

Western Corridor upgrade

Improving safety and easing congestion in the growing western corridor

New trial cycleway

Stapleton Street, Wallsend

Commencing from:

10 February 2024

We are improving access and safety with a new cycleway along the northern side of the road pavement of Stapleton Street. Work will commence on 10 February from 7:00 am. We anticipate completing this section of work late February 2025.

This two-way cycleway is being delivered as a trial during the delivery of the Western Corridor upgrades, providing an alternate route during closure of the shared pathway (cycle and pedestrian) along the northern side of Cameron Street (see over page for more information).

We are installing rubber barriers, access ramps and lighting, as well as line marking the full length of this side of Stapleton Street, providing a key point of connection between the Cowper Street / Minmi Road / Wilkinson Avenue shared pathways and Mordue Parade.

There will be some temporary changes to vehicle and pedestrian access at this location. Specifically, on street parking will be unavailable as construction takes place, and pedestrian access will be limited. We will stage construction by delivering the cycleway 'section by section' over the stated period to minimise any disruption.

Vehicle access into private residences will be maintained unless otherwise directly communicated, and clear detours will be marked for pedestrians. Garbage bins along the northern side of Stapleton Street will need to be placed in the parking lane side of the cycleway against the temporary separation barrier, not within the cycleway.

We appreciate your patience and understanding during these works. If you have any questions, please contact our Customer Service team on 02 4974 2000.

Yours sincerely,

Jarrad Bray – Project Manager



For enquiries, please call **02 4974 2000**
or visit newcastle.nsw.gov.au

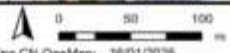


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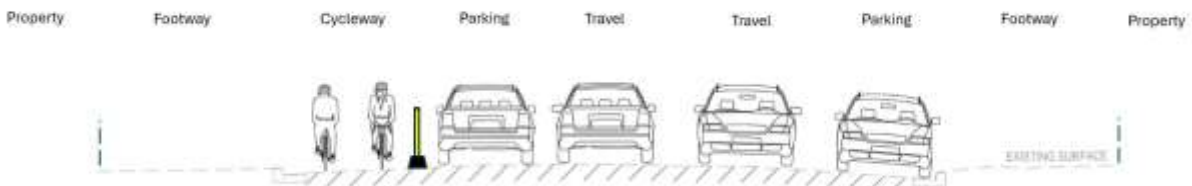
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These works provide an on road bi-directional cycleway between existing the kerb and gutter and proposed offset parking lane. It provides for two parking lanes and narrower travel lanes and retains existing footpaths for pedestrians.

The cycleway barriers are rubber kerbing similar to that used in Hunter Street, Newcastle with breaks across existing driveways to allow residents access.



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