



Main Road and Heddon Street upgrade, Heddon Greta

Community Consultation Report

September 2020

Contents

1	Introduction	3
1.1.	Background	3
1.2.	The proposal	3
2	Consultation approach	4
2.1	Consultation objectives.....	4
2.2	Values	4
2.3	How consultation was done	4
3	Consultation summary	6
3.1	Overview	6
3.2	Recommendations.....	13
3.3	Next steps	13
	Appendix A	14
	Appendix B	15
	Appendix C	16

1 Introduction

1.1. Background

Work recently started on the first stage of an upgrade at the Main Road and Heddon Street intersection at Heddon Greta.

The first stage of the upgrade involves building traffic lights and providing two lanes in each direction at the intersection on Main Road. This work is being funded and delivered by the Developer of the nearby residential estate.

To provide further traffic flow benefits to motorists, Transport for NSW developed a second stage of work which would adjoin the upgraded intersection

The second stage of work would improve traffic flow and safety on Main Road from Stanford Street to 180 metres north of Trenchard Street.

Consultation for the proposed second stage of work was carried out in May 2020.

1.2. The proposal

The proposal for the second stage of work included:

- extending the two travel lanes in each direction on Main Road
- extending the concrete median from the stage one work to Stanford Street to improve safety by separating motorists travelling in the opposite directions and preventing motorists from turning across multiple lanes
- banning the right turn from Trenchard Street onto Main Road and the right turns from Stanford Street towards Maitland and the Hunter Expressway, to reduce the risk of crashes. Motorists will be able to turn right by using the new traffic lights at the Heddon Street intersection
- closing the access into Averys Lane from Main Road. Motorists will be able to access Averys Lane by using the new traffic lights at the Heddon Street intersection
- introducing a no stopping zone along this section of the road. Parking will not be permitted
- installing roadside safety barrier to help prevent motorists from veering off the road
- providing a cycle lane to help cyclists travel safely through the intersection.

2 Consultation approach

2.1 Consultation objectives

We consulted with the community and key stakeholders on the proposal to:

- inform the community and stakeholders of the proposal and possible impacts
- seek feedback on the proposal and issues of concern for consideration in developing the detailed design and method of construction. The feedback will be incorporated into the environmental impact assessment known as the review of environmental factors (REF)
- build a database of interested and concerned community members with whom we can continue to engage with during the proposal's development.

2.2 Values

Our values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

Customer focus - We place the customer at the centre of everything we do

Collaboration - We value each other and create better outcomes by working together

Solutions - We deliver sustainable and innovative solutions to NSW's transport needs

Integrity - We take responsibility and communicate openly

Safety - We prioritise safety for our people and our customers.

2.3 How consultation was done

We consulted with the community in May 2020 on the concept design. Community members were encouraged to provide their feedback, leave comments and make submissions via mail, email or phone contact with the Project Manager. Our key consultation tools are listed below:

Table 1

Project Notification	<ul style="list-style-type: none">• Delivered via mail to 330 residents and stakeholders in the Heddon Greta area.• A copy of the project notification is available at Appendix A.
Media release	<ul style="list-style-type: none">• A media release was issued on Wednesday 27 May 2020 to local media outlets by Parliamentary Secretary for the Hunter, Catherine Cusack MLC.• A copy of the media release is available at Appendix B.

Webpage	<ul style="list-style-type: none">• Project website updated on Tuesday 26 May 2020.• The webpage can be found at nswroads.work/heddongreta
---------	---

The Project Manager also consulted directly with local bus companies and Cessnock City Council to seek their feedback on the proposed design.

3 Consultation summary

3.1 Overview

Comments on the proposed upgrade closed on Friday 5 June 2020, with 44 submissions received about a range of issues. Some submissions included multiple comments and raised multiple issues.

The feedback received in formal submissions raised a number of issues including concerns about a loss of parking for residents and businesses, access to properties, cyclist and pedestrian safety and traffic conditions on Main Road. Some issues were also raised concerning the surrounding road network, which are outside the scope of the project.

After considering all responses, along with the proposal's aims and design requirements, we have decided to proceed with the project with some changes.

Issue category	Number of submissions	Issues raised	Our response
Access to properties (residential and business)	7	Concerns about road widening making entering and exiting driveways difficult	We acknowledge there will be some changes for how drivers enter and exit driveways in the project area. The new traffic lights will provide intermittent gaps in flowing traffic which will provide opportunities for motorists to exit their driveways. When motorists slow to enter their property, motorists travelling through will have the option to move into the right-hand lane.
	12	Concerns about concrete median restricting access to driveways	Extending the concrete median from Heddon Street to Stanford Street is an important safety treatment and is required due to the introduction of additional travel lanes through this section of Main Road. The concrete median will also restrict right turns at Stanford Street to reduce the risk of crashes at this intersection. Motorists accessing driveways along this section of Main Road will have left in and left out access and will be able to use the new traffic lights at Heddon Street as a safe option to turn right.

Cyclist and pedestrian safety	11	Need for pedestrian improvements	<p>Pedestrians will be able to use the signalised crossings at the new Heddon Street traffic lights to safely cross Main Road.</p> <p>Transport is currently consulting Cessnock City Council to determine Council's pedestrian movement strategy along this portion of Main Road. Consideration will be given to any future pedestrian paths within the project scope.</p>
	4	Need for additional cyclist improvements	<p>An on-road painted cycle lane will be provided on Main Road at the Heddon Street intersection as part of the stage one developer work. These facilities will help cyclists travel safely through the intersection.</p> <p>An on-road cycle lane will be provided from Stanford Street to Heddon Street for eastbound cyclists travelling towards Maitland.</p> <p>The design for the westbound lanes towards Kurri Kurri incorporates a 4.5 metre wide kerbside lane. This wider lane accommodates for off-peak parking in front of the shops while also providing space for cyclists to safely travel past parked cars.</p>
Restricting turning movements	12	Concerns about banning right turn movements from side streets	<p>Following a review of feedback received from residents and further consideration of the impacts to property access on the southern side of Main Road between Trenchard Street and Heddon Street, we have revised the design to retain the right turn from Trenchard Street onto Main Road. The revised design can be viewed in Appendix C.</p> <p>We will be proceeding with restricting right turn movements at the Stanford Street intersection to reduce the risk of crashes, due to the introduction of additional travel lanes along this section of Main Road. Motorists will be able to safely turn right from the new Heddon Street traffic lights.</p>

	5	Potential for ban of right turns at Stanford Street to increase right turn movements at Young Street and associated concerns for safety at this intersection	<p>Motorists who previously used Stanford Street are encouraged to use the new Heddon Street traffic lights to safely turn right onto Main Road.</p> <p>The Young Street intersection is outside the scope of this project, however we will continue to monitor traffic movements following the completion of the project and this will help inform future projects in the area.</p> <p>Transport for NSW is working with Maitland and Cessnock Councils as well as Department of Planning, Industry and the Environment to understand the future traffic flows for the broader area as a result of residential development along the corridor and the infrastructure required to manage this demand. The scope and timing of this infrastructure is still being investigated. We will consult with the community on the proposed future of the corridor once our plans are sufficiently developed.</p>
Parking	20	Concerns about impacts to businesses due to loss of parking	<p>Main Road is a key connector route from the Hunter Expressway to Heddon Greta, Cliftleigh, Gillieston Heights and Maitland.</p> <p>Traffic volumes on Main Road continue to increase due to growing residential development in the area. The planning and development for this project has considered the long-term growth predicted for Main Road and has been designed to meet the increasing traffic volumes.</p> <p>Our traffic modelling shows extending the two lanes in each direction from Heddon Street towards Stanford Street is required to manage traffic flows when the new Heddon Street traffic lights are operating.</p> <p>Following a review of feedback received from businesses located on Main Road, we will be making some changes to the design to minimise the impacts to parking on the southern side of Main Road in front of the businesses.</p> <p>Parking will be permitted outside of peak hours. Appendix C shows the revised design including parking restrictions. Parking will not be permitted between the hours of 6.30am and 9.30am and 3pm and 6pm weekdays.</p> <p>These peak hour restrictions may need to be re-assessed in the future as increases in traffic volumes will place greater demand on the road network and the intersection capacity.</p>

	9	Concerns about loss of parking for residents	<p>Main Road is a key connector route from the Hunter Expressway to Heddon Greta, Cliftleigh, Gillieston Heights and Maitland.</p> <p>Traffic volumes at the Main Road and Heddon Street intersection continue to increase due to growing residential development in the area.</p> <p>Our traffic modelling shows extending the two lanes on Main Road in each direction and extending the right turn lane on Heddon Street (northern side) is required to manage traffic flows when the new Heddon Street traffic lights are operating.</p> <p>As a result of the new traffic lights and additional lanes, parking will not be allowed along the upgraded section of Main Road and on part of Heddon Street.</p> <p>We appreciate this will cause some inconvenience to residents, however the planning and development for this project has considered the long-term growth predicted for Main Road and Heddon Street and has been designed to meet the increasing traffic volumes.</p>
	1	Extend no parking past Young Street to allow motorists to pass vehicles waiting to turn	<p>The Young Street intersection is outside the scope of this project. The changes to parking will only be introduced on the section of Main Road that will be upgraded as part of the project.</p>
Traffic conditions	6	Questioning the need for two lanes in each direction	<p>Our traffic modelling shows extending the two lanes on Main Road in each direction is required to manage traffic flows when the new Heddon Street traffic lights are operating.</p> <p>We will continue to monitor traffic volumes and traffic queues once the project has been completed.</p>

	8	Increasing traffic volumes and traffic queuing on Main Road	<p>Main Road is a key connector route from the Hunter Expressway to Heddon Greta, Cliftleigh, Gillieston Heights and Maitland.</p> <p>Traffic volumes on Main Road continue to increase due to growing residential development in the area. The planning and development for this project has considered the long-term growth predicted for Main Road and has been designed to meet the increasing traffic volumes.</p> <p>Our traffic modelling shows extending the two lanes on Main Road in each direction is required to manage traffic flows when the new Heddon Street traffic lights are operating.</p> <p>We will continue to monitor traffic volumes and traffic queues once the project has been completed.</p> <p>Transport for NSW is working with Maitland and Cessnock Councils as well as Department of Planning, Industry and the Environment to understand the future traffic flows for the broader area as a result of development along the corridor and the infrastructure required to manage this demand. The scope and timing of this infrastructure is still being investigated. We will consult with the community on the proposed future of the corridor once our plans are sufficiently developed.</p>
Road corridor	3	Any upgrades to Main Road should be considered as part of a full corridor plan	<p>Transport for NSW is working with Maitland and Cessnock Councils as well as Department of Planning, Industry and the Environment to understand the future traffic flows for the broader area as a result of development along the corridor and the infrastructure required to manage this demand. The scope and timing of this infrastructure is still being investigated. We will consult with the community on the proposed future of the corridor once our plans are sufficiently developed.</p>

Noise	1	Concerns about increased noise	<p>Noise modelling will be carried out as part of the environmental assessment for the project to determine the construction and operational noise impacts and any required mitigation measures for nearby properties.</p> <p>The NSW Government also has a Noise Abatement Program (NAP) which aims to mitigate noise impacts associated with existing State and Federal roads, where traffic noise levels are high.</p> <p>Noise abatement treatments available under the Noise Abatement Program include noise barriers, noise mounds and architectural treatments.</p> <p>To be eligible to be offered noise reduction treatment under the Noise Abatement Program certain criteria must be met.</p> <p>For more information about the program and how to apply please visit: https://www.rms.nsw.gov.au/about/environment/reducing-noise/noise-abatement-program.html</p>
	1	Request for trees to be installed behind safety barrier to reduce noise	Trees planted along the roadside can create a visual barrier, however are not effective in reducing noise. We do not have any plans to plant trees along this section of Main Road.
Safety	2	Request to install flashing lights on bend for motorists travelling from Maitland towards Kurri Kurri	This is currently not included as part of the scope and will be considered for future safety improvements along this corridor.
Local roads	2	The changes will increase traffic on local roads	<p>This second stage of work is being delivered to adjoin the Council approved intersection upgrade at Heddon Street. We have consulted Cessnock City Council during the development of this project.</p> <p>We will monitor traffic volumes and traffic queues before work starts and after the project has been completed.</p>

Drainage	1	Request for kerb and guttering on Heddon Street between Main Road and Adam Street	The work being completed on Heddon Street between Main Road and Adam Street is part of the Stage 1 developer work and will involve the installation of kerb and guttering. Heddon Street is a local road and any further work outside the project area is the responsibility of Cessnock City Council.
Bus stops	2	Query about any impacts to bus stops	The proposed second stage of work does not have any impacts to bus stops in the area.
Timing for construction	1	Timing for start of work on stage 2	The second stage of work being delivered by Transport for NSW is currently scheduled to start in February 2021.

In addition to the individual submissions received. A petition opposing the project due to the loss of parking and right turn access for Heddon Greta businesses was signed by 225 people.

Other issues raised but not specific to the proposed upgrade included:

- motorists making illegal u-turns after exiting the service station
- traffic impacts and safety for motorists resulting from the informal car park located near the service station
- unsafe intersections at other locations in Heddon Greta

These issues have been passed onto our Network and Safety team to review and consider for future project nominations for funding.

3.2 Recommendations

A majority of feedback related to the introduction of a no stopping zone on Main Road between Heddon Street and Stanford Street.

Based on the feedback received, Transport for NSW has carried out further investigations and has made some changes to the design of the project, including:

- introduction of off-peak parking along a section of Main Road to minimise impacts to businesses while also maintaining effective traffic flow through the intersection.
- re-instating the right turn movement from Trenchard Street onto Main Road to improve access for properties on the southern side of Main Road between Trenchard Street and Heddon Street.

Please see **Appendix C** for a copy of the revised design.

We will work closely with local residents and stakeholders in relation to the potential impacts of this project. We will do this by:

- Informing the community and stakeholders of consultation outcomes and the next steps for the proposal via publication of this report
- Ensuring community and stakeholder comments and suggestions are considered when finalising the detailed design
- Continuing to carry out communication activities as the project progresses and informing the community through the Transport for NSW website and project notifications.

3.3 Next steps

We have considered all submissions and will ensure our project team is aware of concerns raised by the community. We will ensure that issues highlighted by the community and stakeholders are appropriately addressed when finalising the detailed design.

We will continue to keep the community informed of the project progress.

Appendix A

Have your say – Proposed upgrade at Main Road and Heddon Street, Heddon Greta

The NSW Government is investing in a proposal to improve traffic flow and safety from Stanford Street to 180 metres north of Trenchard Street.

Work recently started on an upgrade at the Main Road and Heddon Street intersection, which is being funded and delivered by the Developer of the nearby residential estate.

This first stage of the upgrade involves building traffic lights and providing two lanes in each direction at the intersection on Main Road. This work is required as part of the Developer's Development Application approval with Cessnock City Council.

To provide further traffic flow benefits to motorists, Transport for NSW has developed a second stage of work which would adjoin the upgraded intersection. The proposed second stage of work involves:

- extending the two travel lanes in each direction on Main Road
- extending the concrete median from the stage one work to Stanford Street to improve safety by separating motorists travelling in the opposite directions and preventing motorists from turning across multiple lanes
- banning the right turn from Trenchard Street onto Main Road and banning the right turns into or out of Stanford Street, to reduce the risk of crashes. Motorists will be able to turn right by using the new traffic lights at the Heddon Street intersection.
- closing the access into Averys Lane from Main Road. Motorists will be able to access Averys Lane by using the new traffic lights at the Heddon Street intersection.
- introducing a no stopping zone along this section of the road. Parking will not be permitted.
- installing roadside safety barrier to help prevent motorists from veering off the road
- providing a cycle lane to help cyclists travel safely through the intersection.

How can you give feedback?

You are invited to provide feedback on the second stage of work by **Friday 5 June 2020** by contacting our Project Manager, Dwayne Ramzan-Levy on 0438 659 096 or dwayne.ramzan-levy@rms.nsw.gov.au.

We will consider your feedback and continue to keep you updated as stage one of the project progresses.

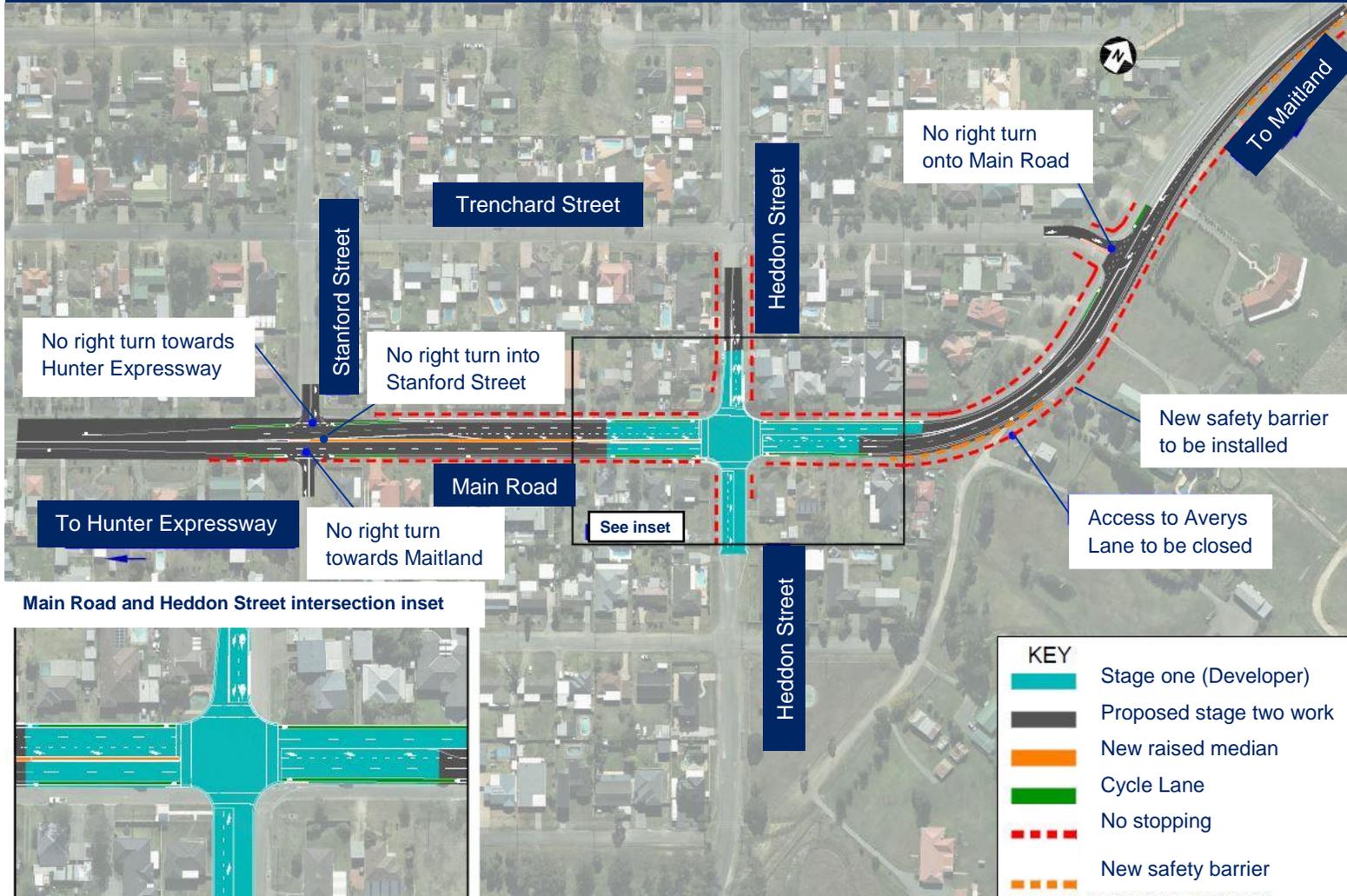
Contact

If you have any questions, please contact our Project Manager, Dwayne Ramzan-Levy on 0438 659 096 or dwayne.ramzan-levy@rms.nsw.gov.au. For more information on our projects, visit rms.nsw.gov.au.



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 0438 659 096.

Proposed intersection upgrade at Main Road and Heddon Street, Heddon Greta



Appendix B



Catherine Cusack MLC
Parliamentary Secretary for the Hunter
Parliamentary Secretary for Cost of Living

MEDIA RELEASE

Wednesday, May 27, 2020

HEDDON GRETA COMMUNITY INVITED TO HELP SHAPE ROAD UPGRADE

The local community is invited to have its say on a proposal to upgrade Main Road and Heddon Street at Heddon Greta.

Parliamentary Secretary for the Hunter Catherine Cusack said the proposal would seek to improve traffic flow and safety from Stanford Street to just north of Trenchard Street, which would adjoin an intersection upgrade that was currently under way.

“The Main Road and Heddon Street intersection is in the vicinity of a growing residential area, so we want to be sure the surrounding roads are safe for the families who live here,” Ms Cusack said.

“This proposal will improve safety by separating motorists travelling in opposite directions, and preventing them from turning across multiple lanes.”

The proposed work involves extending the two travel lanes in each direction on Main Road, and extending the concrete median from the current intersection upgrade to Stanford Street.

A cycle lane and a number of access changes would be made under the proposal with further information, including a design layout, available to view at: nswroads.work/heddongreta.

Community members interested in having a say on the second stage of work are encouraged to email dwayne.ramzan-levy@rms.nsw.gov.au, or write to Dwayne Ramzan-Levy, Transport for NSW, Locked Bag 2030, Newcastle NSW 2300 by Friday, 5 June.

All feedback will be carefully considered and the community kept informed as the proposal for stage two progresses.

MEDIA: Tasman Brown | 0447 816 092

Appendix C

Main Road upgrade, Heddon Greta

