

2. Engagement objectives

To better understand community concerns and identify the issues currently faced by residents and road/path users, CN carried out community engagement activities from 23 March to 3 May 2023.

More specifically, the engagement sought to:

- Understand concerns and problems in relation the road, path, and embankment.
- Identify the specific location of issues.
- Give community members the opportunity to provide ideas and suggestions.

3. Communication and promotion

During the engagement period, a communications campaign was implemented to raise awareness of the project 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
 <p>Have Your Say webpage</p>	A dedicated project webpage was created on CN's Have Your Say landing page. The page aimed to provide information and raise awareness of the project, and to encourage people to provide feedback.	403 page views
 <p>Postcard and onsite signage</p>	<p>Postcards were letterbox dropped to residential properties on Woodward Street, Scenic Drive, Yule Lane, Yule Road, Lorraine Street and Janet Street.</p> <p>Onsite signage was also installed at key locations on Woodward Street.</p>	<p>323 postcards</p> <p>6 corflutes</p>
 <p>Newsletters</p>	An article on the project was included in the e-newsletter distributed to City of Newcastle's 'Your Voice' members.	Distributed to 2,531 people
 <p>Councillor Memo</p>	A memo was distributed to CN on 22 March 2023, advising of the engagement and providing information on how constituents can provide feedback and comment.	N/A

4. Engagement activities

The community was invited to provide feedback on the current issues and concerns regarding the road, path and embankment on Woodward Street, Merewether, from 23 March to 3 May 2023.

The community were able to provide feedback in several ways:

Online form

Community members were able to submit feedback via an online form on the Have Your Say webpage.

In total, 33 people provided feedback via the online form.

Interactive map

Community members were able to use an interactive map to pinpoint the location of specific concerns and problems and identify ideas and suggestions.

In total, 105 pins were dropped on the map by 38 unique stakeholders.

Email submission

Community members were also able to provide feedback by emailing engage@ncc.nsw.gov.au.

One submission was received via this channel. This submission has been included with the online form submissions for analysis (included in Section 5), as some of those in the Resident Group that made this submission via email also lodged individual online form submissions.

Findings are presented in **Sections 5. Key findings – Online form submission and 6. Key findings – Interactive map**. De-identified copies of submissions received are included in Appendices II, III, and IV.

5. Key findings – Online Form Submissions/Email Submissions

The 33 submissions lodged via the Have Your Say webpage and the additional email submission were analysed and the comments were categorised into key themes. The key themes raised by community members included the following:

Table 1: Key themes raised by stakeholders in the online form submissions/email submissions

Key Themes	Count
Widen the road	24
Issues with on-street parking	19
Road maintenance, e.g., potholes, erosion, uneven and slippery road	16
Fix median strip/embankment	10
Improve/maintain footpaths	10
Improve/maintain drainage	10
Improve traffic management, e.g., reduce speed limit, speed bumps, signage, turning lane	10
Electricity poles are poorly placed/need improvement	7
Fix surrounding roads	7
Add a dividing wall between street and road	6
Preservation/improvement of access staircase	3
Accessibility for the disabled	1
Concern regarding future works in the street and impact on residents	1
Fix street lighting	1
Issues with landscaping and vegetation management	1

Note: Some stakeholders mentioned more than one issue per individual submission.

The seven main themes are explored in more detail below:

5.1. Widen the road

Almost three quarters of submissions made comments regarding the width of Woodward Street. These submissions cited issues surrounding the narrow road and limited on-street parking. Community members specifically commented on traffic incidents experienced, and regular issues with larger trucks (construction vehicles, garbage trucks etc) unable to travel safely on the road.

Table 2: Examples of comments regarding the width of the road

Examples of comments: Width of the road (N=24)

“We have lived on Woodward St for less than 12 months. In that short time, our car has been run into the back of. I have also almost been run over while attempting to get children out of the car. We have witnessed firsthand the difficulty trucks have either collecting garbage or construction related vehicles who at times have needed to drive the wrong direction for access. The power poles seem precarious in the median strip. Difficulty increases if there is a truck/wider vehicle is parked and another truck needs to pass it, I have witnessed trucks scraping against the guard rail”

5.1 Widen the road (Cont'd)

Table 2: Examples of comments regarding the width of the road (Cont'd)

Examples of comments: Width of the road (N=24) Cont'd

“Overall, the street is too narrow and poorly constructed to safely handle the volume of traffic it now gets. It was obviously constructed before the advent of 2 (or more vehicles) per home and the street is now full of residents’ cars parked in the street. Legally parked larger vehicles make access along the street very difficult”

“The road is obviously extremely narrow on both sides of Woodward St. It barely fits a parked car and a car that travels either up or down the street. Consequently, our cars and family's cars have been hit / damaged over the years - either cars have been dented or side mirrors cracked or ripped off. Especially in recent years, ever since we were told that we were not allowed to park one half of the car on the curb, this issue has worsened”

5.2 Issues with on-street parking

56% of submissions expressed concern regarding on-street parking. Specifically, residents mentioned issues of safety, incidents of damage and concern regarding changes to parking policies that prohibit residents parking on the verge.

Table 3: Examples of comments regarding issues with on-street parking

Examples of comments: Issues with on-street parking (N=19)

“I believe the Council has a choice, one that costs little and makes sense, the other costs a fortune and takes years. The street is historically too narrow. In response habitants parked half on the curb (like they do in many other Newcastle suburbs). This worked well for 30 plus years without incident. One person complained and the Council enforced the rule of parking properly, however in doing so breaking another rule, the width of the street being now too narrow. Allow habitants to park half on or off and introduce a few speedhumps and the street is safe again. Currently the Council has made the street dangerous by forcing people to park properly, in a street that is too narrow”

“I have been a long-term resident of Hickson Street Merewether (35 years) and over that period I have seen the accessibility and functionality of Woodward Street decline drastically over the last number of years. I had stopped using the street at all for the past 10 years due to the increased building and subsequent increased number of cars/trucks parked on the street”

“We have witnessed firsthand the difficulty trucks have either collecting garbage or construction related vehicles who at times have needed to drive the wrong direction for access. The power poles seem precarious in the median strip. Difficulty increases if there is a truck/wider vehicle is parked and another truck needs to pass it, I have witnessed trucks scraping against the guard rail”

5.3 Road maintenance, e.g., potholes, erosion, uneven and slippery roads

Almost half of those who completed submissions cited issues regarding road maintenance as impacting Woodward Street. Primary concerns centred on potholes, road surface and issues resulting from poor drainage.

Table 4: Examples of comments regarding road maintenance

Examples of comments: Road maintenance (N=16)

"The road surface of Woodward Street has many cracks, potholes, loose gravel and stones and is a dangerous road to travel for all people that use it. I always tell my children to avoid the road, if possible, even though the shortest way to school is via Woodward Street"

"The quality of the actual road is appalling. The surface is extremely uneven and the pot holes are awful! When I started to learn how to drive a few years ago, it was very challenging navigating this road and trying to avoid all the hazards. Over the years, I have watched my parents' tyres been damaged and need replacement due to the poor quality of the roads. There are pot holes on both the top and bottom sides of the street. The turn section also always has gravel and rocks everywhere and it keeps damaging the tyres on our cars"

"The occasional patching of the road surface has a life span of six to ten weeks before it is back to a bush track"

5.4 Improve/maintain footpaths

29% of submissions made comment about the quality and/or lack of adequate footpaths in Woodward Street. Issues were raised regarding some sections of the current footpath (e.g., uneven, cracked etc.), whilst other residents expressed concern with pedestrian safety in areas where no footpaths were available.

Table 5: Examples of comments regarding footpaths

Examples of comments: Improve/maintain footpaths (N=10)

"I would like to see the footpath continue. It stops at the end of the street on the left-hand side heading down. There is a path again on Janet St. Can you please make these 2 paths connect. It is hard to push on the grass with a pram"

"There are sections of the street where there are no footpaths which makes it dangerous for the elderly"

"The footpath (along the whole street) is not only narrow but, cracked and uneven. This would require resurfacing sooner rather than later before someone falls and badly injures themselves"

5.5 Improve/maintain drainage

29% of submissions made mention of issues regarding drainage in Woodward Street. Suggestions were made regarding the installation of new kerb and guttering as a remedy to existing drainage issues and resultant road degradation.

Table 6: Examples of comments regarding drainage

Examples of comments: Improve/maintain drainage (N=10)

“Some new kerb & guttering should be installed in the middle of the road on the low side (road split into two). Across the road from the property there is no kerb/guttering and the road bitumen adjoins loose dirt - with wet weather this causes water to pool and get underneath the road which causes potholes - ground becomes soft and loosens from trucks driving on the edge - seepage enters his property from this. Suggest kerb/guttering installation would rectify the issue”

“The road surface degradation after each rain event has resulted in motor vehicle damage. Subsequent ‘patches’ have left car damage due to the wet tar splatter. There is no footpath on adjacent streets suitable for easy walking and as a result the area is a serious risk for pedestrians who need to walk on the road to pass. Due to water damage, the footpath quality on the eastern side is often poor and a risk for falls. Guttering top and bottom with a crib wall seems the only safe option”

“Woodward St has natural water issues, hence the condition of both sides of the street, especially the south bound side approaching Scenic Dr”

5.6 Improve median strip/embankment

29% of submissions cited issues with the current median strip/embankment. Residents’ suggestions centred on a new retaining wall between the roads and additional space for on-street parking.

Table 7: Examples of comments regarding the median strip/embankment

Examples of comments: Improve median strip/embankment (N=10)

“A dividing retaining wall between both sides of the road to allow more width would be ideal, to allow ease of parking and access”

“To me the only solution is a widening of both sides which would require new retaining walls along its length with more space for parking and traffic flow”

“I would like to see a retaining wall put in the middle of the divide and then both sides road pavement extended to this point, it would have 1.5-2m additional road pavement in each direction, this would then give enough room for all to access safely and have cars parked appropriately”

5.7 Improve traffic management, e.g., reduce speed limit, speed bumps, signage, turning lane

29% of submissions made mention of issues regarding improvements to traffic management. The most prominent comments centred on safety issues regarding speed, the lack of adequate signage regarding the one-way road and dangerous conditions involved in turning onto Woodward Street.

Table 8: Examples of comments regarding traffic management

Examples of comments: Improve traffic management (N=10)

“Woodward Street receives a lot of traffic from residents and through traffic... one-way signs are needed to stop some residents driving in the opposite direction in the divided road sections”

“It is also extremely dangerous turning right onto Woodward St from Scenic Drive with no turning lane”

“The road is narrow as discussed but, personally, I think that the speed limit up & down the street should be dropped back to 40kms. I am not sure how other residents feel, but some cars just fly down our street and it’s a bit dangerous”

This section of the report identified the key issues/themes of importance from online submissions form and email submissions. The interactive map exercise (see following section) provides more location specific feedback on where those issues are occurring.

Note: A complete list of comments from stakeholders can be found in Appendix III.

6. Key findings – Interactive Map

The use of the interactive map (via Social Pinpoint) allowed stakeholders to pinpoint:

- Specific issues/concerns
- Offer suggestions, and
- Provide general comments across various locations on Woodward Street.

This section of the report seeks to analyse the locations mentioned and specific issues, suggestions and comments provided by the 38 Social Pinpoint participants.

6.1 Concerns/Problems



There were 69 individual pins dropped on locations throughout Woodward Street and adjoining streets that were **flagged as current concerns/problems**. As shown in the image to the left, there is no single area for pain points in the street, concerns and problems experienced by residents/community members are spread from end to end of the street.

Participants were given the opportunity to not only log their personal concerns/problems, but to also agree (up vote) or disagree (down vote) with those provided by other participants.

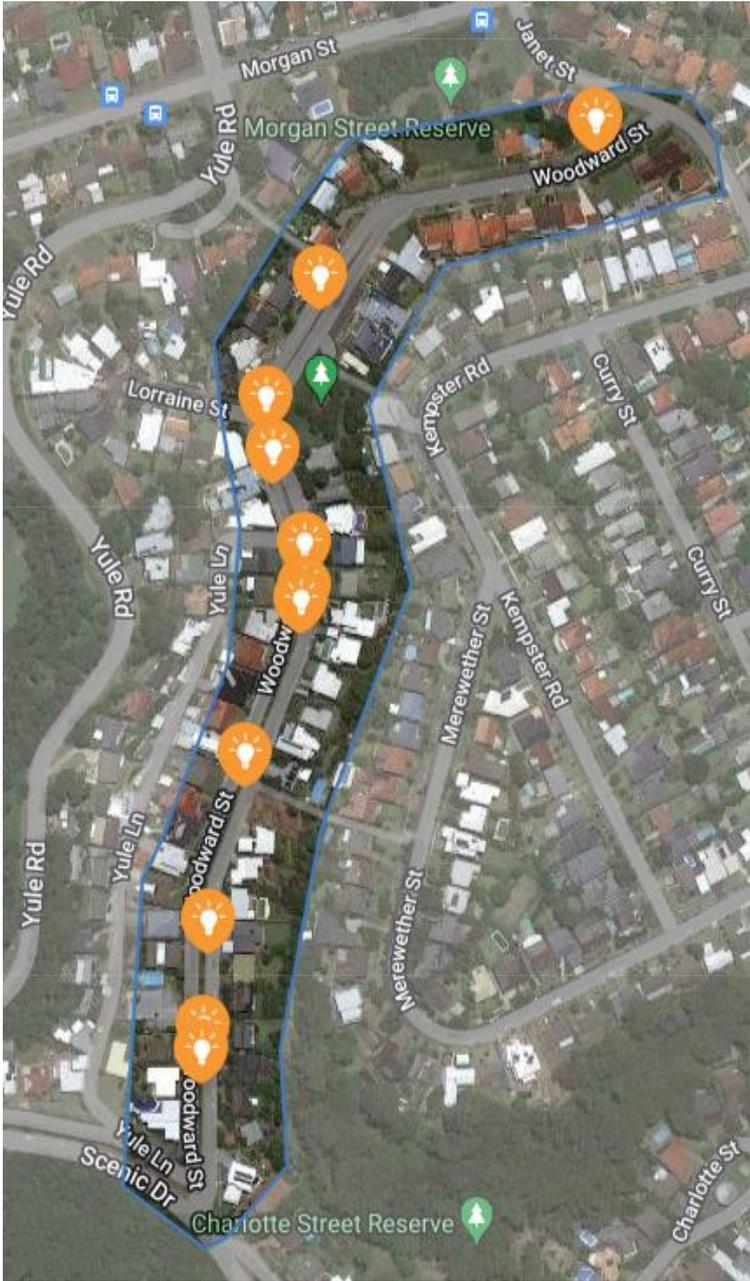
The table on the following page highlights the problems/concerns pinned with the highest number of 'up votes' from participants.

6.1 Concerns/Problems (Cont'd)

Geo Address	Concern/Problem Pins – Top responses	Up Votes # who agree
69 Woodward St	Major seepage in several areas of Woodward St, but particularly opposite 67 -71 contributes to faster deterioration of road surface, potholes etc.	21
63 Woodward St	Lack of drainage. Water seeping constantly from median/in between onto lower road causing road degradation/potholes and moss forming on road at varying times throughout year	20
12 Woodward St	Cars parked on bend create a thin road over the rise	18
52 Woodward St	Road doglegs and narrows, presenting collision risk to parked cars by through traffic. We have had 2 cars damaged when legally parked.	17
114 Janet St	Turning from Woodward Street is difficult even with Stop sign, due to oncoming traffic from the eastern crest.	17
20 Woodward St	Street thins and cars have been side swiped multiple times.	15
70 Woodward St	Cars exiting Yule Lane crossing Woodward St cannot be seen when entering Woodward Street from the south	14
55 Woodward St	Bottom step is too close to the roadway	13
65 Woodward St	General road condition along the hill going upwards is very poor. Gravel and potholes are plenty, making the road very bumpy and unsafe. I have had my rear wheel warped due to hitting a large pothole.	13
34 Woodward St	The road surface is broken and uneven and causes the car to tilt when passing parked cars as there is no space to avoid the dips and hollows.	11
118 Janet St	This corner is dangerous, particularly if turning right (from Woodward Street into Janet Street) due to limited visibility to the right.	11
53 Woodward St	Lack of RHS gutter on eastern (lower) road. Causes significant degradation of existing road after weather events	10
28 Woodward St	A number of accidents over the years taking out the guard rail and parked cars	10
118 Janet St	Often cars parked on street making visibility hard and dangerous to pull on to Janet Street, often resulting in cars being head on in the same lane with nowhere to pull aside.	10
21 Woodward St	Existing embankment vegetation has a large proportion of weeds with sporadic, visually unattractive trees. New vegetation should be low height/low maintenance native grasses that would be a visually appealing coverage along the embankment. Species selection to ensure avoidance of root damage of any drainage system and mature plant height limited to ensure ocean, city and valley views of residents are maintained.	10
61 Woodward St	The road is very narrow in this upper part of Woodward Street when parked cars are present. Cars need to drive off the road surface (to the right) to avoid hitting parked cars in the narrowest parts, leading to a crumbling right-hand road edge. Road surface generally is very poor here and deteriorates significantly after rain events.	10
67 Woodward St	Water always seeping from embankment onto road and continuing to under house and backyard at no. 67. Temporary repairs to road are soon washed out and residue washes into gutters and stops the flow of water down the gutter. Urgent attention to embankment should be a priority.	10

Note: A complete list of comments can be found in Appendix II.

6.2 Ideas/Suggestions



There were 11 individual pins dropped on locations throughout Woodward where participants **logged ideas/suggestions**.

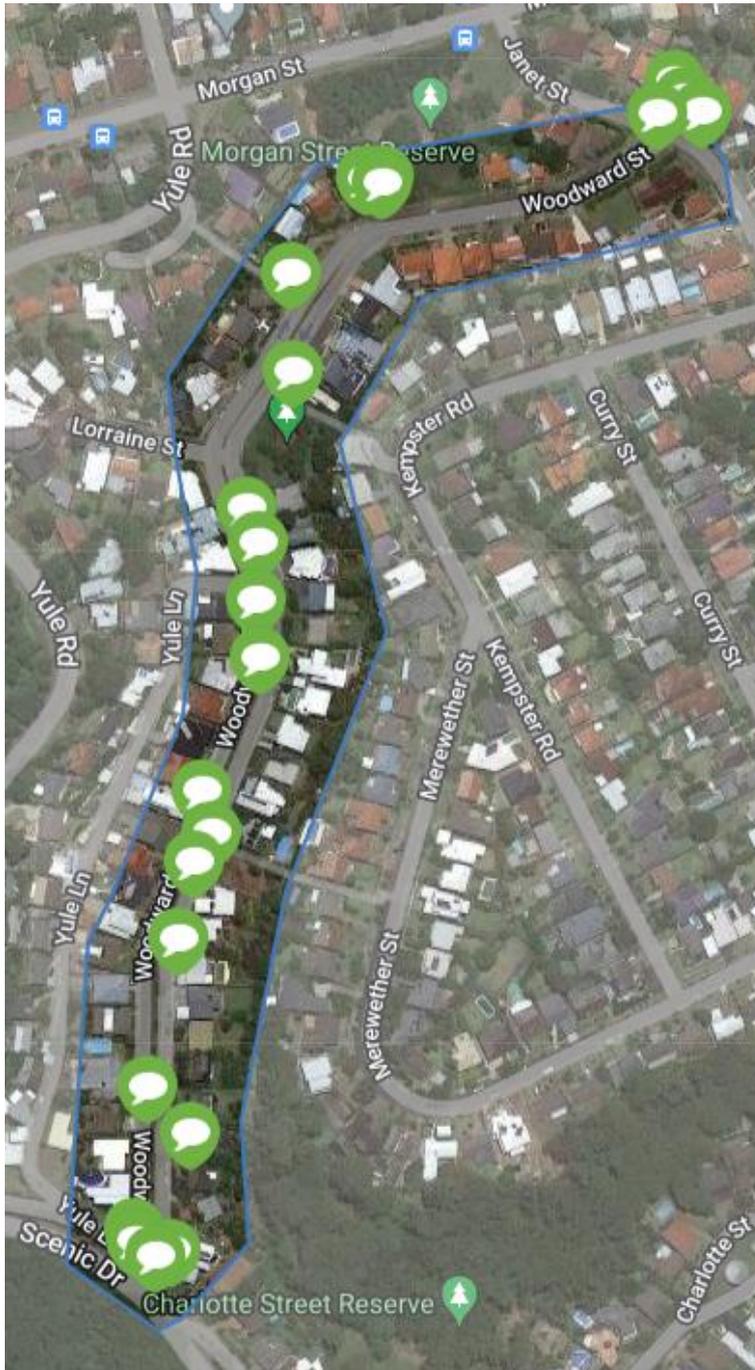
Participants were given the opportunity to not only log their personal ideas/suggestions, but to also agree (up vote) or disagree (down vote) with those provided by other participants.

The table below highlights the top two ideas/suggestions that recorded the highest number of ‘up votes’ from participants.

Geo Address	General Comment Pins – Top responses	Up Votes # who agree
2 Woodward St	This corner needs a two-way mirror to view cars coming from Janet St to towards City Road	7
6 Woodward St	The roadways could be widened if the embankment were turned into a wall - although this would likely cause a lengthy disruption to residents during construction.	7

Note: A complete list of comments from stakeholders can be found in Appendix II.

6.3 General comments



Participants flagged 25 individual locations and provided a **range of general comments** regarding parking and specific traffic management concerns.

Participants were given the opportunity, to not only log their own comments, but to also agree (up vote) or disagree (down vote) with those provided by other participants.

The table on the following page highlights the general comments pinned with the highest number of 'upvotes' from participants.

6.4 General comments

Geo Address	General Comment Pins	Up Votes # who agree
34 Woodward St	Right Hand turning lane from Scenic Drive required	19
32 Woodward St	I've heard speed humps are noisy to live near. Maybe a 40-50km speed limit for the whole street would be better?	17
55 Woodward St	A blind spot mirror placed on the corner would make it easier to pull out on to Janet Street. Currently a very blind corner onto a narrow road.	15
61 Woodward St	60km/h speed limit on Scenic Drive should be reduced to 50km/h. This is a blind corner	13
110 Scenic Dr	We have had a vehicle side swiped, whilst legally parked. Is there any way to widen the road? whilst I don't support speed humps, perhaps a speed restriction of 50 kph should be considered. The overall condition of this street which is becoming a major thoroughfare is very poor.	12
114 Scenic Dr	Woodward St was never designed for off-street parking. The road is too narrow for the combination of off-street parking and the current traffic volumes.	10

7. Next steps

Thank you to everyone who shared their thoughts, ideas and suggestions. The project team will review all feedback received and use this to identify appropriate solutions. We will provide further updates to the community as the project progresses.

Appendix I – Promotional materials

Have your say webpage

<https://haveyoursay.newcastle.nsw.gov.au/woodward-street-road-and-embankment-upgrades>

Postcard

Woodward Street, Merewether Road and Embankment Project

We are looking to identify key road and embankment issues and understand community concerns on Woodward Street, Merewether.

Woodward Street is a narrow road, with lanes that are divided by a sloped median and provides minimal room for parked vehicles, pedestrians and through traffic. This project is looking to identify in greater detail the issues and concerns that the community have in relation to the road and embankment, in order to explore possible options to enhance conditions.

We would like to hear your thoughts, this feedback will help us to gain a better understanding of the area and how we can facilitate improvements.

To find out more and use our interactive map to show us what and where the issues are, scan the QR code below or visit newcastle.nsw.gov.au/yoursay by 5pm Wednesday 3 May 2023.

Have your say

City of Newcastle

Onsite signage



Woodward Street, Merewether

Road and Embankment Project

We are looking to identify key road and embankment issues and understand community concerns on Woodward Street, Merewether.

We would like to hear your thoughts on some of the key issues, to help us gain a better understanding of the area and how we can facilitate improvements.



To find out more and use our interactive map to show us what and where the issues are, scan the QR code or visit newcastle.nsw.gov.au/yoursay before **5pm Wednesday 3 May 2023**.

If you have any questions, please email The Engagement Team at engage@ncc.nsw.gov.au or call 4974 2000

Newsletter

Woodward Street, Merewether

We have received feedback from the community about road and embankment issues on Woodward Street, Merewether.

We want to hear your thoughts on the issues. This feedback will help us to gain a better understanding of the area and how we can facilitate improvements.

Use our interactive map to pinpoint where the problems are!



Have your say by 5pm **3 May 2023**

[HAVE YOUR SAY](#)

Appendix II – Interactive Map Data

Type	Comment	Up Votes	Down Votes
Concern/ problem-16	Major seepage in several areas of Woodward St, but particularly opposite 67 -71 contributes to faster deterioration of road surface, potholes etc.	21	0
Concern/ problem-03	Lack of drainage. Water seeping constantly from median/in between onto lower road causing road degradation/potholes and moss forming on road at varying times throughout year	20	0
Concern/ problem-10	Cars parked on bend create a thin road over the rise	18	3
Concern/ problem-05	Road doglegs and narrows, presenting collision risk to parked cars by through traffic. We have had 2 cars damaged when legally parked.	17	0
Concern/ problem-07	Turning from Woodward Street is difficult even with Stop sign, due to oncoming traffic from the eastern crest.	17	0
Concern/ problem-09	Street thins and cars have been side swiped multiple times.	15	0
Concern/ problem-15	Cars exiting Yule Lane crossing Woodward St cannot be seen when entering Woodward Street from the south	14	0
Concern/ problem-11	Bottom step is too close to the roadway	13	0
Concern/ problem-19	General road condition along the hill going upwards is very poor. Gravel and potholes are plenty, making the road very bumpy and unsafe. I have had my rear wheel warped due to hitting a large pothole.	13	0
Concern/ problem-17	the road surface is broken and uneven and causes the car to tilt when passing parked cars as there is no space to avoid the dips and hollows.	11	0
Concern/ problem-35	This corner is dangerous, particularly if turning right (from Woodward Street into Janet Street) due to limited visibility to the right.	11	0
Concern/ problem-02	Lack of RHS gutter on eastern (lower) road. Causes significant degradation of existing road after weather events	10	0
Concern/ problem-08	A number of accidents over the years taking out the guard rail and parked cars	10	0
Concern/ problem-18	Often cars parked on street making visibility hard and dangerous to pull on to Janet Street, often resulting in cars being head on in the same lane with nowhere to pull aside.	10	0
Concern/ problem-24	Existing embankment vegetation has a large proportion of weeds with sporadic, visually unattractive trees. New vegetation should be low height/low maintenance native grasses that would be a visually appealing coverage along the embankment. Species selection to ensure avoidance of root damage of any drainage system and mature plant height limited to ensure ocean, city and valley views of residents are maintained.	10	0

Type	Comment	Up Votes	Down Votes
Concern/ problem-34	The road is very narrow in this upper part of Woodward Street when parked cars are present. Cars need to drive off the road surface (to the right) to avoid hitting parked cars in the narrowest parts, leading to a crumbling right-hand road edge. Road surface generally is very poor here and deteriorates significantly after rain events.	10	0
Concern/ problem-43	Water always seeping from embankment onto road and continuing to under house and backyard at no. 67. Temporary repairs to road are soon washed out and residue washes into gutters @ stops the flow of water down the gutter. Urgent attention to embankment should be a priority.	10	0
Concern/ problem-04	Slippery steep path in wet weather and due to mould/moss	9	0
Concern/ problem-12	Cars frequently park on the footpath obstructing pedestrian access	9	1
Concern/ problem-13	Telecom? Access area in footpath in poor condition. Various other irregular footpath areas	9	1
Concern/ problem-37	This corner is particularly dangerous as there is limited visibility for cars going down Woodward - cars coming up the street are also blinded by sunlight at certain times of the day and cars can come around the corner at speed. The road is very narrow and cars parked on this corner push traffic into the middle of the road	9	3
Concern/ problem-01	Pot hole	8	0
Concern/ problem-14	Slopping footpath and changing footpath levels for drive ways along the length of Woodward Street	8	0
Concern/ problem-23	Existing embankment vegetation has a large proportion of weeds with sporadic, visually unattractive trees. New vegetation should be low height/low maintenance native grasses that would be a visually appealing coverage along the embankment. Species selection to ensure avoidance of root damage of any drainage system and mature plant height limited to ensure ocean, city and valley views of residents are maintained.	8	0
Concern/ problem-29	Speed humps are not be a good solution. Studies have shown the following results: - The values of properties near the speed humps decrease. - 47% more particulates and 64% more NO2 from a patrol car when driven over humps, and even higher figures for diesel cars. - reports suggest that any beneficial impact is less than 5% and may actually be non-existent. See attached photo for more information and studies.	7	0
Concern/ problem-41	Cars parked close to the corner on LHS facing up the hill make it difficult to turn into Woodward Street	7	0
Concern/ problem-30	Embankment here is unstable. Gravel and sand wash across the road after heavy rain, creating a hazard for vehicles and bikes.	6	0

Type	Comment	Up Votes	Down Votes
Concern/ problem-33	No footpath at the corner of Woodward and Janet Streets	6	0
Concern/ problem-42	The school bus stop is in an unsafe location. It is dangerous for kids crossing Scenic Dr d/t blind corners, cars travelling at 60kph, insufficient safe space to wait to cross the rd., The bus stop would be better located near Yule Rd where the road (and road shoulder) is wider, there is better visibility and cars have already slowed or are slowing for the 40kph zone for Merewether Heights PS (this zone could be extended to include a new bus stop near the top of Yule Road)	6	0
Concern/ problem-47	Road is too narrow for the speed limit here. reduce the speed limit on the road to 30kph to allow drivers the time to ensure they don't hit parked cars	6	0
Concern/ problem-06	Turning from Scenic Drive into Woodward Street with no turning lane often causes accidents.	5	1
Concern/ problem-20	Children regularly cross the road and walk from Lorraine St and Woodward St to the park. Concerns regarding the traffic that often comes at speed down the hill. Supportive of speed humps. In addition, more car parking at the park would be beneficial.	5	7
Concern/ problem-22	Effective and extensive drainage system required along future embankment/retaining wall to limit water and pore pressure build-up, particularly during east coast low weather events. Otherwise, water flow from substrate of road will continue initiating additional potholes. As slope angle of embankment likely to increase with road widening, critical to limit pore pressure build-up with a drainage system to minimize possibility of embankment failure.	5	0
Concern/ problem-31	Road surface is in poor condition in this "cutaway" section of Woodward Street. Requires resurfacing during the road upgrade project.	5	1
Concern/ problem-44	There has been some subsidence and large potholes in the road here.	5	0
Concern/ problem-21	Supportive of speed bumps on the downhill as there is significant pedestrian activity from Lorraine St accessing the park. Is there a possibility for a pedestrian crossing with the reworking of the street.	4	11
Concern/ problem-25	Effective and extensive drainage system required along future embankment/retaining wall to limit water and pore pressure build-up, particularly during east coast low weather events. Otherwise, water flow from substrate of road will continue initiating additional potholes. As slope angle of embankment likely to increase with road widening, critical to limit pore pressure build-up with a drainage system to minimize possibility of embankment failure.	4	0
Concern/ problem-28	Speed humps are an awful idea. We don't want "thump-thump" for every car that goes past. This is Merewether, not Metford!	4	3
Concern/ problem-32	No footpath at this corner.	4	0
Concern/ problem-36	Street is very narrow here, particularly when parked cars are subtracted from its width. Also, frequent potholes occur here during rain events. Due to the narrowness of the road, avoiding the potholes is impossible, leading to flat tyres and other vehicle damage.	4	2

Type	Comment	Up Votes	Down Votes
Concern/ problem-40	A lot of cars do a U-turn at the top of the street across the double yellow lines - an engineered way to allow this to occur would be great. Currently the alternative pushes traffic into Yule Lane which is congested and doesn't provide option for people coming up Woodward and wanting to go to houses on Woodward [even number side] between Scenic end and Yule Lane [bottom]	4	0
Concern/ problem-46	Woodward Street is wide enough It's demonstrated every garbage day the garbage truck fits down the street with legally parked cars. There is no need to park one wheel up anywhere in Woodward Street. Slow down and drive to the conditions. 40km speed zone would be beneficial.	4	1
Concern/ problem-26	A change to the current road level may commence stormwater runoff towards driveway. It currently flows directly into the stormwater drain.	3	0
Concern/ problem-51	Cars travelling way too fast here coming down the hill. Have almost been hit crossing the street to get to the reserve.	3	0
Concern/ problem-56	The footpath along the whole street is uneven and a tripping hazard	3	0
Concern/ problem-38	Pathway is too steep - needs to be adapted to have steps in stages	2	0
Concern/ problem-45	I am aware that this work does not explicitly involve Yule Lane. However, both Yule Lane and Woodward Street are very much connected. I have often experienced that there are blockages by large vehicles, e.g. garbage trucks, or road works being carried out on Yule Lane so that on more than one occasion I could neither back out nor turn around in the Lane. There should have been a sign warning of the road works before entering the Lane. If it had been an emergency vehicle rather than me -?	2	0
Concern/ problem-48	Bad camber for vehicles performing a U-turn here.	2	0
Concern/ problem-49	Need to slow cars travelling West on Janet Street, as it is a blind corner and oncoming cars are generally travelling 50kph+	2	0
Concern/ problem-50	Often cars in the opposite lane here due to cars parked on both sides of the road and excessive speed of traffic	2	0
Concern/ problem-53	Turning right onto Woodward becomes a game of chance because of the blind corner - extremely dangerous	2	0
Concern/ problem-59	Vehicles (many per day) and in particular during the early morning do U-turns at this location to return south-west. It is exceedingly dangerous for other vehicles travelling in both directions while this is being undertaken.	2	0
Concern/ problem-27	Corner is too sharp for trucks and results in trucks ruining landscaping of 32 Woodward St as they negotiate the corner	1	0
Concern/ problem-39	There have a number of events where a loaded truck doing a u turn has lost its load because of slope	1	0
Concern/ problem-52	People cut this corner when turning from Janet onto Woodward due to the bad camber. I have been almost hit by a car while on a bike waiting to turn right.	1	0

Type	Comment	Up Votes	Down Votes
Concern/ problem-54	Road is far too narrow, when parked legally cars are often damaged (e.g., mirrors taken off)	1	0
Concern/ problem-55	Significant number of potholes especially after rain	1	0
Concern/ problem-57	Narrow roadway on the bend/corner. When cars are parked parallel to the curb, they still stick out for cars navigating the street. This cause issues in particular for heavy traffic such as trucks, cranes and cars with trailers	1	0
Concern/ problem-58	Embankment erosion along the entire street. Heavy weather events and increased heavy vehicle traffic driving on edge of embankment is increasing erosion. This is covering the street in mud and rocks. Development should include gutters on both sides of street and embankment soil retention/drainage.	1	0
Concern/ problem-60	Permanent parking of boat/trailer significantly limits road width.	1	0
Concern/ problem-61	Cars do travel the wrong way on many sections of Woodward Street - a method of shortcutting the need to travel to the cross over / U-turn areas.	1	0
Concern/ problem-62	Cars travel the wrong way here	1	0
Concern/ problem-63	Cars travel the wrong way here	1	0
Concern/ problem-64	No footpath here - all footpaths need review and repair, ensuring that footpaths cover the whole street - on both sides of the road.	1	0
Concern/ problem-65	The road is generally poorly sealed - there have been many construction and heavy vehicles on the road over the past few years. Some areas are visibly much worse than others. These areas have been noted by other residents and mark as such	1	0
Concern/ problem-67	Better signage that the upper and lower streets are one way. Many times, an Uber or delivery driver will be driving down the lower street the wrong way, almost causing an accident claiming google took them there and there was no signage. More singe about what way to go please.	1	0
Concern/ problem-66	The drainage on the western side of the lower street needs to be addressed, considerable water is penetrating and affecting the houses on the eastern side of the street. Soft edges must be removed. Street widening would be great. Possibly make a retaining wall on the western side of the lower street, removing the grass slope and park cars on this side. It would allow more parking as there would be no driveways to contend with, stop water penetration from the grass and fix the drainage all I one	0	0
Concern/ problem-68	There is no speed limit at this end of Woodward St. Should be considered in the narrow section of the road as soon as possible	0	0
Concern/ problem-69	The road surface is continuously in very bad condition, many potholes and water seeping through.	0	0

Type	Comment	Up Votes	Down Votes
General comment-05	Right Hand turning land from Scenic Drive required	19	0
General comment-02	I've heard speed humps are noisy to live near. Maybe a 40-50km speed limit for the whole street would be better?	17	0
General comment-13	A blind spot mirror placed on the corner would make it easier to pull out on to Janet Street. Currently a very blind corner onto a narrow road.	15	0
General comment-06	60km/h speed limit on Scenic Drive should be reduced to 50km/h. This is a blind corner	13	2
General comment-04	We have had a vehicle side swiped, whilst legally parked. Is there any way to widen the road? whilst I don't support speed humps, perhaps a speed restriction of 50 kph should be considered. The overall condition of this street which is becoming a major thoroughfare is very poor.	12	0
General comment-08	Woodward St was never designed for off-street parking. The road is too narrow for the combination of off-street parking and the current traffic volumes.	10	2
General comment-03	With several homes undertaking builds or renovations, (no complaint about this btw), however, larger trade related vehicles need to be parked accessible to their work areas. The fact we now need to park on the street (when we moved in everyone parked partly on the kerb to facilitate safe access along the street) means there is limited space to pass parked vehicles. We are not able to safely/confidently drive our caravan up the street to load/unload at our home.	9	1
General comment-07	An entry lane is required on Scenic Drive for traffic turning right from Woodward St.	9	0
General comment-09	Parking on this rise should be prohibited as the lane is too narrow to allow traffic and off-street parking	9	4
General comment-01	Traffic often speeds down western side, speed bumps would increase safety for residents and pedestrians.	8	10
General comment-16	This neighbourhood park is used by a lot of families from the local area, including from Kempster Road. Continued access to this highly valued asset would be important.	8	0
General comment-10	A give-way sign across Janet Street would be a safer alternative to allow traffic from Woodward St to enter Janet St as it is a blind corner from the East.	7	1
General comment-11	The speed and volume of traffic on Scenic Drive needs to be controlled. There is a strong argument for speed reduction devices to slow the traffic and decrease traffic volume.	7	2
General comment-12	General confusion from drivers in terms of direction of traffic and right of way. Cars slow suddenly coming down the hill.	6	0
General comment-14	Residents have too many trailers, caravans etc parked on the street often for months on end, even up to more than a year.	5	4
General comment-15	A speed hump or two along here might assist in slowing down cars from east to west. If turning into Woodward, an oncoming car cannot be seen until it is very close.	5	5

Type	Comment	Up Votes	Down Votes
General comment-17	This is the widest part of the one-way section of Woodward Street. People complaining about parking are simply driving too fast. Reduce the speed of the road to 40 or 30kph.	4	1
General comment-18	This section of road is wide enough for on street parking and through traffic. Garbage trucks, deliver trucks and moving trucks all navigate this area even when there are cars parked on the street. The only issues occur when cars drive too fast through this section (and other areas of the street). If people are driving to conditions, there are no issues. Reducing the speed limit on the street to 40 or even 30 if necessary, would solve the problem.	3	1
General comment-19	The road is narrow here, and in some other sections, but if people are driving at a speed appropriate for the conditions (i.e., much slower than 50kph) it's now a problem. There are many homes on the street without adequate off-street parking, or with old driveways too steep to consistently safely navigate in and out of, especially if traffic continues to speed through the street. Measures to slow traffic along the street will alleviate many of the issues raised.	3	0
General comment-20	Many residents don't have access to off-street parking. it is not practical to limit parking, however reducing the speed of traffic in the street will have a huge impact on safety.	2	0
General comment-22	The steps are good and should be maintained even if the embankment is redone	2	0
General comment-24	Are these trees meant to be maintained by Council?	1	0
General comment-21	The street is wide enough as the garbage truck demonstrates. All that is needed is the speed limit to be reduced and a series of speed bumps up and down the street. This would save millions of dollars on other options	0	2
General comment-23	Poor street lighting in the area. Perhaps when the embankments are upgraded some alternative lighting options could be installed to assist in visibility, deterring crime. Keep in mind that this lighting may impact residents on upper side of street if lights installed on power poles due to the nature of the streetscape, investigate alternative lighting options.	0	0
General comment-25	Agree with all comments	0	0
Idea/suggestion-01	This corner needs a two-way mirror to view cars coming from Janet St to towards City Road	7	0
Idea/suggestion-02	The roadways could be widened if the embankment were turned into a wall - although this would likely cause a lengthy disruption to residents during construction.	7	0
Idea/suggestion-04	Can we move the electrical wires underground when they are digging up the road? They are such an eyesore.	3	0
Idea/suggestion-08	Low height embankment vegetation for visual interest, but no trees that would obstruct residents' views. This applies to the entire length of the embankment.	2	0

Type	Comment	Up Votes	Down Votes
Idea/suggestion-03	Steps are a good idea to allow foot traffic - they could run parallel to road rather than perpendicular or at angle	1	0
Idea/suggestion-05	A zebra crossing or something to indicate cars should slow down. Kids are all around. It's dangerous.	1	0
Idea/suggestion-07	Legal street parking is limited, and the narrow street makes it difficult for those with trailers/caravans to safely park them. Busy street parking also creates a lot of blind spots on the street and unsafe to exit driveways. Potential for those who have the ability of a second driveway crossing should be supported where possible to get additional family cars, caravans and trailers etc off the street.	1	0
Idea/suggestion-06	Widening of the road is essential to safe traffic flow.	0	0
Idea/suggestion-09	Could this be a vertical concrete retaining wall instead of a grassy slope. It would allow for street widening, stop water penetration and proper drainage and more parking. Park cars on this side and not the eastern side to get more parking spaces.	0	0
Idea/suggestion-10	If the grassy slope is to remain, could owners be allowed to use it to put in some garden beds for some vegetables, herbs etc?	0	0
Idea/suggestion-11	If completing such extensive works, consider upgrade to storm water drainage and underground power as per current day construction practices, mitigating future maintenance costs	0	0

Appendix III – Online feedback form

Online feedback form

Online feedback form

Name Required

Email Required

Suburb

Feedback Required

Upload file

Max files: 5 Allowed file types: pdf,doc,docx,txt,xls,xlsx,rtf,png,gif,jpg,jpeg Size limit: 10.00 MB

Online form submissions– De-identified

Thank you for the opportunity to give input to the issues on Woodward St, Merewether. As a long-term resident of Woodward Street, over 20 years, I have seen a gradual deterioration in the quality of the street particularly the road surface and the foot path leading up and down the street. This is due to the increased traffic load from people using the street and generally the increasing cars in the neighbourhood.

The street surface has numerous potholes and erosion arising from the eastern side of the hill where dirt and rocks keep washing over the street making the surface uneven, slippery plus, depression from potholes and even a sinkhole that was present in front of our house.

There is an access staircase between the upper and lower side of would Wood Street which is a fantastic thoroughfare and this should be preserved or rebuilt in the future when the road is upgraded.

Due to the narrowness of the street as we are unable to parking of cars on the curb due to legality numerous cars have been hit over the years.

I look forward to a considered response from counsel as to improvements hopefully accommodating most of the resident's needs.

Concerns re Woodward St Merewether 2291

1. The road is obviously extremely narrow on both sides of Woodward St. It barely fits a parked car and a car that travels either up or down the street. Consequently, our cars and family's cars have been hit / damaged over the years - either cars have been dented or side mirrors cracked or ripped off. Especially in recent years, ever since we were told that we were not allowed to park one half of the car on the curb, this issue has worsened.
2. The quality of the actual road is appalling. The surface is extremely uneven and the pot holes are awful! When I started to learn how to drive a few years ago, it was very challenging navigating this road and trying to avoid all the hazards. Over the years, I have watched my parents' tyres been damage and need replacement due to the poor quality of the roads. There are pot holes on both the top and bottom sides of the street. The turn section also always has gravel and rocks everywhere and it keeps damaging the tyres on our cars.
3. The embankment (that is on the bottom half) needs to be looked at for sure! Needs to be somehow narrowed to allow the widening of the road. Especially as this grass/plants can get widely overgrown and can further obstruct the view of driver's going past. Maybe cut away the rock and build a retaining wall?
4. The footpath (along the whole street) is not only narrow but, cracked and uneven. This would require resurfacing sooner rather than later before someone falls and badly injures themselves. The gutters can sometimes also get very blocked.
5. The road is narrow as discussed but, personally, I think that the speed limit up & down the street should be dropped back to 40kms. I am not sure how other residents feel, but, some cars just fly down our street and it's a bit dangerous.

I would definitely keep the stairs that allows residents to go up & down the middle of Woodward St (stairs in front of 48 Woodward St). This has been a very convenient feature and one that we hope doesn't change.

Online submissions made via CN Have Your Say – De-identified

The issues raised above start where the divide in the street is to where the divide ends. The issues above have been going on for over 20 years. It's also something that I have remembered ever since I've been really young. And in my whole time of living in that house nothing has been done to change it. So, I am really happy that finally something will be done to rectify the situation, and that you're seeking out feedback.

We have lived on Woodward St for less than 12 months. In that short time, our car has been ran into the back of.

I have also almost been run over while attempting to get children out of the car. We have witnessed firsthand the difficulty trucks have either collecting garbage or construction related vehicles who at times have needed to drive the wrong direction for access. The power poles seem precarious in the median strip. Difficulty increases if there is a truck/wider vehicle is parked and another truck needs to pass it, I have witnessed trucks scraping against the guard rail.

The road is poorly maintained with many pot holes.

There is no speed limit sign as you turn onto Woodward St from Scenic Drive and this needs to be at the most 40km/h to allow for the narrow street.

The drainage also seems to be a concern when raining heavily.

It is also extremely dangerous turning right onto Woodward St from Scenic Drive with no turning lane.

The general presentation of the street is poor with the difficult to maintain sloped median strip which is constantly overgrown and an eyesore.

A dividing retaining wall between both sides of the road to allow more width would be ideal, to allow ease of parking and access.

Of urgency is the need for an appropriate speed limit

It is also difficult turning from Woodward Street onto Janet Street with many parked cars impeding the traffic. Please consider this in your review also.

Of note, Yule Lane is also in a state of disrepair and before commencing works on Woodward St, it would possibly be a good idea to resurface Yule Lane if that will be the main access during Woodward St works.

Woodward Street receives a lot of traffic from residents and through traffic. Many residents and trade people park in the street, but the road is too narrow to have parked cars. The road needs to be widened to accommodate these vehicles.

It is dangerous for cars doing U-turns where the divided roads end. The embankment where the divided roads end needs to be levelled as much as possible to allow for safe turning.

Entry from Woodward Street to and from Scenic Drive and Janet Street is dangerous--a solution needs to be found to make entry to and exit from Woodward Street safe.

"One Way' signs are needed to stop some residents driving in the opposite direction in the divided road sections.

Some new kerb & guttering should be installed in the middle of the road on the low side (road split into two). Across the road from the property there is no kerb/guttering and the road bitumen adjoins loose dirt - with wet weather this causes water to pool and get underneath the road which causes potholes - ground becomes soft and loosens from trucks driving on the edge - seepage enters his property from this. Suggest kerb/guttering installation would rectify the issue.

Online submissions made via CN Have Your Say – De-identified

Concerns:

We live in the middle of southbound Woodward St at number 47 - where the road is at its narrowest.

1) The road needs widening for safety on both levels:

- to allow vehicles to easily pass other legally parked vehicles
- this applies to all 4 wheeled vehicles, but especially applies to large moving vehicles like council garbage trucks, builders' vehicles and cars pulling trailers.

2) Lower speed limit to 40kms along both levels of road

We have had our legally parked vehicle crashed into by a passing car.

Our car was badly damaged and the other car was 'written off'.

- Lowering the speed limit to 40kms will also assist with safe garage access.

>Please not speed bumps - they are a noise problem and do little to slow down "problem" drivers.

3) Poor visibility around the bend and cars travelling fast leading to 'near misses' are a threat to residents and visitors alighting from parked cars.

We have experienced this first hand on several occasions.

It is made worse by the fact that the moving vehicle has very little room to take evasive action.

3) Trees: Another incident was while passing a legally parked car - the garbage truck had its external rear vision mirror ripped off by a tree branch on the middle grassy embankment.

4) Effective and aesthetically attractive retainer wall & safety fence along edge of upper road level

Dear Council Members and Fellow Residents,

Re: Woodward St Merewether

As you are well aware, the road and footpath conditions are appalling.

Please find attached correspondence in relation thereto.

It is great that something may finally be done to improve / rectify the situation.

I have lived in Merewether (Hickson Street) my entire life.65 years.

I used to for many years travel this way via Woodward Street both up and down. Until it became worse and worse and very dangerous.

I never travel this way anymore as extremely hard to navigate without pot holes, cars parking onto the road, very little easy passing and then absolutely no parking either side.

It must be fixed as serious issues will surely happen if not already.

Online submissions made via CN Have Your Say – De-identified

I have been a long-term resident of Hickson Street Merewether (35 years) and over that period I have seen the accessibility and functionality of Woodward Street decline drastically over the last number of years. I had stopped using the street at all for the past 10 years due to the increased building and subsequent increased number of cars/trucks parked on the street. My son has recently moved into Woodward Street so I am unable to avoid using it. The state of disrepair and danger to pedestrians/cars/bicycles is very high. To me the only solution is a widening of both sides which would require new retaining walls along its length with more space for parking and traffic flow. At the moment there is only just enough room to pass a parked car particularly on the higher level. In my view only a major rebuild will suffice for this poorly maintained road.

I live in Woodward St currently and there are number of issues noted below if you can take into consideration-

- turning into the top of Woodward St west bound on Scenic Dr can be very dangerous at times, there is little room for another car to pass and the oncoming traffic can come up quickly from around the corner.
- both sides (up and down) of Woodward Street are very tight. Garbage, delivery, construction trucks etc have great difficulty in getting past parked cars.
- accessing driveways is also difficult as the handrails in the top side are quite tight, 3-point turns are required most of the time. Due to this also there are excess cars parked on the street as accessing is possibly too difficult.
- in summary I would like to see a retaining wall put in the middle of the divide and then both sides road pavement extended to this point, it would have 1.5-2m additional road pavement in each direction, this would then give enough room for all to access safely and have cars parked appropriately.

Online submissions made via CN Have Your Say – De-identified

I've read the comments on the map and agree drainage needs improvement.

* footpath levels around driveways need improvement.

*Houses with off-street storage for vehicles i.e., a car shed should park their vehicles accordingly! It should be a Council requirement that if a house plan states it's a car shed it should be used as a car shed not as a workshop, junk room, storage room. People are flouting parking and planning rules.

* Parking one wheel up stating the road is too narrow is inconvenient to pedestrians. Buy a smaller vehicle if it doesn't fit in the space, pedestrians should be priority!

My husband is blind and Woodward St is not accessible pretty sad really when he can't walk to the top of the street and back again. Parked vehicles on the footpath and across driveways just can't be anticipated when you can't see them...and tradies and residents with tilting tool box sides left open are right at head height his cane goes under indicating a clear space to be wiped out by a tool box door. Gut wrenching outcome.

One incident occurred with a resident in the street

he has a double car shed full of stuff hence doesn't park in the appropriate space but parallel in his driveway, again walking into the metal tray of a vehicle parked on the footpath is shattering. My husband sadly hasn't walked up the street and back again since.

* We have lived in Woodward Street for 38 years and the biggest road hazard is speed and through traffic.

We strongly support an enforced 40km speed zone. Which will discourage through traffic and modify residents' behaviours and make crossing the road safer for people accessing the park.

We live at #16 and the street light throws a lot of light onto our house.

Could the lighting be tilted away a couple of degrees please.

Or sensor light?

Thank you for the opportunity to comment.

I would like to see the footpath continue. It stops at the end of the street on the left-hand side heading down. There is a path again on Janet St. Can you please make these 2 paths connect. It is hard to push on the grass with a pram

Woodward street needs guttering in both directions (more so driving to the south, bottom side) as does Scenic Dr houses 120 to 126 which leads into Woodward St. Also, more regular mowing and control of pest species of flora.

The space between the 2 road needs to be utilised better. Make electricity underground & take out the electric post, that will give enough space to widen the road.

I am worried that during the road works there is restricted access for residents on Yule Lane.

The road surface of Woodward Street has many cracks, potholes, loose gravel and stones and is a dangerous road to travel for all people that use it. I always tell my children to avoid the road if possible, even though the shortest way to school is via Woodward Street.

Access from Yule Lane onto Woodward Street southbound is dangerous and cumbersome. The alternative of driving on the northbound high side taking the detour to Scenic Drive is an equally dangerous proposition and more time consuming so most residents opt to go across the double lines to access Scenic Drive.

Driving on the northbound high side of Woodward Street is perilous and many a time I have had to put the handbrakes on when taking my children for driving lessons when they were getting too close to either the safety rail or the parked cars.

The road can be widened by removing the electric post & doing the cable's underground. The vast majority of new developments in NSW are making the electricity underground & its high time that we do standardise that to get more space to expand the road.

Online submissions made via CN Have Your Say – De-identified

The electric post in the middle of the 2 road needs to go. The electricity supply needs to be underground as with any modern society in the developed world. That will give enough space to widen the road.

My family and I have lived here for 35 years
 Over these years our road is a major issue
 The pot holes from water drainage from the high side to the lower road level
 The tractor mower if you are unlucky enough to follow him up the hill you have to wait until he's finished
 The cars get side swiped as the road isn't wide enough
 The friends / visitors park too far out
 The footpath has deteriorated as maybe a water issue
 The builders have no respect for the residents
 The forklifts dropping gear have no respect
 the road has become wider with peoples Tyres chewing into the lower level
 You can see by the extra tar
 Even on the top level
 We pay a huge amount of rates beautiful homes
 With the worst of the worst road in Newcastle
 It's busier these days as a short cut from scenic to Morgan and Morgan to Scenic
 I hope you understand
 Our road needs attention

We have resided in Woodward Street for the past thirty odd years. In this period the traffic using Woodward Street has become a major thoroughfare for traffic in both directions, hence the street is constantly subject to wear and tare.
 The occasional patching of the road surface has a life span of six to ten weeks before it is back to a bush track. There are sections of the street where there are no footpaths which makes it dangerous for the elderly.
 With the vehicles parked on the street it makes it difficult to avoid all the pot holes.
 The street obviously needs to be widened.
 Please take our concerns into your consideration.

Woodward St is very narrow, unkempt and dangerous for people accessing parked cars.

Online submissions made via CN Have Your Say – De-identified

I support all the issues identified by

The Woodward Street residence group, representing the Woodward St reference group.

The narrow roads, poor visibility due to overgrown shrubs, potholes, inadequate draining water pooling, flooding, poor traffic flow and dangerous driving conditions. There are more accidents waiting to happen, the traffic area is dangerous and provides more Hazard and no safety to residents.

Please provide a timetable of when work will commence and job required for each issue, start and completion date.

Thank you

Concerned Woodward Street resident

What's required is a decent retaining wall for the road division, this will stop the road erosion on the lower side whilst also allowing a slight widening of the road.

Other than the above the street functions well

Additionally perhaps a speed bump on the incline in Janet Street to reduce risk of collisions when exiting the street

The electric post needs to be removed from the divider & need to put that underground. That will give enough space to widen both sides of the road to park one row of cars on both kerbsides, leaving plenty of space for the road users.

Thank you for the opportunity to allow residents of Woodward Street to have a say. We have resided in Woodward St for the past 36 years.

This street is heavily used by non-residents and I believe that one of the issues being that Yule Rd which was designed to take traffic between Scenic Dr and Morgan St is not being utilised due to its poor condition and the fact that the intersection of Morgan St - Alice St & Yule Rd is now so heavily congested people try to avoid it. (Alice St has some major issues with parked vehicles)

Woodward St becomes a bit of a race track especially for cars that are north bound and as approaching Lorraine St speed along the flat. As a result of this fact and the camber of the road many have had accidents at that intersection, parked cars and the guard rail.

The intersection of Janet St also causes some major issues for vehicles either leaving or entering Woodward St due to parked vehicles in both streets - vehicles speeding north bound along Janet St and coming over the crest of the hill - there have been many near misses at that intersection.

Woodward St has natural water issues hence the condition of both sides of the street especially the south bound side approaching Scenic Dr.

There are laneways and steps that are used by young and old with no warning for motorists approaching those laneways of the potential of pedestrians. And due to the narrow nature of the street and inadequate parking most people using those laneways and stairs are not seen by motorists and at times have to virtually walk onto the roadway before they can check to see if it is safe to cross.

I myself have had a few mishaps on the footpaths of this street due to the slippery nature of some of the very old surfaces in wet weather - there has not been any dedicated upkeep of the footpaths and even just walking to bus stops in Morgan St are extremely difficult as there is no footpaths in some areas of both Woodward St and Janet St causing pedestrians to have to walk on the roadway especially in wet weather.

I have looked at the interactive map and agree with the comments and identified issues that other residents have indicated.

Suggestions of ours would be to perhaps reduce the speed in the street to 30km - even though speed bumps are so annoying this may be something to be considered - better engineering of the embankments in the street reducing the width allowing the roadway to become wider - redoing and putting in better footpaths - encouraging all non-residential traffic to utilise Yule Rd.

Again, thank you for allowing us to have a say - I am more than happy to be contacted regarding this issue.

Online submissions made via CN Have Your Say – De-identified

The road surface degradation after each rain event has resulted in motor vehicle damage . Subsequent 'patches' have left car damage due to the wet tar splatter. There is no footpath on adjacent streets suitable for easy walking and as a result the area is serious risk for pedestrians who need to walk on the road to pass. Due to water damage, the footpath quality on the eastern side is often poor and a risk for falls. Guttering top and bottom with a crib wall seems the only safe option.

Overall, the street is too narrow and poorly constructed to safely handle the volume of traffic it now gets. It was obviously constructed before the advent of 2 (or more vehicles) per home and the street is now full of resident's cars parked in the street. Legally parked larger vehicles make access along the street very difficult. Significant seepage and poor drainage at various points along the embankment contribute to constant pot holes and road surface deterioration. Is there an engineering solution which would see the width of the road - eastern and western roads increased? and improved drainage and surfacing. We would love to be able to load and unload a caravan outside our home but do not as access for large vehicles is difficult and potentially unsafe. Also, if a vehicle is parked opposite the concrete stairs halfway along the road - access around the parked vehicle is quite difficult. we have had the experience of having a car parked out the front of our home side swiped - and the speed which some vehicles drive along this road makes it an accident waiting to happen.

At least 5 times in the last 6 months, I have had to tell vehicles travelling the wrong way down Woodward St (turning in to the lower side off Scenic Drive) that it is in fact, a one-way street.

The sign telling drivers this is very much obscured by foliage and for the safety of the residents and many kids that live on this street, we need much better signage that it is the wrong way.

Otherwise, it is only a matter of time before someone is hit.

Both side of Woodward Street travelling North and South at the point which is divided by the sloped median are unsafe both for motorists and for pedestrians. The median needs to be replaced with a retaining wall which would enable widening on both sides of the road. I have seen pedestrians, including school children forced to walk onto the road so that they can get past cars, caravans and trucks that are forced to park up on the footpath because they'd be blocking the flow of traffic if they parked legally on the road itself. While you're at it, please fix the South Travelling side properly, once and for all! The topping up of pot holes that open up as soon as we have rain, must be costing us taxpayers more than restoring the entire section properly. Topping up pot holes never works and never will, it's a short-term solution to what is long term infrastructure. Not good enough.

I agree that the narrow single lanes on Woodward can make it difficult to pass parked cars. Thankfully, Woodward is not a thoroughfare street unlike some of the nearby streets, like Alice st, which has crashes and near misses on a daily basis, particularly during peak times.

The space between the 2 road can be utilised to widen the road.

The electric post needs to go & the cabling needs to be done underground, that will give plenty of space to expand the road.

We live on Merewether Street and the lack of appropriate drainage on Woodward Street often creates flood issues from 59-75 Woodward Street down to Merewether Street. We hope this will be addressed as part of this work.

Online submissions made via CN Have Your Say – De-identified

The layout the roads needs to be changed by removing the electric posts on the median and installing the underground cables instead. That will give an enormous option for the development of the road, drainage, potholes etc.

In relation to 57 Woodward St, I believe the council has a choice, one that costs little and makes sense, the other costs a fortune and takes years. The street is historically too narrow. In response habitants parked half on the curb (like they do in many other Newcastle suburbs). This worked well for 30 plus years without incident. One person complained and the Council enforced the rule of parking properly, however in doing so breaking another rule, the width of the street being now too narrow. Allow habitants to park half on or off and introduce a few speedhumps and the street is safe again. Currently the Council has made the street dangerous by forcing people to park properly, in a street that is too narrow. Cyclists, other passing cars are very dangerous when exiting your own vehicle. We have had one car opened up like a sardine can. Two side mirrors smashed and many more close shaves. In the absence of common sense, narrow the median strip and pay millions and cause enormous disruptions over a long period. Please review your original decision to force us on to the street and into harm's way. Thanks

Appendix IV – Other submissions

Road and Embankment Project, Woodward Street, Merewether

Submission from the Woodward Street Residents Reference Group in the Community Engagement process

This submission lists the problems that were identified in the 2019 Residents Survey and subsequently by residents of the affected community. Most of the comments refer to the sections of Woodward Street that have a divided carriageway and a median strip.

The road

1. The carriageways in the divided road sections are too narrow, there is insufficient room for parking, and the passage of vehicles, particularly trucks, is hazardous. In some places trucks have had to drive onto the slope of the median strip to get passage. In many places the road surface has crumbled, rolled or slumped, and is badly deteriorated.
2. While two-way roads offer greater flexibility for drivers to safely diverge onto the ‘other side’ to pass e.g. a truck, no such flexibility is offered in divided carriageways. In the narrow Woodward Street divided carriageways *there is no safety margin* to accommodate an unexpected obstacle or event. In short, in the divided carriageway sections, the road is too narrow and too damaged to be fit for purpose.
3. Drainage of the road foundation in parts of the lower carriageway is inadequate or has failed. The Woodward Street landscape is hilly with underlying rock strata. After rainfall, continuing seepage from higher areas flows downhill and bubbles to the surface in the road paving on the lower carriageway. Some flows into storm water drains, but a lot flows past or under the road paving into down-slope properties causing damage to lawns and gardens, and dampness, mildew and damage to house foundations.
4. There are places where the road has subsidence problems. Minor hollows have been filled with temporary road paving mix; in another instance there has been emergency filling of deeper subsidence with concrete.
5. The narrowness of the carriageway has led to damage to parked vehicles. This has included repeated instances of external rear-vision mirrors being knocked off by passing vehicles, of cars being side-swiped causing panel damage, and in one case, of a vehicle being so badly damaged that it was a write-off. The deteriorated and broken paving has sharp edges that cut tyres, leading to unnecessary expense for drivers.

Environmental factors

6. The streetscape south of Lorraine Street is unattractive, dominated by the unkept median strip and lacks landscaping and tree planting. The project opens the opportunity for a more attractive and easily maintained urban landscape.
7. Vegetation on the median strips is mown by Council staff using tractor powered slashers. This is expedient but rather indiscriminate action, and vehicles have been damaged by stones and debris thrown up by the machines. Where machine access is difficult the slashing process usually leaves straggly uncut vegetation.
8. The northbound (upper) carriageway has to be closed to traffic when the vegetation on the median strip is being slashed. Traffic has to be diverted to alternate routes.
9. Vegetation on the median strips includes a lot of noxious weeds (wild fennel, Coolatai, fishbone fern) and opportunistic wind-blown self-seeded scrub. These are poor quality and unattractive weed species.
10. Coolatai is a noxious weed and the dominant specie in the median strips. It grows strongly and has to be cut frequently, and this is an ongoing maintenance cost for Council. As it reaches heights of a metre or more it develops mature seed heads. It overhangs the median strip across the narrow carriageway, and affects the passage of passing vehicles. This has the effect of making the narrow road even more restricted.
11. Slashed Coolatai stalks deposited in the cutting process are caught up by strong southerly winds and blown into nearby public reserves and residential gardens. The seed heads propagate rapidly and further spread this noxious weed.

Footpaths and gutters

12. In view of the narrow roads, for safety reasons, many drivers park vehicles straddling footpaths, but this damages the gutters and paving. It also restricts footpath access leading to pedestrians walking on trafficable area of the roads.
13. Some footpaths have been replaced in new property developments. The concrete in old footpaths and gutters is prone to failure. Anecdotally, it seems that old footpaths and gutters have no reinforcement and break easily. The 2019 Residents Survey reported 37% of footpath slabs as cracked and broken.
14. The narrow footpaths compromise pedestrian safety. In most places the footpaths are only 120cm wide.
15. There are no footpaths at the corner of Lorraine and Woodward Streets, at the corner of Woodward and Janet Streets, and in Janet Street past the Reserve. People use these routes to get to the bus stops in Morgan Street. In wet weather, people, including young school children, walk on the roads. There is busy traffic in these streets and this is not safe.
16. In Yule Lane there is no kerb and guttering and no footpath.

Infrastructure

17. Residents do use the cross-road staircase from the Woodward Street upper to the lower carriageway. However, the bottom section of the staircase intrudes into the prevailing width of the lower Woodward Street and is a danger to vehicles on the lower carriageway.
18. In most places Woodward Street is surfaced with 'tar and gravel.' When vehicles go past it is unnecessarily noisy. Loose gravel gathers at corners and is hazardous to motorbike riders and cyclists.
19. There is widespread interest in knowing the appearance of the anticipated median strip retaining structures, and of the vision of Woodward Street when the works are completed.

Traffic management

20. Woodward Street attracts speeding zip-through cross town traffic; this needs to be regulated. No Parking zones need to be reviewed and implemented. There is some support for a reduced speed limit, but little support for speed humps.
21. There are two local streets that can cater for cross-town traffic: Yule Road and Woodward Street. Yule Road is a more direct route to Morgan and Alice streets, and thence to City Road. Woodward Street is less direct and diverts traffic through more dense residential areas. More should be made of the traffic capacity of Yule Road.
22. More attention is needed to traffic and parking management. The southern intersection of Woodward Street and Scenic Drive is hazardous and has had accidents. It really is a traffic hub with six entry/exit points:

Woodward Street northbound	[The complexity of these entry and exit routes raises questions on which vehicle has right of way.]
Woodward Street southbound	
Yule Lane two way	
Scenic Drive access eastbound two way	
Scenic Drive access westbound two way	
Scenic Drive two way	

23. The boundary of Woodward Street and the two Scenic Drive access roads is ill-defined. Furthermore, there is no pull-off lane in Scenic Drive for vehicles waiting to enter the Woodward Street hub; this holds up traffic and leads to unsafe traffic flows.
24. At the Scenic Drive intersection, drivers going south in Woodward Street often do U-turns from the lower carriageway across the intersection to go north along Woodward Street, often in the face of other traffic flows.

25. In the northern part of Woodward Street there is a choke point in the road at the end of the median strip near house 14. Going north, the carriageway narrows, rises to a crest and turns. Residents state this restricts driver's vision, especially if there is street parking.
26. The northern intersection of Woodward and Janet streets is also hazardous. Vision to the east is limited by the crest and curve of Janet Street. The presence of parked vehicles and the acute angle of the intersection of Janet and Woodward streets leads many drivers to cut across the intersection. While there is a Stop sign, a No Parking sign is needed on the eastern end of Woodward Street at this intersection.

Design concept and access

27. There is a developing appreciation of what has to be done on this project, and an enthusiasm for it to get underway. Information on the design concept would be welcome, along with estimates of the dates and duration of the project works.
28. There is concern about how residents will be able to access their homes, where vehicles can be parked while works are in progress, and where the project Works Compound will be located. These concerns are especially felt by residents in the Woodward Street lower carriageway.
29. Woodward Street Reserve (the neighbourhood park opposite Lorraine Street) is used by a lot of residents and children from the surrounding neighbourhoods, and is highly valued. Ongoing access to the park and its facilities would be important.

20 April 2023