



## Appendix I – Questionnaire

## Hunter Street Revitalisation

In March, we asked Newcastle Voice members to tell us about their current usage, priorities and long-term ideas for the revitalisation of Hunter Street. That information has informed the Councillors' strategic planning processes for revitalising Hunter Street.

Four themes for revitalising Hunter St have been identified in the draft *Hunter St Revitalisation Master Plan Strategic Framework* arising from the community consultation completed to date:

- Integrated Transport,
- Enterprise,
- People and Place, and
- Greenways.

This survey sets out a large number of community options generated around each of these theme areas and seeks to test the level of community support for each revitalisation option. Revitalising Hunter Street requires the participation of many different organisations. This survey will help Council and other agencies better shape future plans.

We encourage you to join in the continuing process of developing the Hunter Street Revitalisation Master Plan by completing this second survey. Have your say for the future of the city. We look forward to receiving your completed survey.

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### Integrated Transport

The theme of integrated transport seeks to foster the revitalisation of Hunter Street as a place that is well connected to other areas of the city centre, its surrounding neighbourhoods and across the city. It seeks to encourage increased use of public transport, cycling and walking to access Hunter Street.

Q1. How effective would each of the following transport options be to revitalise Hunter Street?

	Extremely negative impact	Negative impact	No impact	Positive impact	Extremely positive impact	Don't know
Transferable parking tickets along Hunter Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Light rail or tramway circuit with stops along Hunter Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus circuit with dedicated bus lane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgraded bus stops with weather shelters and updated travel information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A dedicated cycle lane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Widening and repaving of footpaths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional safe pedestrian crossings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle hire kiosks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike lockers and cycle racks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved pedestrian connection between Hunter Street, Honeysuckle and The Foreshore	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce traffic speeds in some sections along Hunter Street to 40km/hr	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extending the free city centre bus service hours (currently weekdays from 7am to 6pm)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reducing the number of through-traffic lanes to permit angled parking in some sections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reducing the n lanes to create more pedestrian access in some sections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Introduce 4 hour kerbside parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve directional signage for pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q2. Please provide any comments or suggestions regarding any further integrated transport options for Hunter Street. **Please be as specific as possible.**

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**Enterprise**

The Enterprise theme seeks to foster the revitalisation of Hunter Street by attracting the investment of public and private funds. This can be done by consolidating precinct functions, creating specialist destinations, increasing residential density and improving public domain.

Q3. How effective would each of the following enterprise options be to revitalise Hunter Street?

	Extremely negative impact	Negative impact	No impact	Positive impact	Extremely positive impact	Don't know
Create funding partnerships between landowners and government to improve building facades	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fill more empty shopfronts with start up businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make the development application process easier and more flexible	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage developers to create residential housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Redevelop Council-owned properties	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Government purchase of properties to enable their redevelopment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create a series of functional precincts (i.e. legal, education, specialty retail)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stronger sanctions to encourage building owners to secure and maintain their properties	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Incorporate affordable housing projects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make the outdoor dining process easier and more flexible	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q4. Please provide any comments or suggestions regarding any further enterprise options for Hunter Street. **Please be as specific as possible.**

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### People & Place

The theme of People and Place seeks to foster the revitalisation of Hunter Street as an attractive place with distinctive character and culture, broad community appeal and safe spaces.

Q5. How effective would each of the following people & place options be to revitalise Hunter Street?

	Extremely negative impact	Negative impact	No impact	Positive impact	Extremely positive impact	Don't know
Create different character precincts (i.e. multicultural, heritage, maritime)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Creating attractive shaded and comfortable seating areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hold events and cultural activities along the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve the cleanliness of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional lighting to increase public safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve signage to public toilets, public transport and key destinations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Promote history and heritage with interpretive signage and lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide new public toilets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seasonal colour through flexible planters and hanging baskets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q6. What are the top 3 additional night time services or facilities that you would MOST support along Hunter Street?

<input type="checkbox"/>	Restaurants – Fine dining
<input type="checkbox"/>	Takeaway food
<input type="checkbox"/>	Cinema
<input type="checkbox"/>	Café/Small bars/music venues
<input type="checkbox"/>	Niche retail (i.e. chemist, bookshop)
<input type="checkbox"/>	Markets
<input type="checkbox"/>	Sporting activity (eg. bowling alley)
<input type="checkbox"/>	Free outdoor events
<input type="checkbox"/>	Other, please specify _____

Q7. Please provide any comments or suggestions regarding any further people & place options for Hunter Street. **Please be as specific as possible.**

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### Greenways

The Greenways theme seeks to foster the revitalisation of Hunter Street with increased plantings, resource-friendly material use, and water-sensitive and energy-efficient design.

**Q8. How effective would each of the following greenway options be to revitalise Hunter Street?**

	Extremely negative impact	Negative impact	No impact	Positive impact	Extremely positive impact	Don't know
Increase the amount of tree plantings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Widen footpath areas to allow for trees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Plant trees down the centre of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create more public green spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Plant different types of street trees in different sections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reconstruct Cottage Creek as a landscape feature	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage the use of recycled materials in new construction projects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recycle water runoff to water street trees and landscaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage the construction of energy efficient buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q9. Please provide any comments or suggestions regarding any further greenway options for Hunter Street. Please be as specific as possible.**

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### Short Term Improvements

The Hunter St Revitalisation Master Plan draft Strategic Framework identified 4 distinctive functional and character precincts.

Q10. Please identify where you think Council funding should be prioritised to revitalise Hunter Street in the SHORT TERM.

<input type="checkbox"/>	West End (Stewart Avenue to Union St)
<input type="checkbox"/>	Civic (Union St to Perkins St)
<input type="checkbox"/>	Central (Perkins St to Newcomen St)
<input type="checkbox"/>	East End (Newcomen St to Pacific St)

Q11. Please suggest any improvements that could be made to Hunter Street IN THE SHORT TERM. **Please be as specific as possible.**

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### Long Term Improvements

The Hunter St Revitalisation Master Plan draft Strategic Framework identified 4 distinctive functional and character precincts.

Q12. Please identify where you think Council funding should be prioritised to revitalise Hunter Street in the LONG TERM.

<input type="checkbox"/>	West End (Stewart Avenue to Union St)
<input type="checkbox"/>	Civic (Union St to Perkins St)
<input type="checkbox"/>	Central (Perkins St to Newcomen St)
<input type="checkbox"/>	East End (Newcomen St to Pacific St)

Q13. Please suggest any improvements that could be made to Hunter Street IN THE LONG TERM. **Please be as specific as possible.**

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## Appendix II – Demographics

## General Characteristics: Newcastle Voice Sample

### Length of time lived in Newcastle LGA

	OPTIONS	TOTAL	PERCENT
O1	Less than a year	72	3.80 %
O2	1 - 3 years	205	10.81 %
O3	4 - 10 years	439	23.14 %
O4	11 - 25 years	483	25.46 %
O5	More than 25 years	698	36.79 %

### Gender

	OPTIONS	TOTAL	PERCENT
O1	Male	953	48.95 %
O2	Female	994	51.05 %

### Age

	OPTIONS	TOTAL	PERCENT
O1	16-24	101	5.19 %
O2	25-39	625	32.12 %
O3	40-54	658	33.81 %
O4	55-69	493	25.33 %
O5	70+	69	3.55 %

## Employment Status

	OPTIONS	TOTAL	PERCENT
O1	Employed full time	1051	56.63 %
O2	Employed part time	375	20.20 %
O3	Looking for work	54	2.91 %
O4	Studying	174	9.38 %
O5	Domestic activities/caring	110	5.93 %
O6	Retired	257	13.85 %
O7	Other [specify]	121	6.52 %
O8	Prefer not to answer	18	0.97 %

## Suburb of Residence

	OPTIONS	TOTAL	PERCENT
O1	Adamstown	53	2.78 %
O2	Adamstown Heights	35	1.84 %
O3	Bar Beach	33	1.73 %
O4	Beresfield	11	0.58 %
O5	Birmingham Gardens	14	0.73 %
O6	Blackhill/ Lenaghan	1	0.05 %
O7	Broadmeadow	26	1.36 %
O8	Callaghan	4	0.21 %
O9	Carrington	31	1.63 %
O10	Cooks Hill	94	4.93 %
O11	Elernore Vale	31	1.63 %
O12	Fletcher	33	1.73 %
O13	Georgetown	24	1.26 %
O14	Hamilton	73	3.83 %
O15	Hamilton East	12	0.63 %
O16	Hamilton North	9	0.47 %
O17	Hamilton South	48	2.52 %
O18	Hexham	0	0.00 %
O19	Islington	58	3.04 %
O20	Jesmond	17	0.89 %
O21	Kooragang	0	0.00 %
O22	Kotara	57	2.99 %
O23	Lambton	65	3.41 %
O24	Maryland	41	2.15 %
O25	Maryville	51	2.68 %
O26	Mayfield	113	5.93 %
O27	Mayfield East	23	1.21 %
O28	Mayfield West	20	1.05 %
O29	Merewether	197	10.34 %
O30	Merewether Heights	25	1.31 %
O31	Minmi	11	0.58 %



O32	New Lambton	87	4.57 %
O33	New Lambton Heights	17	0.89 %
O34	Newcastle (CBD)	99	5.20 %
O35	Newcastle East	37	1.94 %
O36	Newcastle West	11	0.58 %
O37	North Lambton	25	1.31 %
O38	Rankin Park	11	0.58 %
O39	Sandgate	0	0.00 %
O40	Shortland	21	1.10 %
O41	Stockton	44	2.31 %
O42	Tarro	9	0.47 %
O43	The Hill	53	2.78 %
O44	The Junction	33	1.73 %
O45	Tighes Hill	44	2.31 %
O46	Wallsend	92	4.83 %
O47	Warabrook	10	0.52 %
O48	Waratah	41	2.15 %
O49	Waratah West	10	0.52 %
O50	Wickham	22	1.15 %
O51	I don't live in the Newcastle area.	29	1.52 %

## Ward

	PD as % LGA	Hunter Street survey sample %
Ward 1 (including the suburbs of: Carrington, Cooks Hill, Islington, Kooragang, Maryville, Mayfield, Mayfield East, Mayfield West, Newcastle (CBD), Newcastle East, Newcastle West, Stockton, The Hill, Tighes Hill, Warabrook, Wickham)	25	37.26
Ward 2 (including the suburbs of: Adamstown, Adamstown Heights, Bar Beach, Broadmeadow, Hamilton, Hamilton East, Hamilton North, Hamilton South, Merewether, Merewether Heights, The Junction)	25	28.54
Ward 3 (including the suburbs of: Georgetown, Jesmond, Kotara, Lambton, New Lambton, New Lambton Heights, North Lambton, Waratah, Waratah West)	25	17.99
Ward 4 (including the suburbs of: Beresfield, Birmingham Gardens, Blackhill / Lenaghan, Callaghan, Elernmore Vale, Fletcher, Hexham, Maryland, Minmi, Rankin Park, Sandgate, Shortland, Tarro, Wallsend)	25	16.24

## Planning District

	PD as % LGA	Hunter Street survey sample %
Inner City South	15.8	30.54
Inner City North	8	13.12
Hamilton	18	16.42
Mayfield	10.1	8.71
Lambton	19.5	14.11
Jesmond	6.2	2.93
Wallsend	13.5	7.04
Blue Gum Hills	7.2	4.46
North West	3.4	1.1

## General Characteristics: Newcastle Voice Respondents

### Length of time lived in Newcastle LGA

	OPTIONS	TOTAL	PERCENT
O1	Less than a year	30	3.85 %
O2	1 - 3 years	87	11.17 %
O3	4 - 10 years	164	21.05 %
O4	11 - 25 years	185	23.75 %
O5	More than 25 years	313	40.18 %

### Gender

	OPTIONS	TOTAL	PERCENT
O1	Male	391	48.88 %
O2	Female	409	51.13 %

### Age

	OPTIONS	TOTAL	PERCENT
O1	16-24	23	2.88 %
O2	25-39	212	26.50 %
O3	40-54	276	34.50 %
O4	55-69	251	31.38 %
O5	70+	38	4.75 %

## Employment Status

	OPTIONS	TOTAL	PERCENT
O1	Employed full time	416	53.40 %
O2	Employed part time	155	19.90 %
O3	Looking for work	21	2.70 %
O4	Studying	57	7.32 %
O5	Domestic activities/caring	39	5.01 %
O6	Retired	135	17.33 %
O7	Other [specify]	68	8.73 %
O8	Prefer not to answer	4	0.51 %

## Suburb of Residence

	OPTIONS	TOTAL	PERCENT
O1	Adamstown	15	1.94 %
O2	Adamstown Heights	10	1.29 %
O3	Bar Beach	18	2.33 %
O4	Beresfield	5	0.65 %
O5	Birmingham Gardens	5	0.65 %
O6	Blackhill/ Lenaghan	0	0.00 %
O7	Broadmeadow	13	1.68 %
O8	Callaghan	3	0.39 %
O9	Carrington	13	1.68 %
O10	Cooks Hill	40	5.17 %
O11	Elermore Vale	8	1.03 %
O12	Fletcher	13	1.68 %
O13	Georgetown	7	0.90 %
O14	Hamilton	37	4.78 %
O15	Hamilton East	3	0.39 %
O16	Hamilton North	2	0.26 %
O17	Hamilton South	21	2.71 %
O18	Hexham	0	0.00 %
O19	Islington	26	3.36 %
O20	Jesmond	6	0.78 %
O21	Kooragang	0	0.00 %
O22	Kotara	25	3.23 %
O23	Lambton	25	3.23 %
O24	Maryland	12	1.55 %
O25	Maryville	25	3.23 %
O26	Mayfield	41	5.30 %
O27	Mayfield East	6	0.78 %
O28	Mayfield West	5	0.65 %
O29	Merewether	84	10.85 %
O30	Merewether Heights	8	1.03 %
O31	Minmi	3	0.39 %



O32	New Lambton	41	5.30 %
O33	New Lambton Heights	7	0.90 %
O34	Newcastle (CBD)	46	5.94 %
O35	Newcastle East	21	2.71 %
O36	Newcastle West	4	0.52 %
O37	North Lambton	7	0.90 %
O38	Rankin Park	3	0.39 %
O39	Sandgate	0	0.00 %
O40	Shortland	6	0.78 %
O41	Stockton	25	3.23 %
O42	Tarro	1	0.13 %
O43	The Hill	20	2.58 %
O44	The Junction	17	2.20 %
O45	Tighes Hill	18	2.33 %
O46	Wallsend	36	4.65 %
O47	Warabrook	2	0.26 %
O48	Waratah	12	1.55 %
O49	Waratah West	5	0.65 %
O50	Wickham	11	1.42 %
O51	I don't live in the Newcastle area.	13	1.68 %

## Ward

	PD as % LGA	Hunter Street survey respondent %
Ward 1 (including the suburbs of: Carrington, Cooks Hill, Islington, Kooragang, Maryville, Mayfield, Mayfield East, Mayfield West, Newcastle (CBD), Newcastle East, Newcastle West, Stockton, The Hill, Tighes Hill, Warabrook, Wickham)	25	39.16
Ward 2 (including the suburbs of: Adamstown, Adamstown Heights, Bar Beach, Broadmeadow, Hamilton, Hamilton East, Hamilton North, Hamilton South, Merewether, Merewether Heights, The Junction)	25	29.46
Ward 3 (including the suburbs of: Georgetown, Jesmond, Kotara, Lambton, New Lambton, New Lambton Heights, North Lambton, Waratah, Waratah West)	25	17.44
Ward 4 (including the suburbs of: Beresfield, Birmingham Gardens, Blackhill / Lenaghan, Callaghan, Elermore Vale, Fletcher, Hexham, Maryland, Minmi, Rankin Park, Sandgate, Shortland, Tarro, Wallsend)	25	13.94

## Planning District

	PD as % LGA	Hunter Street survey respondent %
Inner City South	15.8	33.33
Inner City North	8	15.25
Hamilton	18	16.28
Mayfield	10.1	6.99
Lambton	19.5	13.43
Jesmond	6.2	2.6
Wallsend	13.5	6.07
Blue Gum Hills	7.2	3.62
North West	3.4	0.78



## **Appendix III – Quantitative Data: Topline Report**

## Integrated transport

Q1. How effective would each of the following transport options be to revitalise Hunter Street?

Q1\_integrated\_transport\_0: Transferable parking tickets along Hunter Street

**QUESTION TOTAL:** 818  
**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	10	1.22 %
O2	Negative impact	20	2.44 %
O3	No impact	86	10.51 %
O4	Positive impact	358	43.77 %
O5	Extremely positive impact	313	38.26 %
O6	Don't know	31	3.79 %

Q1\_integrated\_transport\_1: Light rail or tramway circuit with stops along Hunter Street

**QUESTION TOTAL:** 818  
**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	28	3.42 %
O2	Negative impact	48	5.87 %
O3	No impact	49	5.99 %
O4	Positive impact	189	23.11 %
O5	Extremely positive impact	461	56.36 %
O6	Don't know	43	5.26 %

1 Q1\_integrated\_transport\_2: Bus circuit with dedicated bus lane

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	14	1.71 %
O2	Negative impact	72	8.80 %
O3	No impact	123	15.04 %
O4	Positive impact	340	41.56 %
O5	Extremely positive impact	216	26.41 %
O6	Don't know	53	6.48 %

Q1\_integrated\_transport\_3: Upgraded bus stops with weather shelters and updated travel information

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	2	0.24 %
O2	Negative impact	3	0.37 %
O3	No impact	69	8.44 %
O4	Positive impact	407	49.76 %
O5	Extremely positive impact	325	39.73 %
O6	Don't know	12	1.47 %

Q1\_integrated\_transport\_4: A dedicated cycle lane

QUESTION TOTAL: 818  
NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	18	2.20 %
O2	Negative impact	33	4.03 %
O3	No impact	80	9.78 %
O4	Positive impact	303	37.04 %
O5	Extremely positive impact	360	44.01 %
O6	Don't know	24	2.93 %

Q1\_integrated\_transport\_5: Widening and repaving of footpaths

QUESTION TOTAL: 818  
NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	6	0.73 %
O2	Negative impact	23	2.81 %
O3	No impact	174	21.27 %
O4	Positive impact	375	45.84 %
O5	Extremely positive impact	220	26.89 %
O6	Don't know	20	2.44 %

Q1\_integrated\_transport\_6: Additional safe pedestrian crossings

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	0	0.00 %
O2	Negative impact	29	3.55 %
O3	No impact	159	19.44 %
O4	Positive impact	398	48.66 %
O5	Extremely positive impact	205	25.06 %
O6	Don't know	27	3.30 %

Q1\_integrated\_transport\_7: Cycle hire kiosks

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	7	0.86 %
O2	Negative impact	23	2.81 %
O3	No impact	162	19.80 %
O4	Positive impact	366	44.74 %
O5	Extremely positive impact	193	23.59 %
O6	Don't know	67	8.19 %

Q1\_integrated\_transport\_8: Bike lockers and cycle racks

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	9	1.10 %
O2	Negative impact	12	1.47 %
O3	No impact	93	11.37 %
O4	Positive impact	403	49.27 %
O5	Extremely positive impact	270	33.01 %
O6	Don't know	31	3.79 %

Q1\_integrated\_transport\_9: Improved pedestrian connection between Hunter Street, Honeysuckle and The Foreshore

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	2	0.24 %
O2	Negative impact	9	1.10 %
O3	No impact	58	7.09 %
O4	Positive impact	247	30.20 %
O5	Extremely positive impact	493	60.27 %
O6	Don't know	9	1.10 %

Q1\_integrated\_transport\_10: Reduce traffic speeds in some sections along Hunter Street to 40km/hr

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	39	4.77 %
O2	Negative impact	147	17.97 %
O3	No impact	211	25.79 %
O4	Positive impact	264	32.27 %
O5	Extremely positive impact	125	15.28 %
O6	Don't know	32	3.91 %

Q1\_integrated\_transport\_11: Extending the free city centre bus service hours (currently weekdays from 7am to 6pm)

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	4	0.49 %
O2	Negative impact	9	1.10 %
O3	No impact	97	11.86 %
O4	Positive impact	334	40.83 %
O5	Extremely positive impact	347	42.42 %
O6	Don't know	27	3.30 %

Q1\_integrated\_transport\_12: Reducing the number of through-traffic lanes to permit angled parking in some sections

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	44	5.38 %
O2	Negative impact	192	23.47 %
O3	No impact	131	16.01 %
O4	Positive impact	272	33.25 %
O5	Extremely positive impact	93	11.37 %
O6	Don't know	86	10.51 %

Q1\_integrated\_transport\_13: Reducing the number of through-traffic lanes to create more pedestrian access in some sections

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	25	3.06 %
O2	Negative impact	144	17.60 %
O3	No impact	143	17.48 %
O4	Positive impact	298	36.43 %
O5	Extremely positive impact	118	14.43 %
O6	Don't know	90	11.00 %

Q1\_integrated\_transport\_14: Introduce 4 hour kerbside parking

QUESTION TOTAL: 818

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	23	2.81 %
O2	Negative impact	135	16.50 %
O3	No impact	128	15.65 %
O4	Positive impact	286	34.96 %
O5	Extremely positive impact	168	20.54 %
O6	Don't know	78	9.54 %

Q1\_integrated\_transport\_15: Improve directional signage for pedestrians

QUESTION TOTAL: 818

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	1	0.12 %
O2	Negative impact	12	1.47 %
O3	No impact	259	31.66 %
O4	Positive impact	388	47.43 %
O5	Extremely positive impact	116	14.18 %
O6	Don't know	42	5.13 %

## Enterprise

Q3. How effective would each of the following enterprise options be to revitalise Hunter Street?

Q2\_enterprise\_0: Create funding partnerships between landowners and government to improve building facades

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	4	0.49 %
O2	Negative impact	19	2.32 %
O3	No impact	65	7.95 %
O4	Positive impact	460	56.23 %
O5	Extremely positive impact	231	28.24 %
O6	Don't know	39	4.77 %

Q2\_enterprise\_1: Fill more empty shopfronts with start up businesses

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	4	0.49 %
O2	Negative impact	13	1.59 %
O3	No impact	40	4.89 %
O4	Positive impact	388	47.43 %
O5	Extremely positive impact	360	44.01 %
O6	Don't know	13	1.59 %

Q2\_enterprise\_2: Make the development application process easier and more flexible

QUESTION TOTAL: 818

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	13	1.59 %
O2	Negative impact	38	4.65 %
O3	No impact	58	7.09 %
O4	Positive impact	325	39.73 %
O5	Extremely positive impact	332	40.59 %
O6	Don't know	52	6.36 %

Q2\_enterprise\_3: Encourage developers to create residential housing

QUESTION TOTAL: 818

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	11	1.34 %
O2	Negative impact	57	6.97 %
O3	No impact	73	8.92 %
O4	Positive impact	362	44.25 %
O5	Extremely positive impact	265	32.40 %
O6	Don't know	50	6.11 %

Q2\_enterprise\_4: Redevelop Council-owned properties

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	4	0.49 %
O2	Negative impact	10	1.22 %
O3	No impact	50	6.11 %
O4	Positive impact	342	41.81 %
O5	Extremely positive impact	359	43.89 %
O6	Don't know	53	6.48 %

Q2\_enterprise\_5: Government purchase of properties to enable their redevelopment

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	10	1.22 %
O2	Negative impact	46	5.62 %
O3	No impact	91	11.12 %
O4	Positive impact	331	40.46 %
O5	Extremely positive impact	261	31.91 %
O6	Don't know	79	9.66 %

- Q2\_enterprise\_6: Create a series of functional precincts (i.e. legal, education, specialty retail)

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	7	0.86 %
O2	Negative impact	31	3.79 %
O3	No impact	85	10.39 %
O4	Positive impact	330	40.34 %
O5	Extremely positive impact	298	36.43 %
O6	Don't know	67	8.19 %

- Q2\_enterprise\_7: Stronger sanctions to encourage building owners to secure and maintain their properties

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	4	0.49 %
O2	Negative impact	30	3.67 %
O3	No impact	74	9.05 %
O4	Positive impact	266	32.52 %
O5	Extremely positive impact	402	49.14 %
O6	Don't know	42	5.13 %

Q2\_enterprise\_8: Incorporate affordable housing projects

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	53	6.48 %
O2	Negative impact	145	17.73 %
O3	No impact	120	14.67 %
O4	Positive impact	301	36.80 %
O5	Extremely positive impact	135	16.50 %
O6	Don't know	64	7.82 %

Q2\_enterprise\_9: Make the outdoor dining process easier and more flexible

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	2	0.24 %
O2	Negative impact	12	1.47 %
O3	No impact	41	5.01 %
O4	Positive impact	329	40.22 %
O5	Extremely positive impact	416	50.86 %
O6	Don't know	18	2.20 %

## People & Place

Q5. How effective would each of the following people & place options be to revitalise Hunter Street?

Q3\_People\_place\_0: Create different character precincts (i.e. multicultural, heritage, maritime)

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	7	0.86 %
O2	Negative impact	15	1.83 %
O3	No impact	172	21.03 %
O4	Positive impact	361	44.13 %
O5	Extremely positive impact	190	23.23 %
O6	Don't know	73	8.92 %

Q3\_People\_place\_1: Creating attractive shaded and comfortable seating areas

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	0	0.00 %
O2	Negative impact	3	0.37 %
O3	No impact	34	4.16 %
O4	Positive impact	368	44.99 %
O5	Extremely positive impact	406	49.63 %
O6	Don't know	7	0.86 %

Q3\_People\_place\_2: Hold events and cultural activities along the street

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	3	0.37 %
O2	Negative impact	17	2.08 %
O3	No impact	55	6.72 %
O4	Positive impact	387	47.31 %
O5	Extremely positive impact	341	41.69 %
O6	Don't know	15	1.83 %

Q3\_People\_place\_3: Improve the cleanliness of the street

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	1	0.12 %
O2	Negative impact	0	0.00 %
O3	No impact	30	3.67 %
O4	Positive impact	330	40.34 %
O5	Extremely positive impact	453	55.38 %
O6	Don't know	4	0.49 %

Q3\_People\_place\_4: Additional lighting to increase public safety

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	0	0.00 %
O2	Negative impact	1	0.12 %
O3	No impact	44	5.38 %
O4	Positive impact	341	41.69 %
O5	Extremely positive impact	419	51.22 %
O6	Don't know	13	1.59 %

Q3\_People\_place\_5: Improve signage to public toilets, public transport and key destinations

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	1	0.12 %
O2	Negative impact	2	0.24 %
O3	No impact	94	11.49 %
O4	Positive impact	428	52.32 %
O5	Extremely positive impact	282	34.47 %
O6	Don't know	11	1.34 %

Q3\_People\_place\_6: Promote history and heritage with interpretive signage and lighting

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	2	0.24 %
O2	Negative impact	7	0.86 %
O3	No impact	121	14.79 %
O4	Positive impact	417	50.98 %
O5	Extremely positive impact	250	30.56 %
O6	Don't know	21	2.57 %

Q3\_People\_place\_7: Provide new public toilets



**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	1	0.12 %
O2	Negative impact	14	1.71 %
O3	No impact	64	7.82 %
O4	Positive impact	402	49.14 %
O5	Extremely positive impact	315	38.51 %
O6	Don't know	22	2.69 %

Q3\_People\_place\_8: Seasonal colour through flexible planters and hanging baskets

QUESTION TOTAL: 818

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	4	0.49 %
O2	Negative impact	19	2.32 %
O3	No impact	175	21.39 %
O4	Positive impact	413	50.49 %
O5	Extremely positive impact	175	21.39 %
O6	Don't know	32	3.91 %

Q6. What are the top 3 additional night time services or facilities that you would MOST support along Hunter Street?

night\_time: What are the top 3 additional night time services or facilities that you would MOST support along Hunter Street?

QUESTION TOTAL: 818

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Restaurants - Fine dining	365	44.62 %
O2	Takeaway food	79	9.66 %
O3	Cinema	325	39.73 %
O4	Café/Small bars/music venues	644	78.73 %
O5	Niche retail (i.e. chemist, bookshop)	208	25.43 %
O6	Markets	247	30.20 %
O7	Sporting activity (eg. bowling alley)	78	9.54 %
O8	Free outdoor events	408	49.88 %
O9	Other	59	7.21 %

## Greenways

Q8. How effective would each of the following greenway options be to revitalise Hunter Street?

Q5\_Greenway\_0: Increase the amount of tree plantings

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	5	0.61 %
O2	Negative impact	24	2.93 %
O3	No impact	78	9.54 %
O4	Positive impact	392	47.92 %
O5	Extremely positive impact	300	36.67 %
O6	Don't know	19	2.32 %

Q5\_Greenway\_1: Widen footpath areas to allow for trees

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	16	1.96 %
O2	Negative impact	54	6.60 %
O3	No impact	96	11.74 %
O4	Positive impact	344	42.05 %
O5	Extremely positive impact	265	32.40 %
O6	Don't know	43	5.26 %

Q5\_Greenway\_2: Plant trees down the centre of the street

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	48	5.87 %
O2	Negative impact	163	19.93 %
O3	No impact	109	13.33 %
O4	Positive impact	261	31.91 %
O5	Extremely positive impact	146	17.85 %
O6	Don't know	91	11.12 %

Q5\_Greenway\_3: Create more public green spaces

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	2	0.24 %
O2	Negative impact	8	0.98 %
O3	No impact	49	5.99 %
O4	Positive impact	331	40.46 %
O5	Extremely positive impact	417	50.98 %
O6	Don't know	11	1.34 %

Q5\_Greenway\_4: Plant different types of street trees in different sections

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	6	0.73 %
O2	Negative impact	23	2.81 %
O3	No impact	201	24.57 %
O4	Positive impact	362	44.25 %
O5	Extremely positive impact	160	19.56 %
O6	Don't know	66	8.07 %

Q5\_Greenway\_5: Reconstruct Cottage Creek as a landscape feature

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	2	0.24 %
O2	Negative impact	6	0.73 %
O3	No impact	79	9.66 %
O4	Positive impact	377	46.09 %
O5	Extremely positive impact	239	29.22 %
O6	Don't know	115	14.06 %

Q5\_Greenway\_6: Encourage the use of recycled materials in new construction projects

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	5	0.61 %
O2	Negative impact	19	2.32 %
O3	No impact	211	25.79 %
O4	Positive impact	330	40.34 %
O5	Extremely positive impact	229	28.00 %
O6	Don't know	24	2.93 %

Q5\_Greenway\_7: Recycle water runoff to water street trees and landscaping

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	3	0.37 %
O2	Negative impact	7	0.86 %
O3	No impact	97	11.86 %
O4	Positive impact	353	43.15 %
O5	Extremely positive impact	347	42.42 %
O6	Don't know	11	1.34 %

Q5\_Greenway\_8: Encourage the construction of energy efficient buildings

QUESTION TOTAL: 818

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely negative impact	5	0.61 %
O2	Negative impact	11	1.34 %
O3	No impact	158	19.32 %
O4	Positive impact	302	36.92 %
O5	Extremely positive impact	330	40.34 %
O6	Don't know	12	1.47 %

## Short term

Q10. Please identify where you think Council funding should be prioritised to revitalise Hunter Street in the SHORT TERM.

short\_term: West End (Stewart Avenue to Union St)

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

**MEAN:** 31.2

**STD DEV:** 20.94

short\_term: Civic (Union St to Perkins St)

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

**MEAN:** 27.09

**STD DEV:** 15.47

short\_term: Central (Perkins St to Newcomen St)

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

**MEAN:** 23.72

**STD DEV:** 14.97

short\_term: East End (Newcomen St to Pacific St)

**QUESTION TOTAL:** 818

**NO RESPONSE:** 0

**MEAN:** 17.99

**STD DEV:** 15.33

## Long term

Q12. Please identify where you think Council funding should be prioritised to revitalise Hunter Street in the LONG TERM.

long_term: West End (Stewart Avenue to Union St)	
QUESTION TOTAL:	818
NO RESPONSE:	0
<b>MEAN:</b>	31.02
<b>STD DEV:</b>	17.81

long\_term: Civic (Union St to Perkins St)

QUESTION TOTAL: 818

NO RESPONSE: 0

**MEAN:** 25.38

**STD DEV:** 12.02

long\_term: Central (Perkins St to Newcomen St)

QUESTION TOTAL: 818

NO RESPONSE: 0

**MEAN:** 23.33

**STD DEV:** 12.12

long\_term: East End (Newcomen St to Pacific St)

QUESTION TOTAL: 818

NO RESPONSE: 0

**MEAN:** 20.27

**STD DEV:** 13.77



## **Appendix IV – Qualitative Data: Open-ended Survey Questions**

## Qualitative Data – Open-ended Survey Questions

### Enterprise (n=396, individual comments received)

#### comment\_enterprise

- instead of a proposed over pass at Stuart Avenue, why not cut the rail line on the western side of Stuart Avenue and make "The Store" a train station. It already looks like a train station. It has a beautiful facade and could easily be readapted

"Functional Precincts" will lead to areas filled with specialised people during the day which are deserted at night. Instead of separating areas for certain types of business/commerce/use, the city should focus on integrating all types of use into areas - residential, commercial, government etc. which will attract a wide range of people both during the day and at night, ensuring a lively hub at all times.

#People are not going to eat out, shop, live there or just look around etc unless they can get there easily or park if they are driving.

#If transport is regular and reliable you can reduce the reliance on use of cars and the need for parking.

#provide access and encourage use of pushbikes

#It is very hard to re-develop when there are many small landholders so maybe if government could buy up parcels, or provide low interest loans to buy up and encourage re-development and then sell off

#Development of communities that has a mix of young, old and in between with access to all the services and community space so people can interact, ride bikes, play, enjoy and build up support for each other

#The time and money spent trying to get approvals etc would discourage any one to develop and just adds to costs and prices required when on selling, make it difficult for all by the wealthy to buy in and have a mix of types living and working - simple process with clear indications before a whole lot of money is outlaid.

\* incentives required to attract investment.

\* a centralised 'Revitalisation' project manager is needed as the central point of contact to streamline the DA process by identifying and sorting through all the hurdles and negotiating site by site incentives as needed.

\* Off load old rail way.

\* Replace with modern transport system (as mentioned before)= West End (Down Town) to be Newcastle Central/Terminal Hub west of Stewart St.

\* Make Hunter St one way - King St the other way, connect/cross all available roads to link up with harbour. eg- Darby, Union, Steel Sts and so on = instant traffic free up!!

\* Get the Uni into Hunter st - The Law dep / Police dep away from the East End (Up Town), to where they should be- in the CENTRAL/WESTERN sector of the City! ie: Free up East End land for tourism/cultural activities etc.

\* Do this, and more, and watch the private sector/enterprises money flood in!

\* BUT..Don't allow mistakes of the past to happen again. The Crown Plaza is a disgrace. What crazy department allowed that to be built in that form?? Along with ground floor/1st floor private apartments on such valuable land, ON the Harbour! Obscene!

\* The most interesting places we visit in central cities are old sectors that have been blended well with the "new", not bland, cheap water holes with no vibe/atmosphere eg: Delany Hotel= glass and cement, cold places.

\* Hunter st presents a fantastic opportunity to re invent it's self, AS IT IS, with sympathetic planning. Enmore, Newtown, Brunswick St Fitzroy, St Kilda, any Southern French town you name it, are bursting with energy and groove! Old places dripping with activity.

\* Get the right people in charge with knolage, community and leadership qualities, and the rest will follow.

\* Offer tax and other incentives for businesses to invest in the formerly heart of the CBD city.

\* Consideration to be given in structuring the precinct's streets in which one stretch caters for retail business (e.g. clothing)(Chapel St Melbourne), another for dining and entertainment (e.g Lygon St, Melbourne), another for other businesses etc...

1. Cafes - remove the parking guidelines that require a ridiculous amount of parking for premises that have no chance of providing any parking..
2. Council owned properties should lead by example and redevelop (eg Civic hotel and surrounds - west end).
3. Prioritise DA assessment for those proposals associated with the revitalisation of city centre properties.
4. any government funding would help.
5. work with mine subsidence to determine appropriate heights for buildings (including ground level parking) so that underground mines wont require filling that could benefit adjoining properties - no incentive for developer to pay for the adjoining owners problems with mine workings. even if it limits development to two storeys in some sections. probably on the northern side of hunter st so that the views of the harbour are returned and hunter st doesnt become a closed in channel.

council have to realise that the same development principles that apply to the suburbs shouldnt be implemented in high density inner city areas. there must be a compromise on parking, noise, overshadowing and privacy that limits development potential.

the required setbacks in the city centre DCP are excessive and render most development sites redundant. consider the majority of sites on Hunter st are very narrow. allowing for all the required setbacks the floor plate is no longer feasible.

provide incentives for water recycling, roof top gardens, green buildings, solar panels on rooftops, 6 star buildings etc.

S94 levies collected in the city centre should be spent within the city centre - possibly a new S94 plan prepared to make developers aware that the area will be upgrades and improved to encourage investment into the city.

1. In short term encourage rate free periods in order to make more attractive to businesses
2. Reduce rentals on council owned properties
- remove sanctions for small traders billboards in short to medium term
3. provide serious incentives for apartment development in Mall area.
4. Ease restrictions where possible to make development consent easier.
5. defer some D/A requirements where possible rto make start up businesses more successful in short term
6. Provide rent free shops with short term agreements to society enterprises [Arts and Crafts].
7. Increase maintenance in Mall area for general tidiness and attractiveness [regular painting etc]
8. Encourage businesses to partner council in providing entertainment at night and weekends in Mall area

1. Provide opportunities for people to have the chance to learn a trade (e.g. baking, cooking, pastry making)
2. Be more aware of disabled access. e.g. ask a disabled person whether they prefer to go to Stockland (Jesmond or Glendale) or Kotara & Charlestown. Include access by public transport
3. At present, if I wish to go to Honeysuckle, and I am being taken by a carer, it would be more appealing if I could hire a wheelchair

A combination of Businesses and residency has its own way of working out its own requirements - Council should be more tolerant and utilise common sense when applications are dealt with in this area that needs plenty of TLC to revive itself.

A compact shopping area of Hunter Street comprising selective shops selling quality merchandise is more likely to attract patrons rather than the current process of putting "feel good" and "airy fairy" stuff into vacant shops just to make it seem that the area is busy.

A holistic approach to development is needed. Look at current development in Charlestown square. Newcastle CBD needs a development like the Queen Victoria building in Sydney.

A large visionary plan is needed- not a series of individual ideas not set in the total complex. BUT protect the whole area with well publicised CCCTV.

Accept that large-scale retail developments are not the salvation for Hunter St, or any other part of the CBD, and focus on Newcastle's strengths: its heritage character and human scale, its potential for expanding facilities, infrastructure and services for pedestrians and cyclists and for more use of rail and bus transport, the opportunities in the city (especially in the east) to create a more diverse and expanded residential environment.

But keep active street-fronts! Don't sacrifice these in a rush to expand residential development.

Expand (and maintain) the presence of government facilities in the city, as an important component of the city's economic life (supporting coffee shops, restaurants, small-scale specialty retail, etc). Don't do silly things like suddenly moving the entire Justice precinct from the east end (thereby killing all the businesses, etc that depend on it), and plonking it in Civic, where there is plenty of opportunity for other development (such as the university campus).

Focus new development in areas most in need revitalisation (e.g., in Hunter St, rather than Honeysuckle). Encourage a new university campus in the Civic Precinct, and explore new ways of integrating current infrastructure and services in the city with the university.

Gift council's civic land (which was purchased for a major strategic development) to the university for part of its new city campus development, on the condition that it must be offered back to council if it is ever surplus to the university's requirements (same deal as for the Wickham School building).

Invest many more resources into Renew Newcastle - it's the best thing that is happening in the city at the moment, and offers much more potential than large scale cargo-cult fantasies such as the Wickham rail terminus, or a cruise ship terminal.

Maintain and expand programs such as Livesites and night markets, which bring activity into the city.

Focus on the small things, and on making the city a nice place. Don't allow over-development.

Access to Council needs to be improved. Building owners need to be allocated to specific "case workers" that are responsible for their questions and queries. If we have a problem we know who to go to, not some faceless organisation.

Also please consider this - when you improve footpaths could you pls have the decency to improve the entire block. Then once that entire block is done, move to the next. It appears that currently, you're improving footpaths on a street by street basis, which leaves a montage of old and new. It's embarrassing and inconsistent the city over.

Affordable housing - keep these developments out of the CBD and outside of a 10km diameter of the CBD.

Actually, remove the existing and redevelop with more aesthetical development.

Affordable housing is one of the most important aspects that seems to have been left out of the inner-city developments so-far. We need to avoid the mistakes other cities have made that have pushed less affluent people to the fringes of the city. This would reinforce their disadvantage by reducing their access to services.

Again, Hunter Street needs to attract pedestrian visitors to create more viable businesses. These are ideally workers and not residents, as the occupant numbers in a commercial office development far outweigh the density in a residential project. The state government should be lobbied into moving a large administration to Newcastle.

Alfresco!

All options provided were extremely good. I believe in keeping as many of the sound buildings along Hunter Street as possible.

allow cafes and restaurants more freedom to do what ever they like. in the end they are improving the city and not Newcastle city council!!

Allow restaurants greater freedom to serve on footpaths

**ALLOW SHOP KEEPERS FREE USE OF THE FOOTPATH**

Allowing start up business and outlet stores has improved the look and liveliness of the city. Especially noticeable last school hols when the city was quite vibrant. The young people (schoolies and Uni), Mums and kids etc were combining day at the beach and visit to Hunter St for lunch and shopping in the smaller outlets. Very few would have come in to go to Dj's, it was the small clothes, shoes, surf shops etc that seemed to be the pull.

Any enterprise options must be served by transport.

Affordable housing must be price capped - housing in Newcastle is becoming unaffordable for normal income earners (\$50000pa).

Any residential planning must have facilities in place first - groceries etc, or everyone will continue to go to Westfield

Anything that reduces the appearance of neglect

anything that will force the clean up of derelict building is vital. Affordability for businesses and residential property would migh help stimulate commerce in the city area

As a very aged person could I suggest that a few more seats could be installed at intervals along Hunter and Darby Streets to make walking easier

As Charlestown square is now very large the CBD cannot compete with similar shops.Possibly boutiques, seconds shops and shops for artists (as now)

Reduce hotel opening hours to discourage excess drinking and reduce violence which will encourage ordinary people to come into the CBD at night as well as during the daytime

As mentioned in my previous comment, there is no reason to go to Hunter Street in its current state. The only positive thing to say about Hunter Street is the beautiful buildings that are located there

as per previous - free parking in council owned parking buildings on weekends to bring people into the city

As ReNew has shown it's important just to get people using the facilities that currently exist.

Assist developers instead of stopping them and creating obstacles. Stop listening to minority groups and make decisions to benefit the majority. Stop stifling developers and progress. Council has listened to these minority groups for too long and that's why the city is a third world disgrace.

be careful of providing low cost housing, without sounding uppity, low cost, cost housing attracts high cost people

Be wary of increasing residential development. It's great for the developer but it sterilises the city space and provides no reason for people to come into the city

better/greater mix of businesses

more diversity

Bring back the Wolf street movie theatre.

Encourage David Jones to remain.

NO through traffic in the mall - a bad idea to re-open it in the first place. Achieved nothing.  
Build and they will come but only if the infrastructure is there. don't make the same mistake as  
Honeysuckle and cram everything like sardines with little parking and transport holdups.  
Building owners should be responsible for their facade and be penalised for poor quality/standard.

Any untenanted building should attract significantly higher rates. Residential and commercial, if not  
advertised (at competitive level) or not awaiting building permit from council.

Low cost housing will only bring in more problems, it must be mixed.

Security is always still an issue with alcohol and ferals who want to be aggressive and pick fights and are  
intoxicated. Regular police foot patrols are essential. At present hoons are throwing eggs at people (one hit  
a friend in the eye and they had to go to hospital). CCTV and web cams would be of value and publishing  
when people are prosecuted so they know there are consequences would be of value.

Street performers and buskers with licences (cheap and easy to obtain and revoke if complaints) at  
numbered positions is an option to add to character. Perhaps have annual prizes and voting system. Might  
catch on.

Bull doze most of it down, look at old photographs and see what Newcastle looked like a long time ago  
and try and recreate that to add to tourism by showing what a country town looked like 100 years ago.  
People would probably come in there droves and it would not cost the useless State Govt and other like  
parties much to set this up.

Business need to be more accountable for the security of their businesses and this includes the removal of  
graffiti as soon as applied.

More security cameras required throughout the

whole of the CBD. Security is a major issue for many residents and visitors to the area.

Businesses, restaurants and other places of interest need to be made interesting and highly presentable for  
the expected number of tourists arriving on cruise ships.

We need large, high quality shops such as David Jones, Myer or even a medium to large sized shopping  
plaza incorporating these types of stores, boutiques, sporting stores, etc. These facilities are needed here  
in Newcastle as well as in the suburbs.

By encouraging more housing development, the area should become safer. Also more businesses should  
follow the increased number of people living in the area.

Cafe's and Restaurants should be encouraged to stay open later of evenings to balance the type and  
reason for people to be out at night.

Cant help

Can't market the area to everyone need to be specific and need people with higher disposable income to  
make it work. affordable housing etc is inconsistent with the needs of the area.

Capitalise on

\*the beauty & historical significance of the area by encouraging (not sure what incentives might be an encouragement) development that highlights these aspects of our city.

\*the rich and diverse cultural life...art, performances, cafe culture, ...

Think of Newcastle more as a suburb rather than CBD/retail centre. No need for another major retail centre.

clean it up its 30 years old and thats why we have what we have

Close the Hotels at 12o clock

coastal dining places need to be encouraged at all budget levels.....look at Darling Harbour, Qld,Manly...

We are a coastal city. Our harbour and coast are our best assets lets show them off, and not by blocking them with a cruise ship dock to be used infrequently

Come on stop talking and make it happen!

community involvement is all well & good, but we all need to see some action other than consultation & feasibility studies & employment of consultants

Consolidate many sites into a single site so larger developments can take place.

Continue to encourage grassroots community involvement like the renew Newcastle initiative; this is not art people; ground up rather than top down involvement will revitalise and engage people.

Continued development of housing seems to be an essential ingredient for the revitalisation of the city.

Convention Centre and Hotel Complex to link Foreshore / Honeysuckle with Hunter Street

Could council maintain seemingly derelict properties and charge owners for the work plus heavy fines for not keeping them in reasonable condition.

Council - get out of private enterprise areas: it's not in your nature to know anything about it. Sell off.

Council doesn't admit to the reason for Newcastle's CBD becoming dilapidated. Council has almost encouraged the building of large suburban shopping centres over the last 20 years but seem to think the CBD should have carried on as if nothing had happened. All councillors over the last 20 years need to shoulder the blame. This continues with the Marketown East Centre which will steal more business from the CBD.

Newcastle needs urgent residential building within the CBD for affordable and middle priced apartments and units with proper private parking for each unit. The empty shops below would fill with niche retail businesses and service businesses.

Newcastle CBD cannot compete with the Kotaras and Charlestown Square Centres so new ideas are needed.

Council previously had a shop top housing policy that gave parking concessions for commercial/residential buildings - what happened to it?

Developers have bought up properties ahead of the GPT development and let the city die. They should be encouraged to enable start up businesses to show the viability of the buildings.

Council should continue to fund the Renew Newcastle initiative. Newcastle can be a 'different' destination, capitalising on its strong arts community, giving a point of interest for cruise boats for instance.

The Newcastle Post Office ground floor would make an ideal portrait gallery or gallery for the city's 19th century artworks, enabling the Laman Street gallery to concentrate on contemporary and/or travelling exhibitions.

An educational precinct centred around Nesca House and the Conservatorium would make much more sense than the Honeysuckle site. Redevelop blocks of Hunter Street as educational spaces, and encourage shop top housing east of Darby St and on the old Museum site.

The law precinct should include the existing court house, redeveloped.  
Council should mandate that all property owners maintain their properties rather than neglect them when they become vacant.

Pride in city and beautification of buildings should be compulsory.

With the extra housing in the CBD there should be a large super market for city residents. Closest ones are Westend (where there will soon be three - overkill?) and The Junction. If Council is serious about reducing vehicular traffic then a city market is needed.

Maintain the historic nature of the Eastend.

Moving the legal fraternity to the Honeysuckle area seems an odd decision. The eastern end of the city will become neglected with empty buildings falling into disrepair. Honeysuckle may be the "new" way to go but it will become congested.

Council should not be funding private owners property in any way. This includes repairs to fascades etc.

If Council wishes to buy a building and repair it - well and good. There is no reason why a council can't be a landowner in it's own city - it may even reveal more of the issues people have.

Council should offer a free painting service to buildings currently not occupied to maintain the "good look" of the buildings along Hunter St. Even if the businesses aren't operating, the buildings can still look good to visitors.

Council should sell properties which ratepayers cannot afford to maintain or develop

Council should SET AN EXAMPLE by ensuring its own properties are well-maintained

Council should set up a workshop for business in this area, detailing what type of business they would like to have in the Newcastle CBD, such a special shops, eating, by this I mean, we don't need 10 pizza shops or McDonalds along the strip, but easy eating, Have a list drawn up of the businesses and put them out to tender for them, thereby keeping a lid on what type of development/business you have and you know the business minded people you have managing the city space, a hands on approach by council but still letting free enterprise lend a hand, a thing called vision management is the issue at hand.

You still have a number of brothels in the main drag what are you going to do with them, what would be put surrounding this type of businesses.

covered

Create a large square block similar to country towns. Widen roads or make roads/streets one way - up one way and down the other. The ambience of country towns and cities is there in your face. Newcastle is a disgrace to any visitors.

Create a unique character and experience around Hunter St. that will draw people by car and public transport, with several elements:

- \* plug retail gaps for CBD residents so they won't be forced to go elsewhere for essential shopping (e.g. hardware outlet)
- \* provide activities, services, retail shopping that improves the experience as compared with the highly concentrated, crowded Charlestown/Kotara options
- \* promote the river/beach/surf experience to Sydney/Central Coast, especially by rail (amazingly cheap fares) as a feature of the experience

Create a unique focus for Hunter Street.

Turn it into something that people will want to visit time and time again.

Jettison the what it was and what it is thinking and get on with implementing the new focus.

The new focus should not include major commercial.

Create as the main precinct a dining area. Have a good mix of restaurants and Cafes, Galleries etc. Retail precinct will only work if shopping offered is Boutique and not offered in regional shopping centres  
Create safe, clean, sustainable healthy active transport system linking affordable housing with jobs/schools/shops.

Fully separated segregated Copenhagen style push-bike lanes.

Current suggestions good

Dedicated cycle paths linking up to the coastal cycleway and Honeysuckle would encourage more people to visit Hunter St.

Demolish all burnt out shops and fine developers/owners for letting sites fall into disrepair

Demolish old buildings that are used as squats even if development applications are not as yet approved.  
Turn subsequent blocks of land into temporary parking

Developers currently rule the roost, and we have a planning disaster as a result. People create sacred places, not Council. Be careful before you wreck people's special places with your precinct creating mania. It sucks big time. Council also has a 'culture' that fits better in the 'risk' category of a swot analysis, so please fix it before you go promising people things you will not deliver because your people don't want to help. They say they do, but their actions do the opposite - obstruct and delay for no logical well thought reasons.

Development applications should adhere to standards set by the council rather than have a so-called 'flexible' approach which is almost guaranteed to lead to departures from an integrated plan and potential corruption.

Development of unused or under utilised premises to provide economical convention and meeting facilities within the various Hunter Street precincts.

Will provide exposure for the area generally, spin-off business for retailers, and with relevant promotion/incentive could showcase the benefits of existing public transport.

Perhaps a park-and-ride philosophy could be encouraged to these venues.

Developments at Honeysuckle should be reduced and made exclusively residential and hospitality-related to prevent more drift from the traditional CBD and consequent deterioration of heritage buildings in Hunter Street.

The University option in Honeysuckle has limited feasibility, given most students drive cars and huge parking areas will be required. This proposal becomes especially fraught if heavy rail is not on the doorstep of any new campus e.g., the rail connection at the Callaghan campus is sited much too far from the main campus which then poses walking time and safety concerns for the modern student.

There is an urgent need to consider a future use for the historic Newcastle Court House if the new legal precinct goes ahead otherwise the City will end up with another Post Office-like situation. Devote a large area to a 'fresh food' produce market. They are proven elsewhere like Melbourne, Hobart, Adelaide and certainly Novocastrians attend the Entertainment Centre and Maitland in droves. Fresh food is popular in the Mall also and as more people live in the city they will even get more popular.

Widen paths to allow alfresco dining like Darling Harbour and Circular Quay, which still allows passing pedestrians.

'Green' Hunter Street with large 'tubbed / potted' trees and plenty of seating. Look to Tamworth Peel Street and Orange (NSW) to what they have done to beautify their 'main' street(s).

Always look for 'tourist' and general public appeal in every development consent granted. Newcastle needs a 'gimmick' - like Queenstown (NZ).

Newcastle Council / NSW Government with help from private enterprise should introduce a IMAX Theatre to advertise the area (Port Stephens, Lake Macquarie, Hunter Valley and Wineries, etc.) Have local wines and produce to taste. They have something similar in New Zealand which is fantastic. It actually gives the experience of a helicopter ride from vineyard to vineyard and you taste the wines, etc. WE NEED SOMETHING to attract visitors and locals. Look at what Warnambool has done with their 'laser show' ... it is great. It could be integrated into Fort Scratchley.

I understand this does not affect Hunter Street but it has to be a holistic approach.

Discourage skateboarders from side walks and public buildings

Disused buildings should be used and not left to fall into derelict conditions. As a traveller myself, I love Newcastle, but am embarrassed at the state of some of our beautiful old buildings, especially Hunter St west.

Please fix it!

Divisions or zones are the best option to divide up the long stretch and make it viable.

Do not allow development Consents to be transferable.

Dogs should not be a part of dining, entertainment and retail areas.

Don't encourage more high density housing. Have you see Anzac Parade in Kingsford & Kensington (Sydney) Its almost solid high towers of apartments. Its ugly and it only happened in the last decade. Lets keep the decent heritage facades of some of the buildings on Hunter St and not turn it into a high rise nightmare. Those that cannot be saved should be set back a bit and not built too high.

Due to the exceptionally long Hunter St, the need to separate residential from Restaurants Nightlife so not to interfere with each others requirements, comfort plus to ensure Hunter Street will always exist as a viable main street to our beautiful harbour and beaches

Eliminate smoking from ALL public spaces

Improve free parking spaces

Empty and run down shop fronts have an extremely negative impact, especially to new investors or visitors. Those that a beyond repair should be pulled down, I believe a vacant block makes less of a negative statement than one full of vandalism and potentially squatters etc.

Clean up of sites such at the old Toy Shop (Supertoys?) in Perkins Street, and down near the old gym/Imperial hotel in Hunter Street west is essential. There are nice pockets of cafes etc around the place but their positive impact is somewhat negated by desolate and run down buildings.

Development of vacant buildings around Crown Street. This has the potential to be a artistic/cafe style nook. There needs to be free parking near by.

Empty buildings should be removed, not redeveloped - create precincts and turn the spaces between into green areas. The green space helps define the precinct boundaries

Empty buildings to be made available to charities for project work for no cost.

empty shop fronts put in art and craft displays

encourage positive retailer into the CBD ie

Harvey Norman, Myer, David Jones the allow smaller retailers to benefit from their pulling power

Encourage more restaurants in Mall area

encourage new business owners to the area with workshops to help them run their own business and reduced start up rents

Encourage new designers, artists, gourmet/innovative cafes and eateries into the area. Also maybe group similar businesses so that people don't have to walk the full length of Hunter St to find what they want. Branch out into side streets to make it all in the one section.

Encourage small business as they are more concerned about Newcastle as a community than big business which only sees the dollar signs or lack there of.

Encourage some business that everybody needs to go to Hunter Street for. Daily Markets or Ikea, small Costco or Walmart etc.

Encouraging businesses into the CBD is another positive. Whether it be small independent shop owners are largers companies is all good. Newcastle CBD should be targeted as a village community style city. Offering a creative and relaxed vibe that the larger shopping centres will never be able to offer. Newcastle has two things the larger suburban shopping centres will never have. The harbour and the beaches.

encouraging large retailers to open in CBD -

create dining precincts in CBD - away from Darby

Enterprise options which focus on developer-led residential development will not provide a strong Hunter St. Residential development needs to be balanced with offices, shops etc to create a vibrant precinct rather than the mono-culture of luxury housing (there is enough of this in Hunter St already)

Enterprises will come to Hunter Street's West end, through to Civic, if the hundreds of workers who are stuck on the Honeysuckle side could get across at lunch time and after work.

Currently they nowhere to go to spend money, except a few cafes. Most of these are a fair way away from the NIB, GHD, Hunter Water strip.

They need at least pedestrian overpasses to get from one side to the other.

Every city I have visited has a farmers or growers market in their city centre. Why ours is out at Broadmeadow is beyond me!! Farmers markets promote interest and draw people in..this should be happening in our mall not out in the suburbs. More small businesses need to come back to town. The shopfronts are appalling. There should be a fine for all shop owners who do not maintain their shops, occupied or vacant, to a high standard - as is the case in Switzerland.

expand the free bus zone to integrate charlestown and kotara. thats where the customers have gone.

expand the free bus zone to a huge parking area.

Factory outlets shopping that is not in the suburbs Ikea ?? Hunter street needs a reason for people to go there.

Fees just to put tables or anything out.

Maybe in some block there could be a small area with table chairs.

Another thing maybe some food vans allowed to be there and the FEE that you charge can be given to Health, charity, something back into the community

filling empty shop windows will reduce the feeling of abandonment which it currently has

Filling vacant buildings and fixing derelict buildings needs to be a priority. Open space for families with picnic and play equipment needs to be a priority.

First of all we need more toilets and a full time cleaner to be on duty, even if that means user pay system, people on benefits should be free.

We should also have a small Police station in Hunter Street,

Landlords should clean up their act and should be forced to keep their empty shop fronts clean and painted etc.

For shops that have been empty for a LONG time Landlords should give new businesses owners a reduced rent for ONE YEAR to give them a chance to survive. Landlords should learn not to be so greedy.

We need an entertainment centre in the city, If the Railway station has to go it should go there.

We need shops on the foreshore where goods are sold that represent our culture, mainly for when the cruise ships come in, I have been told this by American Tourists, eg hand made arts and craft,

we also need a 24hrs Polly Clinic to make us feel safe while in the city. (not a good idea to close a hospital and have nothing to compensate.

A Westfield shopping centre would also go well, this will bring the people in.

The Old post office should be transformed into a building like the QVB in Sydney.

**One Last thing.... People who live in Newcastle should stop getting in the way of Development...They do NOT own the City.**

Firstly Council continually grants development applications for the large Shopping Malls and Home Maker type centres that are what killed the city centre to begin with, why not rather encourage those developers and stores into the city centre. We must move away from the thinking that one single developer will save us it will not and this has been proven. We must encourage multiple developers and businesses to our city.

We should work with government to expand the University of Newcastle and build a Newcastle City Campus(Ideally becoming a University City) with Foreign Students will come small business that caters to their cultural and entertainment needs.

Likewise there should be a large proportional of residential areas within the city centre appealing to a cross section of our community.

Focus more on business, dining & residential & open west end up for retail.

For much of Hunter Street a bulldozer is the only solution. A lot of buildings reached their use by date decades ago.

The Newcastle City area never really recovered from the earthquake. People changed their shopping habits while the CBD was closed and didn't go back. The old commercial section of Hunter Street is too long. The best hope is to try to re-develop Hunter Street as far down as Union Street and the rest as residential.

Fruit Market?

Storm water Filters (coarse)?

Functional precincts must be organic and overlapping.

The legal precinct should remain where it currently is to avoid the void that is created if moved.

Fund the University of Newcastle to move into the City so students can help bring the buzz back to the CBD.

Create art spaces in unused buildings and allow students to display their work.

Funding for Renew Newcastle...

Funding partnerships between landowners and government must be for a strictly short and limited time with set performance indicators on the part of the landowner, with every cent repaid with just below market interest. Many landowners in Newcastle City have capitalised on insurance money from the 1989 earthquake and the June 2007 floods, barely or not at all repaired their premises and have left damaged properties to go to rack and ruin at the cost of our city.

GPT should be heavily penalised for the debacle that was, supposedly, a plan to save the City of Newcastle. They, in effect, purchased millions of dollars worth of property (at a premium but still a pittance in comparison to their overall wealth) to ensure the success of their Charlestown Square redevelopment. SHAME ON GPT, SHAME!

get creative and spend some money on good lighting and planting

Get rid of paid parking, or at least provide better parking. Introduce a light rail system to get people from suburbs not serviced by current rail and poorly serviced by buses. Make it easier for people to get in and then shop/recreate. Have a look at High Streets in Melbourne like Bay St, Port Melbourne and High Street Armadale.

Get rid of the bloody heritage crap and let people do what they want.

Get rid of the railway line!

Give people a reason to come into town. Bright open restaurants and funky, speciality stores without the astronomical rents of Charlestown Square and Westfield to put off new investment. As long as the stores are occupied people will wander through especially if you couple it with easy plentiful parking.

Given the beautification of the foreshore area, the peninsula is ideally suited to tourism. Local tourism would be especially viable for e.g. Sydneysiders, if we accommodated their needs properly. So while it's a good idea to buy up and redevelop sites, it would be important to always consider what kind of business will be attractive for tourists. Attracting a neighbourhood-style ambience to the area would improve the safety issues which now make it not viable to stroll Hunter Street at nights. Paid parking is rather a vexed issue too because residents do need to have visitors etc.

Government funds should be used for infrastructure projects, rather than site specific development sites.

Government housing projects facilitate an anti-social cultural environment. Attracting clientele that can consume from surrounding businesses is more conducive to a functional economic and social environment.

Government purchase of abandoned buildings for redevelopment and re-sale. Fill up empty store spaces with start up artisan businesses (e.g. 'renew Newcastle' project), create more pedestrian hubs & squares along Hunter St, with little cafe sections and outdoor eating areas to encourage people to use the area more. (perhaps this can be done by narrowing the road in some areas). e.g. area on corner of Hunter St and Crown St, opposite Greater Union Cinema could be a really nice little pedestrian square, with outdoor cafes etc, however seems underutilised at the moment.

Government residential development high quality but sold to private buyers at less ridiculous prices than those asked at present.

Government seed money to stimulate redevelopment would be repaid to the Government - it would be positive in demonstrating some leadership. I think the Honeysuckle project is a good example

Developers holding properties to be responsible to maintain their properties and where appropriate this included in development consents.

Bringing the University to CBD would be excellent. I observed the energy of this in Strasburg and Amiens in France.

Shop owners to be held responsible for the appearance of the premises, and clean up of litter associated with their business eg food wrappers

Vacant shop fronts to be made attractive - with the availability of a standard package to cover empty windows

Government, as opposed to Council, intervention will just complicate and delay revitalisation.

Have an international development funded by government to bring in more tourists and clientele. For example the ship terminal at Carrington to be moved to Lee wharf.

Make Newcastle an opportunistic place for local and international investment by a partnership between Federal, State and Local governments.

Ensure landowners and building owners be more committed to redevelop their property(s) as soon as possible when an eviction or exodus of tenants become apparent.

In other words they should have a new plan of infrastructure to deal with the vacancy in a certain time (say 4 years) before the property becomes a derelict feature along Hunter street.

Reduce rent/ lease costs to attract new businesses.

Having been (a small) part of one of the Renew Newcastle projects, I have seen at first hand how effective it is. Outdoor dining - yes!! More Renew Newcastle type "sprucing up" - yes. More inner city residential - yes!!! Having people living in a city brings it to life -(see previous comments on liveability of Amsterdam and Melbourne).

Having precincts for pacific purposes has been highly fragmented adding to the dysfunction of the city.

Why not place the proposed uni precinct along King St from Civic Park to the parking station.

Federal, State and Local Govnt. need to work together more effectively to establish significant precincts.

Eg There is already a legal precinct in the east around the police station. The re-development and upgrade of the James Fletcher hospital facing Church St could have been handed over the development of new court house and the Fletcher redevelopment be placed on the southern side where the round house was.

A little communication and practical thinking goes a long way.

Homogenous zones for different activities eg precincts, shop style restaurants would encourage activity and help compete with malls such as Charlestown.

Hunter St could have the same vibrant atmosphere as Darby St or similar areas in Sydney and Melbourne. Use the old buildings and the laneways to create an area that is totally unlike Westfield and Charlestown we don't need anymore of the uniform shops like that. Must have cheaper and easy to access parking.

Hunter Street and the mall is a dangerous place at anytime of the day. Drug addicts hanging out at DOCs pharmacy, outside spotlight and the medical centre in Newcastle West and rude violent vandalising youths at the Newcastle East end.

I live in Newcastle West and see low cost housing developments as a problem not a solution.

Hunter Street has the potential to be like Oxford Street in Sydney with different precincts and themes throughout the parts of the street.

Hunter Street needs huge drastic plans with lots of money behind it!

Hunter Street is not the CBD anymore. The centre must be easily accessible and closer to where people live, ie. Broadmeadow not at the end of a peninsular. 2300 should be accommodation, University, Boutique shops, dining and open space. Hunter Street and Scott Street would be very commercially attractive if they had a conjunction with the foreshore.

Hunter Street needs a "major facelift".

If major finance is not available than another avenue must be found.

I personally think that the transport/light rail or tram concept MUST be carried out at the same time as encouragement of the "facelift of Hunter St". ...if not together I can't see it working.

There is so much Tourist potential in Hunter St and inner area..it just a "crying shame"..noone has seen it. Forget the "big shopping malls and complexes"..people will, and have already become "bored" with a "bee hive" of shops and shoppers.!!

Eateries, and food outlets, small shops,small craft galleries,craft demonstrations..mini golf course,..to name but a few that I think people and tourists would find extremely interesting while wandering around inner city area.

People want "lay back activities,relax with good meal,coffees,wine ".or casually walk about looking at unique small businesses/galleries and a beautiful foreshore.

I agree the process of development should be more flexible but there seems to be a need for stricter responsibility in regard to maintaining premises so that we never again get in the position Hunter street is now.

I am of the opinion as you can see by my answers that anything getting done has to be an improvement on the already 'dead' city centre that it is now.

The worst thing that happened to newcastle was allowing the GTP group to pull out. Council obviously does not have the funds to revitalise the city, yet here was a company ready willing and able to breathe some life back into a tired town.

Let's move forward.

I believe it should be illegal to leave building empty. There may need to be a change in legislation to achieve this. Newcastle should set an Example to owners who leave and neglect their properties. The empty buildings bring down the tone of the city and are a health hazard to the community, with the asbestos that is crumbling form them.

I belive that building owners should be made much more responsible for the state of decay that their neglected buildings contributes to the depression of Newcastle and CBD.

I definately believe the incorporation of a larger university campus into the civiv precinct will help to rejuventae the area. Students although not earning full time wages have some significant disposable income to inject into small business. This flow on from the civic area could be enhanced with a new justice precinct in Newcastle West which would leave Newcastle East and the top end of town to become middle to high income high density housing.

I don't believe a GPT supermall or similar enterprise will be beneficial to the city centre, the lack of parking and geographical considerations mean it will never be able to compete with Kotara and Charlestown in the long run anyway.

I believe the encouragement of start-up businesses through the awesome Renew Newcastle project has done wonders for the rejuvenation of the city, and we should be trying to make the city centre less like Parramatta and more like Glebe or Newtown. Small wine bars and cafes, boutique stores and an emphasis on arts, craft and culture will make the city centre a unique destination.

I don't like the idea of just keeping the facade of old buildings - whoever decided that the Palais and other old beautiful buildings like it, should be shot. That should never have been let happen and whoever is responsible should be ashamed of themselves.

I don't support Government purchasing land in the hope that one day they'll have a budget that allows them to develop it. I would certainly support the NSW Government purchasing land and developing a Government business centre. I am not aware of any State Govt dept in Newcastle that occupies a building owned by the State Govt - which is preposterous when so much land is owned by the Crown/State. Even Land & Property Management (old Dept of Lands) leases their premises in Hunter Street.

I don't think compartmentalising the city further into different precincts is the answer, the city centre already has a structure and should be allowed to grow and develop along the structures already in place. Compartmentalising the city further, into precincts such as the legal precinct etc will only lead to dead space/unused space.

As I am not sure what buildings the Council owns I can't comment properly - what I will say is that council needs to consider the heritage of buildings before allowing developers to demolish unique buildings that should have been cherished eg. The Palais and Surf House. The soul of a city is the buildings within and warmth is inherent in heritage buildings. KFC drive-through does not constitute re-vitalising our city centre and a homage of The Palais through photographs of the magnificent building that existed before is insufficient and should not be allowed.

I encourage more housing in the city but not at the detriment to entertainment venues and pubs. People wishing to live in the inner city should understand where they are moving to and not complain about noise from venues. Newcastle needs a healthy entertainment industry; after all it is a city, not suburbia.

I feel a need is required for our local Newcastle history to be profiled in a centre or museum. Newcastle has an important place in the history of NSW & the Nation & a very interesting one. I think it is imperative our local historians come together & create this very proud & much needed informative centre. Perhaps our old Ncle. P.O. could house this. Also a Chinatown precinct would be great.

We need to attract tourists into the city, perhaps a tourist park on the city side of the harbour around Wickham, also catering to backpackers. The transport loop could include this area as well. I think a drive in & park Tourist Information Centre could be positioned for easy accessibility, the west end of Hunter St. near Hannell Street perhaps, we really need to sell our city at tourists entrance.

Our historic buildings which are still intact somewhat & which give our city its history & character, they need restoring & given a higher profile for their historical value.

I would like to see Christ Church cathedral connected to the Hunter st. mall by way of steps linking the two. I feel these comments will fall on deaf ears anyway.

I have maintained for many years that it was mistaken to make all ground floor spaces in new developments for commercial use. Bed-sits and studio apartments would be an excellent option. Affordable housing is the go.

I have mentioned before how vital Hunter Street was in the early 60s when the top floor of most businesses was residential. If people could live cheaply right in town with public transport to all areas they wouldn't clog the city with extra cars

I have only been in Newcastle for 15 years and do not have a memory of a bustling Hunter Street. Perhaps the shopfronts which have been neglected and remain vacant could be turned into curiosity windows, like mini panoramas or sets of historical scenes which people could come and look at, not unlike a mural project or how shopfronts used to be decorated at Christmas time! I think the revitalise Newcastle with shops being leased to artists/artisans is a good idea but something should be done to fix up the rest of the street.

I have to say congratulations the mall is looking better from the current refurbishments. The new specialty shops and new facades have improved it allready and I think that is what should continue to be built on. The city centre I think, would be better to pursue a mix of residential property (not too much high rise,keep it as green as possible not a concrete jungle) and specialty stores - not another replica of the sterile major shopping centres. I'm kind of glad GPT have gone if that is what we were going to get. A mix of legal, cultural and retail use would certainly be more conducive to the centre plus more outdoor dining. We need to create an arty, vibrant shopping and dining scene in town,not Westfield.It would be great to eventually see a return to night or extended trading where people could go to the shops and restaurants after work and into the night. The key to revitalising town is changing public perception. In people's minds it is run down and a scary place to be at night and parking is an issue in peoples minds, rightly or wrongly. It is vital to the centre's survival to change that perception if it is to succeed.

I hope Council doesn't sit on it's hands regarding demolition of that eyesore at the westend ie the old Empire pub and gym which is an absolute mess and blight on the street scape.

Could some constraint be placed on the number of brothels operating in the westend. I have friends who had a business in that ares and these establishments attract some not so great people.Council should also exert some pressure on con Constantine to smarten up the Store building as that's the first thing you see entering the westend

I like all the previous ideas.

It is also a good opportunity to encourage more artist ventures to develope its own character

I like the idea of encouraging university housing and lectures in the city, which would attract more students to the University of Newcastle, and increase the market for small business in the city centre, (cafes, restaurants etc).

I like the idea of promoting the arts, Newcastle has such huge potential. I would love to see the city area become a hub of cafe's, restaurants, galleries, independent fashion and craft shops. Like Darby St on a bigger scale

I love Hunter st just the way it is.

I really dont want my rates dollars spent redeeming people who let their properties get run down and expect teh council to go banker for their problems. this does not happen in other areas. Also care must be taken that dollars are wasted on frivaleous projects that fill the shop fronts momentarily and perhaps get people off the dole only to fail once the subsidies cease.

I really like the enterprise specific suggestion.

I said many years ago, that to bring people to the city,you need specific shopping that is not available elsewhere, but Charlestown and Kotara have already done it.

Maybe we need to focus on the history, tourism aspects of the city.

I second the notion that fostering the creation of areas of like businesses grouped together will drive up visitation to the area. The greater the choice and competition the more incentive for customer visitation.

I sort of pre-empted that one

I still see the development of Hunter Street as an opportunity to revitalise the area. Please don't try and reopen empty dreary shops. Let us modernise by upgrade the area. Lots of well designed apartments, with maybe a smart speciality retailer below. The most important development is restruants, outdoors, and indoors, always attractive and well designed.

Only keep building facades if they truly relate to the history of Newcastle.

Please upgrade the area, it is a special city with a great future.

I support the idea of outdoor dining areas as long is there is adequate room to incorporate such areas without affecting pedestrians or other businesses.

Dividing the city into functional areas is a positive idea and would certainly help with the revitalization of the city. Hunter street is too long to maintain what it once was and areas for legal, shopping, dining, recreation, theatre/arts, business services, education, etc would work well.

I don't know whether the city centre needs anymore housing (affordable or otherwise); what it needs is services to support the population already living in the city before any more residential development occurs - revitalisation in other areas needs to come before any further development of residences occurs.

i think encouraging the renovation of some of newcastle older buildings is a good thing. newcastle doesnt need homogenised ugly development, work with what we have

I think maybe many existing adjoining unused shops could be temporarily demolished and landscaped or used for much needed parking until they attract the eye of a developer.

I think Melbourne City should be used as a model for Newcastle.

I think setting up 'precincts' is a bit of a waste really. They tend to happen organically. Newcastle has a strong and vibrant arts scene. Renew Newcastle is what has changed the mall and Hunter St. Provide funding to these artist enterprises, so they can paint and clean up the outside of the buildings, plus give them incentives to maintain cleanliness around their shopfront (washing down the pavement, generally keeping things neater).

I would love to see more outdoor dining. Our society in general is far more appreciative now of food and art. Done properly we could become a destination for local and international tourists to view and participate in art initiatives. And with fine dining thrown in with fabulous wine, Newcastle could thrive.

I think that shop and building owners need to keep their properties in good order and try to look after the heritage look of their building as some are just lovely. Development applications should look towards what will make the city move forward and be easier to go through.

I think that the GPT concept was wrong for Hunter Street. I don't think people will go into town to shop for the things they can get at major shopping centres. I know thats how I feel. I tend to shop at Westfield or Charlestown, but think the city for dining out and entertainment, particularly in the last 6 months.

Encouraging speciality shopping and dedicated functional areas would be good. Focusing on dining and entertainment would work. I think concepts like the Longworth work well. As new restuarants and venues have opened in the CBD & Honeysuckle in the last 6 to 12 months I have been going out to diner and for drinks far more often in town instead of places like Hamilton and Darby Street. I think a focus on quality entertainment venues and nightlife, with a mix of speciality shops you don't find in places like Westfield work well. Melbourne and to a lesser extent Sydney CBDs seem to work well doing this sort of thing.

I think the city should be a boutique retail, art and craft, and entertainment centre. It should have a very different mix than the malls in the suburbs and encourage individual and unique shops, as well as restaurants, cafes, theatre and bars.

I think the focus on this area should be to attract businesses into the area, there is already a lot of activity in apartments going on thus it should be balanced out by means of providing work to the people that live in the area.

I think the idea of creating functional precincts isn't a good idea because that separates everything. And we shouldn't have to do that. Mainly because nobody really goes to one location for one thing only anymore. If there was an ideal mix created in which legal, residential and specialty shops occupied all locations there would be a more harmonious feel to it. The shops would flourish because there would be customers to shop their. They would bring in people to fill the residential spaces, because they are a selling point. It is a big cycle, without the one factor, there isn't the other.

I think there has been too much talk about different precincts and dividing the city up. It seems to me that we already have a Law precinct around the Court house. All those layers will have to move. The land set aside for the University is inadequate and parking would be a nightmare!!! Honeysuckle planning has been ridiculous with all those ugly apartment buildings and a silly go-cart track that can't cope with the traffic. I hope those responsible for Honeysuckle planning are not involved with the current Newcastle revitalisation. Newcastle needs reinvention, not moving the same old things around which will simply cost huge amounts of money. I doubt whether placing too much trust in the developers is going to do Newcastle any good. It hasn't yet. They just keep blaming the train line instead of their own bad planning and lack of imagination. Newcastle should shine a light on its diversity, not put everything into neat boxes.

I think there is a market distortion in Newcastle at the moment with developers holding onto land and allowing it to deteriorate in the hope that one day there will be some magic rescue package (Eg selling off the railway) which will make them all rich. There needs to be pressure applied to use or sell buildings - leaving them derelict should not be an option. If that means land value falls, so be it - when the cost is low enough then development will occur. We may lose a few old buildings, but that is the price of urban renewal.

I think we need to be very careful about residential placement around entertainment hubs, I think it's essential to have entertainment areas, but residents or rather potential residents need to be aware that these will end up being high traffic/ occasionally noisy areas and without this we do not have a city centre. I don't think removing existing venues and workable outlets in place of residential would be appropriate because ultimately I would like to see these spaces utilised to draw people in.

I think we need to change the focus of the city area from trying to develop shopping areas which do not thrive to looking at residential and recreation areas for all people to enjoy.

Creating business areas (e.g. legal and students) is a good idea. Once these areas are created then support facilities will follow. At the moment there is not enough people in the city to warrant a large shopping complex.

Bearing in mind, people are not going to shop at a place where they have to pay for parking and park a long way away when they can go to Charlestown or Kotara, have covered parking, so the shopping etc and park for free for up to three hours or possibly longer.

I think we need to look at other themed ideas to attract people (residents and tourists) e.g. create an art corridor around the mall area, have buskers and entertainers, foods from the world etc. Free parking on weekends for at least 4-5 hours.

i think we need to work on the design of the city before we start developing residentially. I don't think start up businesses have any chance of success in Newcastle's current state due to lack of parking, lack of interest in the city and the fact that the shops look awful (all points that have been mentioned) I feel you would be sacrificing small businesses and allowing them to fail in an effort to draw more people in - and it is a gamble.

I feel that these lane changes and parking changes need to be introduced BEFORE a business can operate successfully. furthermore if a business does start up and then lane changes/pavement widening were to occur, there would be even less parking and accesibility to those shops for the period of construction. One, two or three weeks may not seem a long time in the scheme of things to a council, but it is a very long time for a new business to have customers finding it difficult to walk through the door. i think we should focus more on the precinct idea, than more residential housing, as even though they would both bring people and thus attract business, I believe the city is for everyone, and that visitors would encraoch on the residents and vice versa.

I would also add: make development high quality in terms of building lifetime (e.g. are the materials and construction methods appropriate so that development still looks good and functions well in decades time) and sustainable (make development 5 star + so that Newcastle can be seen as forward thinking and eco progressive).

I would like to see functional enterprise as well as unique enterprise. I would not like to see another Westfield (or similar). Newcastle needs to be unique and functional.

I would like to see Hunter Street as it was 50 years ago full of shops, cafes, theatres maybe a museum. Sorry not full of high rise apartments, makes the city cold and uninteresting. We have a beautiful harbour to enjoy don't spoil it anymore. Make it a welcoming site for everyone, with plenty of transport, easy access to the harbour and beaches. Make it an attraction. Please.

I would like to see increased residential use of the CBD, including affordable housing projects. Locating housing in the CBD provides additional security (the CBD is never 'deserted') and provides easy access to goods and services for those living in the area (and increased retail activity).

Increasing accessibility to commercial properties for start up business (for example, Renew Newcastle) has positive impacts including business development and public safety.

I would rather fix and fill all the vacant beautiful buildings in Newcastle before any new development is approved.

Any new development needs to be visually in line with the surrounding architecture. All the building on honeysuckle, the new apartments in Newcastle east etc are ugly, ugly, ugly buildings, they are cold, and grey and create a really sterile imposing feel to the city. There can be some guidelines for style so that it is welcoming and interesting and not boxes and glass and shiny steel. there are stunningly beautiful buildings in the inner city that are disappearing into a world of straight lines, glass, and shiny metal coldness.

Affordable housing in the inner city would be fantastic - there are lots of vacant buildings that can be renovated to create housing for people who are homeless or have no other rental options - but these need to be affordable and not cupboards.

Renew Newcastle is an amazing initiative, i think an extension of the work they are doing would be great, with them in charge still not being taken over by council.

More cafes and restaurants in the inner city mixed with independent fashion, art, other small retail shops would be a draw card for Newcastle. Keep large chainstores out of the city - they make plenty of money in the suburbs. look at darby st - it works well. something similar could be replicated in the mall that is unique, supports local businesses, artists, foodies, fashion makers, bookstores etc.,

I would suggest that the Planning process is far too difficult in Newcastle City and particularly the inner City.

I suggest all DA's in the City be referred to a specific group of experienced people who can make decisions rapidly.

Also there are many uses for buildings which should not be advertised and development interrupted by objections or having to be referred to Council due to objections.

I am aware the process can be simplified and I encourage Council to act so some development can occur. If council had have stopped rail line like they promised, then GPD would have been developing and government may not have needed to put as much funding into cleaning the place up. It is disgusting and I the only reason I visit is to visit DJ's which will soon be going too!

If there were services that people had to use you would have more activity and maybe able to make coffee shops more viable around the area. The grouping of similar services sounds good. This may affect parking though. You cannot keep doing things like paving as money into really making it better with ugly facades about.

If you could get state government on board look at reducing fees for redevelopment or purchase of empty commercial buildings. eg don't scrap stamp duty for new green field developments scrap it for redevelopment and purchase of buildings that have been empty for a period of time, or give bonus payments for redevelopments, so the initial purchase/consolidation will be cheaper.

I'm a new local business owner and have been looking at options for cheap offices in Hunter St. But outside of Renew Newcastle, it's still quiet an outlay or no guarantee that you will get value from the location, it's definitely quite a big risk for startups to take on etc.

What about government subsidised rent agreements where the government pays half of your office rent or something just to get the place busy and thriving for a while. Then 3-5 years later, they can cease the program and return to the businesses paying the full rent once again etc.

I'm all for affordable housing projects as long as they are for private housing usage, not public. I'm not entirely sure how much residential developments are going to help. Aren't we trying to entice people into the city, not make it just another suburb of Newcastle??

I'm unsure what is meant by 'out door dining' however darby street cafes should be made to adhere to the determined gold disk area. Current street furniture is obstructive to walking traffic

Improve street scape to encourage out door dining.

Improving the appearance of buildings is a good way to improve the CBD without a huge and costly capital investment. We have a lot of wonderful old buildings which should be maintained to ensure the aesthetics of the city is maintained or improved. Buildings like the one in need of a paint job on the corner of Hunter and Watt streets are prime candidates. This building is a nice building but the appearance is terrible due to lack of maintenance and paint.

If a shop is empty, the first priority is to fill it with something productive. Renew Newcastle and the various art projects are great and could really catalyse improvement of the city. If the Council is able to broker agreements or organise empty shops to be filled then the council should do this as much as possible and as quickly as possible.

In the long term, development is essential for the revitalisation of the city. Council should encourage wherever possible redevelopment of unproductive sites. Residential development is extremely important. For proper revitalisation of the city people need to spend more in the city, if more people live in the city this will occur. In addition, the types of people buying apartments in new developments are generally wealthy and as a result are willing to spend. Therefore more high density residential development would assist the renewal of the city substantially.

In some cases Government can play an important role by purchasing property. The purchase of the Post Office is one example. This will tend to catalyse private investment around the public investment. Also, the creation of precincts will create a lot of positive flow on effects on the city economy.

Outdoor dining should be encouraged since it is one primary vehicle by which people spend money in the city.

In order to bring people back to Hunter Street, it has to offer something that the shopping malls DON'T offer. A village-type ambiance, a row of **\*\*real\*\*** specialty shops, not the sort that you find in every mall in the Hunter Valley, plus music that appeals to the 30+ crowd. An artists' colony. Some of this requires the cooperation - and money - of government, especially around forcing owners to maintain their buildings. What's happened to the old post office is a disgrace and an indictment of local and state governments.

Newcastle historically fails to protect its assets - Merewether surf club ring a bell? Hunter Street is grungy and reeks of urine and risk. Council and state governments need to take responsibility for ensuring owners do the right thing. And DO NOT sell off or try to foist responsibility for the public good onto private businesses. It doesn't work. Private businesses are there to look out for themselves and that is all they do. Sometimes, private enterprise cause some public amenity to be improved, but it is a side effect that you cannot count on. Public good needs to be legislated and FUNDED.

In order to compete with shopping destinations like Kotara and Charlestown, Newcastle need to offer shoppers something different or become more residential. Maybe an outlet district to rival Sydney? This would attract visitors from out of town to the city, or a bohemian style village with creative arts on display or play up the heritage aspects like Morpeth?

In the past developers would tend to steer away from inner city projects mostly because of our Council.

Newcastle is not considered a beautiful city by visiting MD's, rather a lower socio-economic city with many after hours social problems; warning them not to venture out after dark without protection.

We need to stop being so narrow and closed minded. Allow change for the better and be proactive or pro development. We need to clean up our city, encourage new ideas, and incorporate forward thinking panels of qualified people making choices for the greater good or betterment of our city instead of the past stagnation that has caused the city to decline.

On a positive note, change is finally happening but why has this process taken so long?!

increased nightlife  
Inner city residential areas is a good idea if it is targeting student or affordable accomodation.

Bring more young people into the city as residents to encourage a lived in city that embraces night time activity.

inner newcastle is becoming a retirement village with all the associated social issues i.e whinging locals, lack of nightlife etc development on the same scale as honeysuckle should be encouraged, height limits should be lifted when necessary (newcastle needs skyscrapers to be seen as a city and not just a major country town). give up on inner newcastle being a major hub and focus on the west end where new developments can actually be built without the constant whinging from the inner city residents.

Instead of new builds renew and renovate existing buildings into residential flats or villas. Utilise all the old buildings before building new.

Interesting question concerning how to enable the Newcastle precinct to be revitalised. Suggest we all give up as the golden goose has departed with GPT. What a dumb society we live in today

Introduce the passenger line wharf to Newcastle will promote money into the city & revitalise thru tourism get rid of the parking meters to encourage people back into the centre

Support positive action to use unused property for example, demolish unused and derelict buildings to be used for parking options.

It appears to me that a number of property owners have not redeveloped their properties as they should have in anticipation of price rises associated with other potential redevelopment projects.

It is hard to know what sort of enterprises are the final solution but I think if the strip is to progress, enterprises such as those that line The Beaumont Street Strip would be a good start. I don't think temporary markets and the like are the answer.

It is in the community's interest if Council has legal control over the maintenance of frontages.

It is paramount that the philosophy guiding the Hunter Street revitalisation process promotes equity of access and opportunity for all members of the community. This may mean that the material and political support of CBD businesses is not always preferred above the needs of smaller interest groups or non-profit groups. Implicitly, there will be a requirement for the provision of various densities, styles and price-points of accommodation and housing, as well as drastically improved systems of public transportation and amenity for private cars and cyclists.

Providing definition of specific purpose "precincts" is a pivotal objective underpinning the revitalisation process. Defined precincts will permit appropriate planning and implementation of the specific requirements of each individual area whilst maintaining an overall sense of cohesion. It will also serve to "break up" the cumbersome length of Hunter Street.

It might be worthwhile to not continue to try and hold onto Hunter Street as a shopping centre, and leave that to the now well established shopping centres, and focus on residential, and commercial enterprises in the Hunter Street area. It now seems a number of the known shopping drawcards are leaving the Hunter Street area.

Keep Hunter Street very very clean

add lots more colour - plants and flowers

have more outside eating but with an emphasis on cleanliness and welcoming atmosphere

**KEEP THE "GOVERNMENT" OUT OF IT!** It is about time to cut the apron strings, and let local and market forces develop Newcastle as it would like to naturally become. In the first instance this may not be the most architecturally perfect result, but at least it will reflect the community that uses it, and the one that pays the bills.

Reduce the size of the footprint required for development. We have empty derelict buildings sitting around waiting for developers to acquire neighbouring properties so that they can meet planning requirements. This is nonsense! The city needs to be busy, vibrant, alive, interesting and multilayered **BEFORE** it is "engineered" by outside authorities. By insisting on large development footprints, only wealthy, large developers can participate in the process! What about small businesses, family building firms, local small developers/investors being encouraged to participate in the redevelopment on a scale they can afford?

The Gold Coast Council requires any building which is going to be redeveloped, to remain tenanted and functioning, or to be demolished immediately and the site planted with grass so that it can become a public open space and pedestrian thoroughfare until the rebuilding commences.

From a visitor's perspective, this is lovely. There are always open areas amongst the highrise, the grass

looks neat and tidy, and there is nowhere for squatters to reside or graffiti to exist. Why can't this be done here?

Kerbside dining in focused locations (not every street) can create a great feel and be an attractor but bringing back dogs is a retrograde step.

MOST people don't bring their dogs or want others smelly dogs sitting next to them when they want to enjoy Sunday brunch.

Reversing this sensible decision to pander to the wants of a minority was a backward step.

Dogs should not be allowed in public eating areas and while you're at it, try policing the smoking ban.

Knock down everything from the hunter street west to darby street and start again

Knock down the derelict buildings and green them (not more car parks Mr Tate)

Make it easier for business not harder

large business blackmailing council and state government is not a good thing, nor is a near- monopoly of land by a small number of land owners. increased residential density along hunter street could be a good thing, but only if sustainability measures (above and beyond BASIX) are implemented, links to improved public transport networks are put in place, and designs are sympathetic to surroundings and aesthetically pleasing. residential precincts should not become 'gated communities' of the wealthy, nor inhibit social, business and cultural uses of these areas.

i have heard that rent for hunter street shops and offices (except for those in the Renew Newcastle scheme) are prohibitive for small business owners. this should be addressed to encourage small and diverse enterprise.

Leaving it to government to do something is NEWCASTLE CULTURE.

Let's get off our backside and DO IT.

Business and developers need to be able to make commercial investment decisions based on commercial conditions instead of some arbitrary set of guidelines drawn up by some pip squeak bureaucrat sitting in front of a computer screen using a model drawn up from vague statistical information and then putting their personal opinions up as being GOD.

These officials also need to be instructed that in english language "guidelines" is not spelt 'RULES'.

I am unaware of any proposed development in recent times in the Newcastle LGA that has not been stymied by some pip squeak who thinks that any thing a developer puts up must be opposed because the developer is a BAD PERSON or does not fit in to some vague heritage issue.

This supports what I have said previously. Government staff seem to be obstructionists to any future development.

Lets not have another Old Newcastle Post Office, all levels of government, should certainly facilitate, but do not buy old sites for redevelopment.

Look at business types outside of retail to assist in revitalisation

Looking at what and how to use the area in the city and revitalise it is a really good time to develop Land Trusts and Land Banks in this city... The benefits would be:

developers would not be outlaying as much money initially which could entice them,

affordable housing could stay affordable, and any government PUBLIC funds which improve the area and increase prices mean that the public (present and future) benefit from the windfall too not just private investors/owners.

See Dr Shann Turnbull's work on Land Banks. He is one of the world's experts on sustainable, self-reliant community economic systems, and on corporate governance in the government, private and non profit sectors. Dr Turnbull is a patron of Economic Reform Australia, and a prolific author of articles on socio-economic reform eg. 'Democratising the Wealth of Nations', 'Building Sustainable Communities: Tools and concepts for Self-reliant economic change'

He had with him recently in Newcastle Dr Louise .....? who has studied Land Trusts which when big enough can transition into Land Banks. They presented to Lake Macquarie City Council last week.

What a great opportunity to really plan strategically for the future  
Loosen ties on cafes and pubs - not every pub is a beer swilling environment and Cafe culture works  
Major expansion of State and Federal government office accommodation to bring work, people and improved buildings in to the city

Linked to decentralisation of govt functions from high priced Sydney and Parramatta locations

Make a positive start to establishing an educational precinct by using the DJS building as a faculty of the University - it has ample parking, convertible spaces for lecture theatres and tutorial rooms, it's close to the Conservatorium and the Law School and the influx of students will revitalise the town

AND --- they can catch the trams from Wickham (see previous comment)

Make Hunter Street more attractive with shaded areas - tables little park areas - grass areas - green it up - don't plant trees that the Council feels the need to chop down when they get tall. People working in town need areas to have lunch. I see workers eating along outside of building in Brown Street - where else can they eat. Civic Park to far away.

make it easier for people to drive into the city to shop, esp out for hours. without a big draw card like DJS, the city will die. What about a direct factory outlet somewhere like the old post office building, David Jones would have been perfect if put in that building

Make outdoor dining more attractive  
Have light rails as they do in Christchurch New Zealand  
Private owners of buildings should be made to keep buildings attractive

Make the area more pet (dog) friendly. Encourage dog owners to the area through having a dog friendly zone for outdoor eating, cafes etc.

make the owners maintain their buildings

Making the area a no smoking zone would be wonderful as well. Outdoor dining areas definitely need to be totally smoke free areas.

Melbourne has an interesting plan to encourage residential and business development. They are using council restrictions to limit the height of the majority of the city besides select major roads where they have allowed by default for 5+ level buildings. This gives developers a clear investment path as the suburbs and streets surrounding these major roads are in effect out of grounds. It also provides an environment where many different facilities are within walking distance to the majority of the population. Those pre-existing buildings already in the new "green-belts" side streets would also not be left out as their exclusivity becomes a value proposition. People wanting to be in them because they are approved in a restricted area, supply and demand, but until council makes it clear any possible buyer of that same site would think they are in for a chance for a multi-story building and so they would have little respect for maintaining it in its current form.

Anyhow, Newcastle would be much better off if new development was focused along major roads and side streets left to build on their natural positive (side street charm), that does not exist in Newcastle to anywhere near the degree it should.

Recap, if it is clear to a property owner in a side street that there is no chance of a knock down and multi-story build they will pay more respect to the existing structure and if it is clear to property developers that main streets are the only place to invest in the city some interesting things should happen.

Members of Parliament need to improve employment opportunities for Newcastle Region.

Encourage residential development in the CBD (City Centre) and decentralisation of Government Buildings and workplaces to the outer fringes of the City.

More apartments

More landscaping

More cafe's and outdoor dining options.

more green spaces.

more artistic areas.

less "boring" businesses in the city centre (ie accountants/lawyers, etc - give them a dedicated spot - maybe west end)

more cafes/SMALL bars, places of interest that aren't your usual watering holes.

have trading beyond 5pm on weekdays

no more high rises until the rest is fixed up

More options for free up market stalls - say once per month or bimonthly on a Saturday. Similar to Paddington Markets in Sydney's eastern suburbs

More outdoor live music to bring atmosphere to the town. Allow buskers and acts to perform in the mall.

Get rid of the drive-through the mall! Ridiculous! The mall used to be a safe place to wander and enjoy; the eyesore of cars parked down the middle are another blight on the city and are also a potential danger. It's no longer an attractive place to enjoy shopping and food.

More Renew Newcastle!! Make the Newcastle like Berlin - make it cheaper - make spaces available for next to nothing, provide affordable (student) housing and creative and enterprising young people will move in (as has already been happening).

Give artists free reign - give them an easy go in relation to policing of unlicensed events etc. If there is no trouble being caused, then is there really a reason for unregistered/unlicensed events to be shut down? Much more funding for events and arts (or at least make it ridiculously easy for artists (painters, sculptors, musicians, composers, writers etc) to create a place that they can be proud of.

Encourage specialty retail through offering cheap rent, encourage the establishment of new businesses through Renew Newcastle.

Keep entertainment and residential somewhat separate, to avoid conflict at night. We need a night time offering - area around Civic train station could be the location of many new small venues - University bar, restaurants - extension of Darby St vibe. Keep apartments down the road, but nearby enough to feed residents into the area. A few hundred student flats? They won't complain about the noise.

More residential options need to be available at the city centre, to bring 24 hour living to the area.

More shops should be open until late and Hunter should have more shops

Moving the legal precinct will have a negative impact on Bolton Street. Please consider expanding the legal precinct to utilise some of the James Fletcher buildings and land. This would be a great use of some of this area.

Must encourage a variety of business and residential.

Buildings must not be left to decay

Must retain Newcastle heritage style.

Need some visual focal points

Colour changes

Trees

Need to facilitate decision making as a priority. At this point, even a decision that turns out to be the wrong decision in the long term would be better than the current situation where decisions about the city centre are not occurring at all. A lack of decision making ability is clearly not working for the city centre.

**JUST MOVE FORWARD WITH SOMETHING!**

need to get people and business owners to work together. cut the red tape.

need to group similar activities so people can access them in one stop rather than searching up and down the strip

Need to make owners of properties responsible for the upkeep and appearance of properties and if they don't council should carry out the rectification and bill the property owners.

Encourage businesses that have a uniqueness and supra regional profile to start up.

A good example of this is the Newcastle Hobby Shop where customers travel from as far away as the Mid North Coast.

Try to encourage similar business co-location such as collectors (Stamps, coins etc) where customers can easily compare and search in multiple businesses for the things they are looking for. Make it worth their while to travel. Other synergies are craft, jewelry and music businesses.

Need to tidy the street, and fill the shops

Needs to be adequate and cheap parking and easier access to town i.e. reduced number of traffic lights, to get me to make the effort to go in. The only person I know who does anything in town lives there. The rest of us avoid it as too much hassle.

Newcastle Council and its councillors are stuck well in the past and are to blame for the Hunter Street problem. At some stage, Newcastle needs to move on, it hasn't done so for the past 50 years. Start investigating the other cities in Australia and the rest of the world, take advice from Professors (which has been ignored in the past) and get rid of those councillors that are only interested in themselves!

Newcastle council must get past the "you cant do that" attitude and adopt the "what a great idea, what can we do to help you" attitude.

Newcastles potential is huge and Council gives no support and help to anyone wanting to invest and move Newcastle forward and then when its too late bleat and carry on and play the blame game.

A visit to the opening of Charlestown Square yesterday to see 'What was lost' in Newcastle just shows another lost opportunity. The council is blaming the State government but if they had had a positive view on the project from the start then a different outcome would have been likely.

Stop the council from bending to all the doomsdayers and for once look to the future.

Newcastle Council needs to be more flexible with their approach to the DA and planning process to encourage development of any sort.

Newcastle council should sell off the derelict properties it owns along Hunter St at reasonable prices rather than leave them in the dreadful state they are now. ie S&W Miller building. Sell them with free DA or other incentives.

Untill parking is resolved Hunter St it will always be a problem area.

Newcastle needs a balance of both shopping and residential.

Needs to be:

- 1.) If you live there everything is there i.e shops, entertainment, restaurants etc.
  - 2.) If you dont live there somewhere you can visit and enjoy
- Newcastle's CBD could be modelled on Melbourne as it has a confined area.

- Laneway cafes
- Court precinct
- Dining precinct
- No more 'bargain' shops like golo.
- Please find something similar to replace DJs
- Beautiful buildings need restoration.
- Ge

Newcastle's unique heritage buildings, especially the Art Deco on top side of Hunter St must be preserved. Brisbane and Sydney have demolished and built high rise - spoils the character of the city. Council must pressure landlords to bring their buildings into this century

on number 5, "redevelop council - owned properties" i put it into unsure because i didn't know what you wanted to redevelop it into. parking lots. ok. waste dump. bad. what do u mean.

On special event days or market days have a parking meter fee days. No cost to customers.

organise enterprises in order to create spaces that are themed for use, ie don't spread eateries out, create social centres, separate industry from socially purposed spaces

Out door eating encourage with safe seating and tables.

Attractive parks or small seating areas to encourage people to sit under trees and other natural foliage

Outdoor dining and more flexible rules encouraging small music venues such as cafe's and restaurants with live entertainment, rather than the focus of live entertainment being in pubs. All age family friendly places to enjoy entertainment.

Outdoor seating of cafes often obstructs walking traffic on the footpath. This occurs in Darby St where there is sometimes a large number of pedestrians squeezed into a small space by tables on the footpath.

This can be alleviated by putting the table space in what is now parking space. Take away 2 car park spaces to allow 16 people to sit for a meal, and its still possible to push a pram along the footpath.

Owners shops that are empty for long periods of time should be forced to lower rents and provide facilities to encourage occupation.

Parking is a key issue- especially if more residential places, must ensure adequate parking.

I personally would love to see Hunter Street Mall become a speciality food precinct (like the FARMERS Markets- but not just one day a week- as a permanent place to shop.)

Parking is an issue for Newcastle. Provide long term carparks away from the city with free public transport to the city.

No point turning the CBD in to housing if there is no decent retail area to support it.

Encourage people walking from the beach down Hunter Street to shop. It worked very well 40 years ago and can do again.

**PARKING PARKING PARKING**

Building owners given the option to maintain their properties or sell.

Stop building more new buildings until the old ones are full and working and looking good.

cheap residential and shopping for the elderly.

Enforce the alcohol free zones instead of having cops sitting on random breath testing and not policing on foot or drive by

Business training classes could be offered at the council chambers to encourage new businesses to open.

Please don't use this an excuse to put in more bars - we have enough problems with violence in the city which drives away the "normal" people who would otherwise visit and reside in the City.

precincts are a great idea!! this could be match very nicely with the way transportation is managed.

It would be wonderful to see the centre of newcastle functioning as a design precinct for Newcastle in the way that paddington or surrey hills does for sydney.

Precincts like the blue mountains suburbs and Byron Bay who restrict larger franchise groups from operating attract varied and interesting shopping and create a unique environment which attracts shoppers and tourists. Attractive rebates or start up incentives should be offered to attract these businesses which will complement and enhance what is already going on in Darby St. Creating an urban village atmosphere will attract good economy to the area for good growth and sustainability. The existing facades also add to the vibe. Kiosk businesses should increase with frequency to make small enterprises affordable to young start up. Council needs to have administrative processes stream lined to make the owning and operating a business an easy and cost effective process and be creative in decision making. Councils are notorious for not training staff to apply decision making principals, however they just apply the rules. Heavy sanctions should be weighed against recalcitrant property owners to ensure that the post office debacle does not happen again creating a slum environment.

promoting ideas that result in an obvious presence of people on the street to create a vibe that things are happening.

Managing graffiti in derelict areas is part of this.

In some cases, vacant commercial space at Honeysuckle remains due to out of proportion rent requests. Consideration could be given for rent relief in areas obviously not occupied for a long time.

Property owners need to be held accountable for buildings they have left to rot in Hunter Street, because the whole community then suffers if nothing is done with the buildings.

Proposal to create funding partnerships between landowners and government to improve building facades could strike problems. Same could be said about proposal for government to purchase properties to enable redevelopment. Governments tend to become "bogged down" with surveys, reports, etc and take "ages" to make decision or reject project as "unviable".

Provide lots more residential areas and the retail & business section would be lining up to move back to Newcastle City Centre.

Provide more green areas along the street, such as garden beds, lawn areas with trees and seating to help break up the straightness of Hunter street.

Providing more opportunity for businesses to provide outdoor service to create a european cafe feel - small cafes, small bars, not big beer barns. Relax entertainment licences to provide venues for live entertainment.

Maintain high streets with retail outlets which encourage community & social interaction.

More live sites programs please - cinema in the park, more festivals, markets - done well.  
provide and improve public transport

Public Enterprise will only come to Newcastle if there is a profit to be made. We need people to come back to the City, hence improvement in affordable public transport. Co-ordination of bus and rail transport and encourage people from out-of-town e.g. Sydney to visit Newcastle for a day. At the moment it is much easier to go to Sydney for a day out than go to Newcastle and environs. The market stalls in the Mall are a great innovation and I hope they are doing well. It has put a bit of life into the Mall on the days they are there.

Pull down any rundown buildings and start to clean up the area so it looks more Inviting to Investors.

Re the creation of more Residential housing- the parking is already a problem .... unless there is significant visitors parking as well as residential parking ... The mythology around parking in the city is so negative ... everyone has a story of being booked for being a few minutes late. Need to turn that around with good stories. Car parking around stations and bus terminals would assist also.

In high density areas such as North shore sydney - business have parking, and council has 2 hour free parking for shopping, etc in places like Crows Nest, yet Newcastle does not encourage people re parking in the city. It was a factor that helped kill the original city markets.

Am skeptical about low cost housing -if this means Dept. of Housing - this planning has not helped N'castle in past- doesn't stay at 10% of population in an area.

Functional precedents - am keen on this idea - have suggested previously - on the need to bring people into the city - Medical specialists/allied health - encourage them in with cheap rents and parking - use DJ's to make a Day Hospital and specialist rooms near the train line. This historically has been a draw from surrounding regions - adapt that concept.

Also could create a functional group of theatres and workshops.

RE: my my dont knows stack. Good ideas but would need to be strictly regulated.

Building more residential housing and also low cost housing, yes, would give a demographic mix living in the area but you would want to ensure there is no overt demarcation in design and quality in the basics applied. Or that clusters of any socio-economic strata developed and cause division. Ensure it is mixed up.

recreate a Mall atmosphere on a small scale

Redevelop some of council owned properties and spaces into community activity venues. Encourage bridge clubs, probus meetings, toastmasters type of activities to use venues in town.

Work with the University of Newcastle to have a tertiary education and international students residential hub in the CBD. Develop an education and international students precinct. Currently there is hardly any service for students using University House, other than what is physically on site.

Further develop the backpacker and young people's tourism.

reduce advertising signs which lessen the impact of public awareness signs. Street signs and speed notices get lost in the overall garish advertising.

Reduce existing carparking requirements for residential redevelopment.

Encourage lower to medium height residential development on smaller sites with a bias towards interesting architecture.

reduce red tape and let the market do its work

sell government property

Reduce the rent on council owned properties to encourage smaller businesses who cannot afford to have a space in larger shopping malls to open along Hunter Street. Reduce the amount charged for parking along Hunter Street & reduce the amount of parking Zones - to encourage people to move around to different parts of the street.

Reduction in Council management of development hinderances and give free trade more of an opportunity to develop the central area.

City Centre Mainstreet Committee to take on a more responsible role and incorporate to a BID model to accelerate the opportunity for business to drive the development not the council management, which have not proven up to the task.

Refer to previous comments

Newcastle CBD is relatively small area that can support a transient population of regional and intercity tourists based on public transport.

Office and commercial operations would be accommodated in the present parking stations  
remove graffiti immediately

prosecute those responsible for graffiti

Rental incentives and redevelopment of traffic/transport road flow around Hunter Street, particularly the mall, to encourage visitors to the area. Incentives to encourage a major retailer such as Woolworths to operate in mall area.

Residential density just adds to infrastructure problems, traffic congestion, no parking etc. If more housing, need more facilities, access etc.

Residential development is the way ahead. No shopping development.

Large amounts of residential buildings with cafes, deli style gourmet shops, bakeries, fresh produce shops

and retail pockets will attract the people.

Restaurant trade should be encouraged as much as possible as it is an excellent way to stimulate responsible, safe, sustainable night time activity. The Hunter Street Mall is a perfect location for a restaurant precinct.

Sack the negative councilors who are holding the city back this includes the mayor & the state government puppet Jodi McaKay whos main agender appears to be get rid of heavy rail so their GPT mates can overdevelop the foreshore

Concentrate on an efficient transport system in conjunction with the heavy rail

Make the city Visitor friendly with better facilities for both locals and "outsiders"

Give us a restaurant and cafe with a lookout at Nobbys and King Edward park  
Sadly, my recent experience with council colours my view that council management favours some groups over others and that objectors seem to be viewed by council as negative and anti-development. I fear that if the development process is made 'more flexible' that development controls will be ignored and development will be at the mercy of whoever gets to talk to council first, to do whatever they like. The rest of us who may see genuine flaws or negative impacts not obvious to developers and council management both of whom may be blinded by the bottom line, are, in my experience firstly not notified and secondly vilified and/or ignored when we object.

I have little confidence in the current council management's commitment to the city. I believe that real commitment would be reflected in real vision and realistic big ideas (not fantasy) about the possibilities inherent in the organic evolution of community, not the self-interest and survival fears of council management, council officers and councillors. We as a community appear currently to be condemned to the limitations of small ideas, big fantasy and the lowest common denominator.

Despite council's rhetoric to the contrary, including the real rationale behind Newcastle Voice, we the citizens and ratepayers of the Newcastle LGA are like mushrooms kept in the dark and fed bullshit.  
Same as in previous comment.  
Save Our Rail!

Create a university precinct in the city and give incentives medical practices and other public institutions to ensure they stay in the city. This allows ease of access through public transport.

See previous comments

See previous comments

See previous notes

SELLING COUNCIL BUILDINGS CURRENTLY

VACANT WOULD HELP DEVELOP

THE CITY

set up functional targeted areas including an entertainment precinct with dedicated transport options to ensure patrons safety.

extend the darby street precinct into hunter street - this would be very attractive to connect with honeysuckle / harbour area if the railway line was removed

Shoptop accomodation would be good - but I don't think more blocks of units will help. They will turn it into Suurbia.

Should not "redevelop" council owned properties if that means demolishing heritage buildings  
Simply making development applications easier would encourage this "anything goes" attitude that seems to prevail in the majority of the current elected council.

Development of the city needs to be sensible, sensitive to the feel of the city, and sustainable and able to foresee a long term use.

So called enterprise options has led inner Newcastle to becoming a standout area in the State for drunken and anti - social behaviour. People only visit there after dark who have the death wish.

It was sad to see the gutting of the historic South British Insurance building and the Railway Hotel recently. These will just become residential domains I presume.

Speed up the process to relocate part of the university including student accommodation to the city, use empty buildings for student accommodation

State and federal government should oversee the development of Newcastle because the council members have too many vested interest in seeing the development as a way of lining the pockets of their families and friends. Council should not have control of the development application process as they are not sufficiently unbiased.

Development should encourage as many Novocastrians to have access to their city as possible

Stop bleeding the CBD of its reasons for people to visit it: the justice precinct needs to stay where it is and the old post office should be used for a university function so as to stretch the education precinct up through the CBD. This idea of having separate precincts is silly and counterproductive: people like a MIX - it adds variety and interest. Honeysuckle has some positives, but the idea of hauling all the stuff of the CBD to Honeysuckle and housing it all in big buildings with podiums and a very few doors is counterproductive. Vibrancy requires PEOPLE who are PEDESTRIANS. They also need a reason to go to Hunter Street. REAL businesses and public institutions are what's required, and these should be spread about; not all in the Honeysuckle precinct. And connectivity over the rail at Worth Place and Steel Street would enhance Hunter Street - and more street level crossings would assist even more.

Stop the junky discount \$2 shops and encourage more quality to the area. With so many empty areas, and so many gifted artists, why not encourage/allow an artistic regeneration of the area.

Support Renew strongly

Provide enterprise officer to walk into each shop once a year to promote shared responsibility

I like the idea of a pedestrian priority section of Hunter St

Surely the abundance of public housing and the resulting concentration of the criminal classes is part of the problem - not the solution?

TARGET BUSINESSES THAT HAVE APPEAL TO NICHE MARKETS RATHER THAN ANOTHER WESTFIELD TYPE DEVELOPEMENT - INVESTIGATE WHAT IS NEEDED BY RESIDENTS - EG SPECIALIST DELICATESSEN, BUTCHER, BAKER - AND THE MALL AREA BADLY NEEDS ANOTHER THEATRE TO REPLACE SHOWCASE - TO SHOW LESS MAINSTREAM MOVIES - EG A DENDY THEATRE THAT ALSO HAS A CAFE FOR YOUNG PEOPLE TO SOCIALISE AS AN ALTERNATIVE TO BINGE DRINKING

The continuing and unquestioning support for residential development is ruining the character and future possibilities for this section of the city. Uncontrolled developers are installing low-quality apartments and removing heritage buildings at a rapid rate. This must be stopped and council need to support more strategic plans and the public interest in putting an end to 'development at all costs'. Residential development needs to be planned in conjunction with employment and commercial opportunities to ensure that the centre of town does not continue the patterns of creating 'retirement villages'. 'Build it and they will come' does not work where there are few opportunities for young people to pursue careers and commercial enterprises in the city. A strategic and precinct-based plan needs to be followed and council needs to stand up to developers seeking to throw their money and weight around.

The Council is hell bent on spending a lot of ratepayer money to flog a dead horse. More housing in the area would be good, as long as adequate provision is made for open space and residential parking. By all means encourage people by changing zoning and having a vision of what should be, but changing the Mall from no vehicle to slow vehicle, putting up awnings for a market etc etc is just pissing money away. Do what council does best, which is provide infrastructure when there is a need. I wonder how different an approach you would have if the round house was situated in Jesmond or another position central to the LGA.

The council let Hunter street deteriorate it is up to them to do something about it and NOW not in 20 years time. Letting David Jones go is disasterous and could easily have been avoided. It will now be yet another empty building. Look at the post office - is anything being done about that now it belongs to State Government.

The council should have a program of encouraging and assisting owners to ensure their buildings are maintained and, where desirable, improved (e.g. architectural, landscaping and heritage advice and notifications, follow ups etc to owners of neglected building).

The Council should have a city model (as Sydney council does) to encourage compliance with desirable maximum heights and to facilitate illustration of the effects of proposed new buildings and alterations to existing buildings. Perhaps there could also be a model of the future Newcastle the Council plans to achieve.

The creation of an atmosphere that Newcastle is a good place to invest is vital. So far NCC has been an abject failure. Some conditions imposed upon Developers are Draconian to say the least and act to send them to other Local Government areas. The height restrictions imposed are ludicrous and need to be addressed.

The current use of empty building with cheap rents for start-up buisnesses and art and culture has been great and should be extended.

The demand in Newcastle is too low to build the whole street at once. A precinct around Civic Station to connect with the recently developed area of Honeysuckle and the to be constructed University buildings. Encourage the construction of a Shopping Center over the railway between Civic Station and Worth Place to support the increase in population in the district due to Honeysuckle.

the egg has been so badly scrambled for so long it is hard to unscramble it.

in order for a plan to garner investor support it will need to include government money to purchase property so as to realise the planners' vision.

if NCC could acquire whole city blocks then enterprise options might be viable.

if the government owned almost all of hunter st then an international design competition might attract architects from around the world. more greenspace must be an option. it would require a change in the mindset at NCC.

The projects listed in the survey contribute but must play a part in a broader vision such as getting the University into the CBD; committing more office development; re-invention for the retail sector.

The future is about more people living in the area. Shops need to make a profit and getting people to come from greater Newcastle to shop by having 'start-ups' etc. will not work.

The government shouldn't be expected to pay for the redevelopment of Newcastle - there are other areas in the state that need more help for basic infrastructure, including hospitals. Newcastle seems to get the lion's share here, so I wouldn't support any more money going to clean up the mess that the CBD has become. It's time that Novocastrians and NCC started pulling their weight, after all, it's their city. The Renew Newcastle project is FANTASTIC - great concept to bring niche and unique shops into the CBD - something that neither Charlestown or Garden City have - if the mix of reasonably priced parking and some great quirky shops is achieved, people might start coming back into the city.

The Hunter Business Chamber has too big an influence on Newcastle City Council...the Legal Precinct should remain where it is the Civic area is already too congested the area on the corner of Burwood and Hunter Streets should have been residential similar to the development that previously existed there prior to the 1989 Earthquake -you are putting all of your eggs in one basket...the museum should have stayed at Newcastle West in Sydney the museums are scattered through the city.

Shop Top housing was first suggested by the Newcastle Residents Group so this is not a new concept for Newcastle.

Buildings eg the CML at Newcastle East could be converted to studio apartments for students and the Great Northern Hotel needs to be refurbished for accommodation - imagine the tourists that will come alight from the train opposite and spend a night at the Great Northern....lets start promoting this city for what it is a heritage gold mine...

The Hunter Street mall between Wolf and Newcomen Streets is cluttered and doesn't have any style, just looks like an after thought. While if one was to look up Hunter Street from Perkins Street up to Wolf Street, you can see a very simple elegance and is rather attractive, and reminds me of the main strip in Lisbon, Portugal,(minus the beautiful water fountains,)and looking from Perkins street up to the KFC building is also attractive, especially at night. However, if there was continuity with easy clean, matching pavers and the cobble stones removed all the way through the Mall,to ensure pedestrian safety as well, and the silly cement bollards removed, and the outdoor restaurant/cafe tidied and awnings cleaned we would have an elegant Mall and a place we want to shop or just sit in your lunch break and even just people watch. It is also grubby around the Loft entrances, part of Wolf Street.

I would also like to see more Xmas decorations and festivities in the Mall, a Christmas tree would be great like most major cities and some lights in the fantastic trees we have in the mall.

The Hunter Street will never be a shopping complex, that is in the past. Hunter Street will be a the commercial, governmental, entertainment, residential, educational and tourist area of Newcastle. This will inevitable occur because of its unique location. From my observation Hunter Street has recieved, unnecessarily, a negative perception, because of the negative attitudes of some sectors of the community.

The less council interferes the better.

The loss of David Jones will be a fundamental problem for Hunter Street and surrounds. Whilst the area will recover it will take far longer to do so.

Rather than losing DJ's Council should be encourgaing them to remain with financial incentives if this is open to do and further encourgaing other retail or professional businesses to improve or relocate to the area.

The major centres can offer the chain stores and charge huge rent. It would be fantastic to have an area of new and boutique businesses. These would be better encouraged through cheaper rents but also by trying to group business types a little. It works well in Darby st

the more people living in the area the more services, shopping etc needed, there fore the area revives

The MV parking is one issue of concern, freedom to choose own timing and where, cost will always be the judge of any successful business ventures, available loading of goods purchased will be a criteria, easy and safe social access for entertainment, enjoyment etc should be an important option to be encouraged. Also a high standard of visual enhancement is an element to attract those business operators, regular cleaning maintenance should be a continuing priority guaranteed by local government- otherwise what's the point/Council should set suggestions to invite likely needs/wants in area just like Large Shopping Centres do as to a varied range of tenants and business needed etc

The new Hunter St and CBD must be consumer driven and not dictated to. A consumer driven area will give a better and lasting result.

The Newcastle CBD needs to offer something that is not offered in the rest of Newcastle area. Another Charlestown or Kotara shopping centre is not going to work.

What works in Newcastle is something a bit different - Darby street works very well. People come to experience the atmosphere and people watch and find shops not anywhere else. You can get better coffee elsewhere but ppl come to Darby st for the atmosphere.

Renew Newcastle seems to be working well. A win-win situation for artists and building owners.

Newcastle has sooooo much to offer with its location and natural beauty and the gorgeous historic buildings and many creative people and proximity (city centre) to the Hunter Valley's fine wines and food. This needs to be expanded and marketed. This town needs to be on the list of places to visit. The people need to have the confidence that this town is a treasure!!

The previous options covered the options.

The previous suggestions are positive.

Placing half baked art in old shops is not. It is cheap and tacky and gives the area a greater low rent feel. Community art and art in public spaces needs to be managed.

Also you seem to ignore your other resources, such as the Art Gallery and new Museum. I think that these resources are not recognised sufficiently as draw cards for the community and visitors.

The private sector will need to see that Hunter St will be a worthwhile investment for the future. Any revitalisation plans need to convince people that they will work - perhaps with examples and case studies of where similar ideas have worked elsewhere

The problem is not just development, but quality development. Look at buildings like Worthplace, Quest Apartments, Grand Mecure, potentially the new development on the corner of Scott & Bolton Sts at the old Terminus Hotel site. These developments are a little to our city. They are ugly. They have a lot of short term, low quality accommodation. We need to attract people to come and live in the city who are there as their home and so care about the place. The focus needs to be not just on bring in development, but the quality of that development.

Also, we need to fight to try and get GPT to reconsider pulling out of the mall redevelopment. If anything can be done here, it should be done.

The proposal for "affordable housing" in the CBD could not possibly have a positive impact on redevelopment, unless it relates to student accommodation to support the university precinct concept. The city needs an injection of young people who support the inner city lifestyles of live performance, eating out, street style etc.,

Affordable housing for family needs to be located in more suburban environments, close to schools, sporting and other services.

the renew newcastle approach has been fantastic, more start up arts in the city is a great idea.

The renew newcastle project is excellent. it would be great to see better funding for the repairs of the buildings as new start people especially they arty types dont neccesarly have the income to be able to repair leaking roofs/gutters etc. Having the buildings filled even if it is tafe/uni students selling art or low cost stuff is better then empty boarded up shops.

Encouraging factory outlets as well seems like a good idea, was unaware how many outlets were popping up on hunter st, if the rent was cheap enough I am sure the outlets would come meaning money wouldnt be going to areas like terrigal/morriset megamarkets etc instead of the newcastle cbd.

The renew Newcastle scheme has been extremely succesful. Continue to support the arts as a unique facet of Newcastle's culture recognised by visitors.

Ensure that the beautiful architecture of Newcastle is maintained in all new development applications. The start up business idea is excellent in theory. But a lot of the shops look uninviting and unfinished. If we're going to do this we need to do this properly. Business owners need more help with basic things such as paint, lighting, carpeting - anything that will make their space look more complete. It is encouraging to see some of the public supporting these businesses but there are still a lot of people who are intimidated by them or are just too judgemental.

New business need time to establish themselves, particularly in Newcastle. These businesses need to be around for a long time for people to start taking notice. Novocastrians don't really embrace change!

The State government should be buying up large swathes Newcastle West and redeveloping it predominantly for residfential purposes. The Private ownership model hads failed this city

The state of some of the buildings in Hunter street is a disgrace and makes Newcastle look like a loser city e.g S&W Miller on the important intersection of Hunter St and Stewart ave.

To get more people into hunter street given the closure of big business and the hospital, we need to make it look good, have drawcards and develop more residential (that is if the apartments already developed are being bought).

Such a shame that DJ's is closing.

the suggestion to make outdoor eating more common etc. is a good one. Any restrictions which stops the servicing of alcohol with meals provided outside should be examined and revised. We should adopt the tolerant attitude other countries have towards pets in such areas as well.

The train line must be removed before anyone will invest in the CBD. Sorry to harp on BUT it is a fact.

There are already existing partnership opportunities for funding.

If you are going to increase residential in the CBD, for god's sake ensure good acoustic controls in the developments and make sure that the "life" of the city is not suppressed. Cities are noisy places - make sure people understand this!!!!!!!!!!!!!!

DA process is already very flexible for the developers

Renew Newcastle is doing a great job with start-ups - let them keep going  
There are good models for business generation - we should be supporting some positive strategies - more complex than Renew Newcastle which is good but limited.

Seed funding or underwriting so landholders don't have to carry the losses - maybe work with City Centre Committee to reduce the risk till it builds.

There are many beautiful buildings in Hunter st. Owners should be assisted with say interest free loans, to in many cases to paint the exterior of their buildings. If possible the council would have the means to enforce a standard of up keep on buildings. Just cleaning down and painting some of the more neglected buildings would make a huge difference to the city.

The proposal for a large shopping mall for Newcastle is not viable. Having relaxed space, a nice place to work, shop for specialty items, eat out could define the inner city.

Having more residents, would produce a critical mass to attract individual shops and businesses.

having a Department store is certainly a great asset to the Hunter St Mall.

Encourage David Jones to stay would be a big plus.

As an inner city resident I do 90% of my shopping between the mall, the Junction and Market Town. There is a need to engage with non resident landlords and introduce a combination of incentives and penalties.

Maintenance of public transport stops is important.

There is no point in increasing/re-vamping residential properties in Newcastle if there is not adequate car parking available in close proximity. There is no point creating precincts within the city unless there is car parking/viable public transport system available.

There needs to be a mixture of development with a local population to support it. Why not turn it into a uni accomodation district - with support for renew Newcastle to attract niche businesses to the area through the program?

There should be an overall enterprise option for the City, but nothing in the above questionnaire addresses this option.

The questionnaire includes FUNDING PARTNERSHIPS, GOVERNMENT PURCHASES, CREATE FUNCTIONAL PRECINCTS and SANCTIONS ON PROPERTY OWNERS. None of these can be implemented and it is amazing that they should be suggested.

There should be encouragement to restore the old building in the city, to date and to my knowledge this doesn't happen. Paid Parking meters discourage the people of Newcastle from visiting the inner city. The removal of the King St trees and soon to be Laman St Figs only cause more damage to the inner city of Newcastle.

Restoration funding without lengthy approvals, removal of meters and the protection and expansion of the city's tree life would go a long way in helping the inner city get back on it's feet.

These vacant shops MUST be filled. It's a catch-22; people won't come without good reason to, but businesses won't want to open without customers.

The city needs to be vibrant. More outdoor eating areas might help. Maybe some free entertaining spaces, let musicians book a spot and put on performances for friends and fans. People want opportunities to do this (see Mattara Festival example) but not enough areas. Even make busking more accessible. The Conservatorium is in the city. Surely that could be encouraged.

The only reason I have to come in to the city at the moment is to eat. There are no shops I want to visit, and no functions I want to attend. Maybe see a show at the Civic, but that's only once a year because I find it expensive.

The example I would use here is Cairns. A strange but compelling city. There is a lot of low-grade shopping on the main road mixed with high-end restaurants and a BRILLIANT civic area. Essentially harbour, boardwalk, grassland, swimming pool, single lane road then shops and restaurants. I contemplated moving there. There were people having family BBQs at 9pm the vibe was amazing and that was not in holiday season.

I believe Newcastle tries to spread itself too thinly. We need to 'concentrate' activities and facilities more. These were a bit difficult to answer for a layperson.

This is very slanted to the govt ( it wasn't stated which one) buying or legislating to solve the problem. I don't believe this is the solution. The State Govt had their chance to facilitate the GPT Development but they did nothing. What is the point of them buying up all the empty buildings unless they have a use for them.

I think making it as easy for developers as reasonably possible will be good.

The main issue that the State Govt needs to address is the connectivity from the foreshore to Hunter St, I believe if that was addressed then private enterprise would be happy to move on developments and we would not have the problem we have now.

This survey has little validity as they are motherhood statements which the respondents will respond appropriately

To compete with the large shopping centers we need to have something extra - how about the whole city mall to be Factory Outlets - people would definitely travel to them. I agree with the old Post Office to be the Art Gallery - when it is all done up it would look very classy and significant.

To encourage enterprise like University or law parking must be considered and be cheaply available at ALL times of usage.

Current university parking obstructs Civic precinct usage in evenings and it will be a long time before public transport is good enough that students and precinct function attendees will use it(public transport)  
TO facilitate economically small enterprises to set new businesses that can be competitive with large businesses, eg. coffe shops, restaurants, kiosks, groceries.

To have more medium residential Housing

Have free entertainment walking around like the harikrishna that use to walk around playing music.

To make the atmosphere more appealing such as water features, parks ect to improve the streetscape of hunter st several of the iconic derelict buildings need to be removed/redeveloped asap.

more residential development, more bars, restaurants etc. the challenge is simply to get more people into the area. one there are people living, working and visiting the area then the ongoing development will continue organically.

Hunter st does have quite a number of problem derelict buildings which detract from all the other life that does exist in the area. these icons need to be resolved which will in turn change the drive by impression that it is a disaster zone. anyone that spends significant time on foot in the area will recognise the amount of life despite these derelict buildings. The problem exists when people only visit, particularly by road and all they see is the tailings and miss the gems.

To provide safe, well lit outdoor dining in "no alcohol" areas with city housing for residents would increase the safe family use of the city.

To quote the Lord Mayor of Sydney in the 1970s. "people should want to live in hte heart of the city". Flexibility around dining, office and function ought to be high.

Also, recognising that it is a city. For example the recent move of the Football world cup final from Wheeler Place to Civic Park due to one noise complaint by a resident illustrates that we are missing the point. You live in the CBD for convenience and buzz and you live in the suburbs for quiet.

Let's make the city buzz. Events, professional precincts, dining, coffee outdoors.

Try to attract a major retail business so that we draw more smaller businesses

Turn the Post Office and surrounds into the regional; library - as has been done in Sydney with Customs house.

The regional Art Gallery can then expand into the empty Library saving millions on new art gallery space

Unless I'm mistaken, most of the properties in the city centre are owned by the private sector. Yet it is this sector that looks to governments to rescue the place. I guess as the city centre has declined, the properties have been traded down to the most incompetent or delinquent people.

Any government-funded improvement projects must also include an element of participation by the private sector to improve surrounding properties and ensure they are given an active use.

If the city centre is going to continue with retail functions, development and marketing of clusters should also be considered.

It is unfortunate that employment-generating enterprises (eg, NAB, Westpac, NRMA, etc) have been allowed to slip into the suburbs. Of course, this process is not unique to Newcastle. How about an historical and comparative study of this phenomenon and development of strategies to arrest and (hopefully) reverse the trend in the Newcastle region?

Unmaintained facades and abandoned buildings are the main problem. But the encouragement of cheap buildings is not the answer.

Unsure

We need a common area between hunter street and the foreshore than can be used by the community much as the grassed area of the foreshore is now.

I guess I mean remove the rail corridor and replace it with light rail or shuttle bus to service events/activities in that part of the city.

This would require raised platform access points for wheeled patrons.

We need more residential developments and derelict building (with no heritage) need to be pulled down - temporary parking spaces or gardens?

We need something different from the Westfield, GPT, Centro and Stockland mall and strip mall format. Firstly because these firms already do that format to death, but also because it is a huge point of difference to have something unique and things you can't get at the Westfield (for example).

I think it is a HUGE mistake to encourage or even to allow 'usage gettos' to develop. We have some of that near the courts and the former hospital where it was all Dr-s and law offices, etc. The area itself is not attractive unless you are there for that single-use. Cities, particularly in Europe are organic -- I imagine it would be helpful for a law office worker to visit one or two shops in the lunch period. Something that is limited at present in town.

I guess it rather depends on what decision makers want. If there's a wish for precincts I guess it is just about the politics. I think there's a lot to be gained by having a rich mix of diverse businesses, retail and entertainment with choices and alternatives. It is so much better to have galleries or shops within walking distance from 'work' than to need to make a journey.

Most people have limited lunch breaks and a short window to get home after knock-off, so having accessible services and alternatives just makes more sense to me.  
We need to facilitate small bars

Bad shopfronts, empty and dilapidated buildings and shops breed and have terrible impacts on morale, tourism and business - these need to be fixed urgently  
We should be looking at places that incorporate residential as well as retail. No big Department Stores !! The residential should be of a mix of very high class apartments to attract those who can afford to live near our wonderful beaches and harbour with access to the Hunter Valley, some medium range apartments, maybe for families ? Maybe some very good backpacker accommodation and B & B accommodation which I am sure would prove very successful!!

You have to start looking at the success of other areas like "The Rocks " "Double Bay" etc and I am sure there are other examples as well. We have a unique opportunity to create one of the finest destinations in THE WORLD here !!! We have just been judged as being in the top ten cities in THE WORLD to visit let us not make a mess of it !!!!!

We should model Newcastle on Fremantle WA.

They have free buses doing continuous circuits of the city.

Have a dedicated eat area like the same as Darby street.

More lighting for security of people at nighttime.

WE shouldn't subsidise businesses that aren't willing to invest to bring the people in. Perhaps invest in more security to stop the vandalism. DON't reward businesses for holding onto derelict buildings, waiting for the property prices to increase even more.

Well, I do not know what may be acceptable to the general folk. However sitting on cheap plastic chairs on the footpath, trying to hold onto a cheap plastic plate of cold greasy food, whilst the cold nor' easter belts in from the Stockton Bight, and noisy, smokey traffic crawls past, is quite third world. And that is what Hunter St now offers!

What is point of having more residential housing, etc if you take away transport links.

Perhaps public housing would be cheaper further out and the prime land could be sold.

Why should the government or council pay owners to fix up their property. They would then sell it and make more money. They should maintain it themselves.

What is point of bringing more people into the city if there is no rail link and no facilities, eg, parking which would be needed if there was no rail link.

If there was no rail link, no parking, etc, etc, people will simply go to outlying shopping centres where parking is usually free and all the shops are there under cover.

When the Sate Govt bought the old post office they should have set the example of what could be done with a beautiful old building but once again nothing has happened and the vocal minority has won.

The Mall area at Manly is a good example of using a business/shopping precinct for family activity with the play equipment. More green space and areas to sit.

While art galleries and museums are important parts of the entertainment, we need to remember the young.

Young families need something like an adventure playground area where the adults can interact while the children play. A small fee of something like \$10.00 per family would help ensure supervision of children.

The older children need stimulating environments for when it is not good weather for the beach and pool. Roller skating venue would be good. Ice skating too, but that is very expensive, and so not so accessible. While the railway line remains as a barrier between the waterfront and Hunter St, there will not be any significant improvement in the outlook of Hunter St.

Widening of footpaths in some areas to accommodate outdoor dining whilst not blocking the walk paths will improve the amenity of the CBD.

Wider footpaths to encourage stalls, booths, seating etc. would be the way to go.

Create a system of guidelines and as long as developments meet these guidelines, approval is guaranteed. Objections should not be listened to if development is complying.

Fastrack these applications and make the fees for doing so negligible.

Encourage all shop owners to have residences above with reduced rates for efficient use of premises. In other words, vacant spaces need to be utilized in order for the city to come alive.

With housing development there would have to be much consideration given to parking. The current developments have brought problems of all day parkers clogging the inner suburbs with their vehicles each working day. Further a road hierarchy system needs to be implemented to ensure that motorists and in particular heavy vehicles are kept out of suburbs and on the arterial road system.

With shopping complexes so close to Newcastle there is no need for a major shopping development in the CBD, enterprise options would be highrise residential with good transport e.g. light rail, DFO stores and cafes along the precinct.

With the major shopping centres expanding and the introduction of the cruise terminal Newcastle needs to have a different type of appeal. Something unique that entices people.

Would love to see better quality housing developments which encourage business and safe residential areas. Less liquor licences and more eating establishments and weekend shopping would create a more desirable and safer environment for Hunter St. Developments such as Quest, the Grand Mercure, Worth Place and near Belford street simply create low quality short term residences/rentals/holiday letting which encourage crime, vandalism and a less desirable place to walk around. Developers don't need more incentives - they need more regulation to ensure high quality permanent residences which are desirable in the long term. Property owners need to be compelled with legislation to maintain their commercial properties to avoid squatters and general decay.

Yesterday was 20/10/10

you did mention it, but ease up on DA requirements, they are horrendous for small owners

you have to feel safe to go out for dinner

You need a critical mass to compete with the main shopping centres. There has to be a reason to go there. We go elsewhere because of convenience (and lack of parking fines).

You've covered it I think. I have always thought that this sort of thing would be much more effective than any alterations - or not, to the railway. People would not rush into the shopping centre because the railway had disappeared.

A small fun park on the eastern side of the city may be an attraction.

## Transport (n=525 individual comments received)

### comment\_transport

Any bus lanes and added pedestrian access should not be at the expense of dedicated cycleways, at present bicycles are not treated as legitimate traffic at all and need preferential treatment to encourage safe, increased use.

Any measure to make cycling, walking and public transport more viable is imperative

Bicycles for hire with one way drop off facilities would encourage visitors to tour the city.

bike hire would be a great addition

Bike lanes along Hunter Street are extremely important, as are bicycle parking stations to lock up bikes. Reducing car traffic will help. Providing free 15 min car parking would be a good idea.

Otherwise, centralised car parks (such as exist at near Honeysuckle/Civic) are good. Widening footpaths probably isn't necessary but providing better pedestrian crossing possibilities, including reducing waits for pedestrians at traffic lights, will make the city friendly for people, not cars.

Buses need to be smaller and much more frequent - maybe start from "hubs" like at the Junction, beach, west end etc.

better lowlevel access from stockton ferry to hunter street

Better connections and more amenable areas for walking and cycling are needed. Plus we need more to do in there like theatres, shopping, restaurants and other activities.

Bus and light rail/tram should be integrated so that one from the suburbs (bus) can connect to light rail at a central western point in or off Hunter Street that then accesses eastern Newcastle, the foreshore, Union Street and Darby Streets at a minimum.

Buses to connect the city to the beach is critical for families and others to reduce the reliance on cars and improve access and parking congestion in this vicinity. Light rail could also be an option from Newcastle station and link to Merewether and Bar Beach areas before looping back to the city.

DO NOT REMOVE THE EXISTING HEAVY RAIL THOUGH, THIS MONEY IS BETTER SPENT ON NEW INFRASTRUCTURE, SUCH AS LIGHT RAIL OR EXTRA BUSES.

All my ideas have been covered

Beter acce to existing car parks

Building a central public car park. NOT UNDER CIVIC PARK! People choose to shop in Kotara / Charlestown because of the free parking.

Although I agree that something has to be done to improve accessibility between Hunter St and Honeysuckle/the foreshore, it vital that an adequate public transport system (rail or light rail) remain in place.

Although it is not without it's problems, we are able to walk and drive accross Beaumont Street railway crossing.

I would prefer similar crossings accross the line in the city. Apparently this goes against train drivers rules, which is why a tram on the existing railway lines has been proposed. This would open the roads that run at right angles to the railway. However, changing from a train to a tram somewhere further back along the line is an inconvenience and enormous expense. Why not work on the existing infrastructure, by changing the rules for train drivers.

The city will become increasingly deserted and decayed if it is expected to compete with commercial hubs like Charlestown Square.

It needs more residential accommodation, more movie theatres and other entertainment centres, art galleries and museums. And cheap or free regular bus transport throughout the day and night. although it's a state gov. issue, integrated ticketing across different modes, eg. one time and/or distance based ticket for train, bus and ferry, such as the ne 'myzone' scheme adopted in Sydney.

addition of light rail while heavy rail exists probably wouldn't be beneficial as it would likely split users between the two modes in current population/car usage rates.

An integrated ticketing system for all modes of Public Transport.

Removal of heavy rail into CBD with Newcastle Station relocated to new terminal west of Stewart Ave with the new terminal named Newcastle Station.

Light rail introduced from new terminal to CBD utilising current heavy rail corridor and some of the rail tracks already in situ along Honeysuckle Boardwalk, etc. Ticketing to being monitored by on board Collector similiar to current Metro light rail in Sydney. This may address ongoing problems with graffiti on Public Transport.

Have racks on buses, trains, ferries, light rail to allow for cyclists to use bikes in conjunction with these modes of Public Transport. Buses in Vancouver have bike racks on the sides of buses and so, it is possible to have them in Newcastle.

Anything that can be done to encourage cycling and better public transport has to be applauded. I lived in Europe for nine years, including 6 years in Holland, with a year in Amsterdam. Amsterdam is one of the most amazingly livable cities on the planet, and one of the things that makes it so resident-friendly is the cycling/public transport ease. The most livable city in Australia continually comes up as Melbourne, and I'd argue that's for much the same reasons: it has the best cycle/public transport options of any major city in Australia except for Canberra (which is less livable for obvious reasons!!!!)

as much as possible, promote the values of public transport

Better public transport which make it more attractive to ride on than driving in, this will probably include a tram system or better yet trolley buses as used in the UK and throughout Europe which are far more cost effective than trams. More info here <http://www.tbuseleeds.org.uk/>

Better signage for train users to make them aware of free bus service in inner city.

Bus zones and taxi zones should be integrated where possible. This would give enhanced choice to public transport users.

Any transport options must include the option of no-change transport to Newcastle Station. This is especially important for elderly people, young people with surf boards and passengers with luggage coming from Sydney. There should be additional and faster heavy rail services from Sydney and the Upper Hunter.

As a frequent user, with my grandchildren, of the existing rail to Newcastle station I wish to see it retained. Transferring to buses or light rail at an interchange would not be easy, and we currently have adequate access from Hunter Street to the foreshore area.

As a Train Commuter I have observed that during Peak period 8am -9.00am most commuters on the Hunter Line exit at the Civic station and also board 4:30pm - 5:30pm. I believe it would be a great disruption to those passengers to have to exit at a proposed Wickham Transport hub when there is existing infrastructure in place providing a great service. I understand the vehicle traffic issue as I sometimes commute via a motorcar however surely there are other solutions to this issue ie: Overpass, underpass etc...

Build a Super Mall above the current rail line and incorporate retail, cafes and apartments along the area from Civic Station to Newcastle Station.

Any thoughts for a park & bus ride?

As part of the light rail or tram circuit, an integrated transport hub should be placed at Woodville junction (between Broadmeadow and Hamilton stations). This would allow transfers between Sydney services, Hunter Services, the proposed CBD light rail as well as coach services to the Airport and other destinations.

A dedicated and frequent light rail or tram circuit down Hunter street would significantly reduce the need to have multiple bus routes going down Hunter Street. Terminating many of these services at Woodville junction would free up busses to be used on more bus routes or more frequent services.

- make hunter street a one way street with a return loop (right hand turn at Darby) to meet with king street

- if the rail line is removed, build an underpass, not an overpass from the civic precinct to the honey suckle area.

- free 1 hour parking t

#Light rail loop down Hunter round past Nobbys and Newcastle Beach, up hill to King Edward park, down past Bar Beach near the Junction and end Darby St and back along Parkview or Stewart avenue or down Tudor maybe.

running every 10 mins continuous loops - unless it is regular and reliable and people know that if they do not have to look up timetables etc just wait and within 10 mins it will turn up - like all great systems in Paris, Cairo etc

Ideal for workers

Great tourist attraction

Improve movement around beachfront and access to baths, beaches etc

Relieves parking shortages

Makes city accessible as parking is very hard to find

Traffic can use road when light rail is not using it - just look at light rail from Central railway station and the high traffic areas it goes through with ease

Find a parking hub, maybe around the show ground light rail link from there

#Parking meters make parking in Newcastle stressful as you are constantly worrying to be back before meter expires - remember that anyone and especially tourists will remember and pass on the parking ticket story more than the delights of sights and places.

# make better use of waterways for transport and interesting trips - extend Stockton Ferry to go further upstream where people could park and ferry into town

\* after hours public transport needs improving to revitalise the CBD.

\* needs to connect to the foreshore.

\* needs to link to a dedicated carparking area.

\* An integrated transport on its own will not foster the revitalisation of Hunter Street. People need a reason to visit.

\* People can readily access Hunter Street, the question is whether one would want to visit it! It's a derelict, sad and shameful state of affairs.

\* Assuming however the resurrection of Hunter Street & CBD in general, ideally an integrated transport system must cater for all modes of transportation, with greater incentives on offer for utilising 'greener' modes of transport.

\* Car pooling incentives could also be a consideration for employees of businesses / or businesses operating within the city.

\* Initially, offer up to 3 hours parking within the city CBD & Hunter Street generally until it reestablishes itself as a vibrant stretch and centre of activity economically, socially and culturally. Then consideration be given in applying a surcharge on less greener modes of transport into the centre.

1. Bus map and timetable is very hard to find if you are on Hunter St and using an unfamiliar route.
2. Integrated transport needs to include the rail corridor, used for either heavy or light rail. Any other solution will be a complete failure by Council and remembered by voters.
  1. Install light rail and a matter of urgency.
  2. A yo-yo light rail consisting of three sets of two cars with integrated timetabling with heavy rail.
  3. Light rail termini to be the existing platforms at each current rail terminus
  4. Light rail to have at least 8 stops from origin to Newcastle and use current heavy rail perway.
  5. replace heavy rail with the light raul from Broadmeadow or Hamilton
  6. Remove or reduce free bus service
  7. Removal of buses will reduce carbon output in CBD
  8. Remove barriers to foreshore from Hunter street
  9. Free bus service could be re-routed to cover CBD to other beaches/Darby Street/Junction
  10. Leave bus interchange at current location
  11. Provide pedestrian freindly pathways to and from foreshore to Hunter Street
  12. Intgerate footpaths to permit cyclists on shared arrangements
  13. Eliminate timed parking outside business hours
    1. Replace trains with trams between Wickham and Newcastle, this means the land stays a public asset, reduces the need for buses congesting Hunter St, improves pedestrian access between Hunter St and Honeysuckle. Seems like a great solution.
    2. Improve safety of cyclists on Hunter St, there are too many buses and they come very very close to cyclists at high speed, quite scary.
      - 1.) Pedestrian access from Honeysuckle is not difficult. It takes less than five minutes to stroll from Queens wharf to the Mall or from the foreshaw at Civic to Hunter St. Access could be improved by lifts at either end of the walkway over the railway at Scratchleys
      2. A small bus continually running the loop from say Queens Wharf along Honeysuckle Drive to the Industrial Highway and back along Hunter and Scott Sts would improve access between the harbour front and Hunter St.

A bike lane is needed urgently, more and more people are riding bikes, and access between honeysuckle & hunter st is necessary. Transferrable parking tickets are also a great idea!

Smaller buses at night time on some routes because the buses can't be taken away but the big ones aren't needed.

A CAT bus system like they have in Perth would work very well in Newcastle, It has regular bus stops and even has ramps for the disabled. This is a free system and runs every 5 minutes. It brings people into the city...The more people, the more shops, the more shops, the more people. PLEASE someone from Newcastle should go and check this out. The CAT bus depot should be just out of the CBD with a very large carpark where people can leave their cars.

We have a great city and the BEST Beaches in the world, Lets show Newcastle off to the world, a CAT System would be a good way to start.

A central transport building Hub incorporating interstate coach travel.

Local and interstate trains, plus light rail which could combine the districts of Hamilton, Wickham, Hunter street and around Newcastle forshore.

Newcastle is a great place, with the Best beaches we need to promte our Town to every one. A dedicated cycle path along both Hunter and King streets would be perfect to attract residents from outer suburbs to ride in without fear of accidents.

A designatedcyle way separatefrom vehicle roads.

A free bus or tram needs to work in a loop around the key sites that people want to visit. This means a pub so people can have lunch and a drink; coffee shops and cafes; book shops;newsagent with maps andtourist info; knick knack shops for tourists; discount shops like they have at Birkenhead Point e.g. seconds shops selling sheets/towels; china; electrical goods; clothing; bags; shoes; hats and accessories; undies; sportswear and goods; art supplies; craft needs eg wool. These shops could advertise bargains and that should get people spending money. As I say, just like a market but covered in case of rain/wind and people would shop-hop.

A free bus that is highly visible and promoted is a real key to improving use of CBD.

Should link car parks, Shopping Centers, Train stations and Honeysuckle.

A free/ or day pass city circle bus/tram such as the ones in melbourne/sydney. stopping at major attractions in the city, hop on or off as you like with running commentary.

A frequent tram/rail loop service through inner suburbs would help to curb antisocial activity along the route. In the shorter term replacing current large buses with more frequent minibuses may be an option.

Slow all trains into the city (as into Central Sydney), remove railway fencing and create level ground for pedestrians to cross at designated points.

A major priority for safety would be a dedicated bike lane for cyclists - there is a real danger with bikes and buses. I ride to work and only feel safe on the Hunter Street stretch if I am on the footpath.

a single ticket that covers ferry,train and bus. Could be time based.

a tram along the centre of Hunter Street would be a bonus. As the street is very wide a number of options is available. Encourage cycles into town but lower the speed limit. Light rail is the only way to go if the heavy rail is taken out.Because it is an easy way to travel for the elderly, mothers with prams, and people with disabilities, especially those in wheelchairs.

Absolutely against cutting the rail link right into the end of town.

repeatedly this has been shown to be of value when there are foreshore events and children and commuters need the full line to get into the end of city.

Changing to other forms of transport is very difficult for anyone with mobility issues including elderly and parents with children so cutting and adding a light rail is of no comparative benefit to this group.

Also changing modes makes the journey longer and more difficult with probable waits and delays.

If there was a light rail that properly serviced the coastline and out to the UNi and hospital and major shopping centres then this would be different as changes would not be necessary and big events would still have fixed transport access that didn't rely upon roads and the congestion that happens at these times.

More trees throughout Newcastle would be of advantage as it makes walking around more protected from the fierce sun of summer and makes enormous improvement to the streetscape.

I live around the Junction area and am saddened by how barren the streets in this area are such as Barbeach av near the beach and Darby st and Memorial ave, so different to, say, Manly, where the pines make a beautiful backdrop to the beach and again protect and modify the heat in Summer.

I would suggest a rate rebate of 1% per 3 metre tree either in front or in the property (these do cost the owner in water costs) to encourage people to green their areas and this could be a positive aspect to NCC's Climate Change action and Carbon reduction balance. Thus people would also be encouraged to itemise these trees for future protection and quantifying for the NCC to keep tabs on for its own Climate Action statistics. Maybe we can get some Climate credits going etc.

cheers

Absolutely vital that there are more pedestrian crossings of the railway line.

Access between Hunter St and harbour needs to be opened up.

All of the suggestions put forward are positive ideas for Newcastle. As a CBD resident this will certainly improve the appeal for inner city living.

I would like to see one way traffic from along Hunter Street East from Darby street and one way traffic west on King street, from Pacific street. Allowing for entry to either traffic flow using the joining streets.

All of these things do is choose the colour of the candles on the birthday cake. We do not have a birthday cake.

You are still stuck with the same tired old buildings, no reason to come to town, no 'destination'.

All that is achieved by choking traffic, ie. angled parking etc. is TRAFFIC CONGESTION. We really need to get away from this kind of thinking, all the great cities of the world have free flowing traffic corridors. This is particularly important with our city centre as it is a peninsula, which purely by its situation is unique, and with careful and creative planning can become a world class attraction. We already have the natural beauty, we just have to capitalise/ complement that.

Monorail - quiet, unobtrusive, would open the city to the harbour, an attractive modern form of transport.

Maintain our heritage buildings, there what gives a city feel and soul. Complement this with interesting and innovative architecture, I believe these two things are a good starting point to improve our city.

I remember when "town" used to be a thriving metropolis and a place to be proud of.

All the suggestions may be of use to people who live in the town but for outlying suburbs i.e. Hamilton outwards, the only feasible option is a car. Reducing lanes and increasing the number of bikes on the road will only make it less likely I will go in. Getting into town is a nightmare already. Although all of Hunter St is suffering from a decline, the mall is far more desirable than other areas. I believe this is due to the trees providing shade and making the mall an enjoyable area to stroll along. Walking along other areas of Hunter St, particularly in summer is very hot and sunny. I believe that greening the street with trees and other plants would make it much more appealing to people.

As a family with young children we are often on our bikes spending hours at a time each trip. We mainly head to the Honeysuckle area as it has nice wide areas to cycle, has lawn areas to stop and have a breather and grab a cool drink or icecream. We very rarely head into Hunter St on our bike trips, there are no safe areas to ride, most of the Hunter Street area is derelict so who would want to ride through there anyway and on the odd occasion that we have ridden through Hunter St I have regretted doing so due to the people that just seem to be hanging around causing trouble.

The whole Hunter St area needs to be user friendly. Why not have dedicated cycle ways with areas to chain your bikes up? Until Hunter Street has a major revamp we will always avoid the area, be it on bikes or in the car. We would never dream of showing this disgraceful area to our "country" relatives, what an embarrassment!! If you ever did take visitors to Hunter Street, what would you do there?????

Buses should be kept out of the City, Widening the footpaths is a good idea only if there are no buses and less traffic.

The current Rail line should be improved and beautified, additional stations and line paved over like a tram line, allowing free access across the line. It can be done if train speeds are reduced, Look at Rockhampton in Qld, the main North Coast Rail line carrying freight and passenger trains runs down the middle of the main street.

Improved traffic flow on Hunter Street would be achieved if Railway crossing gates were synchronised with traffic lights, If gates are closed then Hunter street gets green lights when gates open lights change for cross street. At present when gates are down at Merewether St or Stuart Ave and Lights are red for traffic on Hunter St No One is moving.

Buses with bike racks attached to the front (as in Canberra) to make it easier for cyclists to get around.

Rip up the rail line and put a cycleway there instead.

Buses with steps low enough for disabled (poor mobility) passengers -- or much higher curbs.  
Benches at most stops.

CCTV of bike lockup areas would be great and other antitheft deterrents.

Increased cycle routes would be excellent especially if they could get a loop going around the foreshore for tourists

Mixture of transferable parking passes as mentioned and short duration stay eg 15min car parks for those that need to pop in and pop out of a store.

Central point to catch a TRAM which will do a circle of the main section CBD, This has positive effect of coverage of city and will be economical that Same tram cars are used 24/7 and only changed when maintenance/repairs are done. This system will or should be coordinated will rail at A NEW Broadmeadow/Hamilton Central Station[Woodville Junction][between B/m & Ham] (existing rail Stations IE Hamilton, Wickham, Civic, Newcastle become TRAM Stops only) and as need be with amended busways service. This is the only way forward- TO REINTRODUCE TRAM SERVICES, More practicable,less pollution (ELEC)and on dedicated transport routes.

Clear express buses between major centres

Good wet weather protection at proper bus stops

train stations have integrated shops and linked open spaces

stations have integrated bus stops (Newcastle works better now, but needs a shelter - can people enter the bus depot there?)

Clear park and free bus options along Hunter Street

clearly the rail line needs to be cut. Wherever it terminates needs to be the start of a free (or cheap) city circuit transport link. With free parking available so that workers can drive to there in need and be transported to the city part to work.

Close Hunter St from Wickham. Keep the rail line -it's so well hidden.

Have a tram line instead of cars down Hunter St.

Make cars pay as in London

widen footpaths

more trees

cafes, bars, nightclubs

have 24 bars like in Paris Berlin New York etc

Close some lanes to cars having an established directional loop around the city being accompanied with light rail/tram.

Such a loop could run from out the west (Waratah) eastward and along harbour to Nobbys, Newcastle beach ,back through Hunter east, King st, Darby st, The Junction, Waratah. Have parking stations out in the west. When there are high swells have a shorter loop that comes back through Pacific park.

There is no reason why the tram route can not be included in any redevelopment to have the tram passing through a shopping center.

Bus services need to reflect work/uni/school start times and finish times. Bigger buses on longer routes has not worked which leave people frustrated as the bus is frequently late. Reduce bus size and run more frequently at peak demand. Such buses can deliver to tram station keeping the noisy clunkers out of the CBD

Close and dismantle the heavy rail leaving green space and allowing redevelopment over the rail pathway but still allow tram access and connect city to the harbour.

There is no reason why cars can not pass through such structures for a short distance allowing for a drop off/pick up zone.

To take more vehicles out of on street parking have one car space for each bedroom/study as a requirement for all new structures. This will give more spaces for those wish to drive into the city.

Council not issue more permits for on street parking than the available car spaces in the zones Closing heavy rail line and opening up access to honeysuckle from hunter street for pedestrians will have a very significant and positive impact

COMPANIES AND SHOPS TO PROVIDE CYCLE

#### PARKING FACILITIES

##### ANGLE PARKING PUSH BIKE PARKING

Concerned that suggested changes will create a bottle neck in Hamilton and other surrounding suburbs in morning and need to create free park and ride in addition to free city bus to possibly to reduce this risk. Because it's not worth having improved streetscape if everyone is Peeved off before they reach the city

consider pairing Hunter St with King St for one-way vehicle traffic on each, this should make more of the Hunter St road corridor available for dedicated bike lane, wider footpaths for cafes, coffee shops, trees, etc without compromising its function as a major vehicle artery into the CBD.

Consider the provision of Free bus circuits as provided in Perth, Sydney and many other cities.

In Denver the main Street/mall is served by free electric buses . They are about 10 minutes apart between 8am and 5pm. Perhaps electric n=buses could be used for the free bus circuits.

Convention Centre and Hotel complex to link foreshore/Honeysuckle with Hunter Street

Copenhagen style SAFE cycleways which permit typical cyclist speeds of up to 30kms.

Removal of railway replace with monorail or light rail.

Remove lane add rear to curb parking, or add effective parking stations and promote park and ride bus/light rail options.

Light rail running to beaches, darby from CBD parking locations

Covered in previous questions

Create one way system using king the other way.

Increase level crossings between wickham and newcastle

Improve access to stations in a way that encourages use and as such increases pedestrian/cycle traffic over cars.

Link comuter cycle routes better into the city from further afield.

Get access to rail corridors for cycle ways as their gradient and routes are perfect for an integrated system

Cut the heavy rail line at Wickham. Replace with light rail / tram and greenway.

Cut the rail line at Wickham and relace one heavy rail line with a single light rail track to Newcastle Station. Turn the other track into pedestrian/ cycle path. Get rid of all the existing rail line fences and plant trees or hedges if you need a barrier.

Cycle Lanes would be brilliant.

Cycleways and pedestrianisation are great ideas, but irrelevant if the plan is to get people from greater Newcastle to come to the CBD. They are almost all car dependent and need easy car access and free/cheap parking to be encouraged to come.

Cycling is DANGEROUS along Hunter Street at the moment - cycle lanes need to be wider or dedicated to cyclist (i.e. no parking)

I have submitted a number of complaints with the RTA with regards to pedestrian crossings where the 'green man' flashes at the same time as traffic gets a green arrow (e.g Hunter and Auckland, Hunter and Union Street)

Cheap and viable parking needs to be made available for those working in Newcastle - with reliable and regular public transport (e.g. tram, dedicated bus or light rail) to allow travel between car parking and offices

day tripper combined bus ferry train tickets

dedicated bicycle lanes that are connected with each other (network). Tram network from Newcastle along Hunter Street to Mayfield and to Kotara/Adamstown.

Dedicated bicycle only lanes please!!! Riding through hunter st/king st is currently extremely dangerous.

Dedicated bike lanes that aren't just the same existing lanes on the road that are effectively just the parking lanes where bike riders have to risk being hit by people parking their cars, or parking their cars too far out, or opening their car doors etc... even the introduction of safer wider pedestrian and bike paths would be great - more emphasis on pedestrian activity and getting around on foot and bike would actually encourage more people to use this - look at honeysuckle or warners bay bike and pedestrian paths - these work.

more focus on people rather than cars. less cars in the inner city would be fantastic. Melbourne have streets in the middle of the city cars cannot drive down, only public transport can use these roads and they have really wide footpaths, with lots of lovely trees and garden boxes, public art - makes for a much more pleasant experience. Brisbane too have bigger pedestrian areas in the inner city, with lots of open space and public art and trees and plants, makes for better walking/cycling experience and people utilise this.

Dedicated bus and cycle lanes - coupled with 40km/h car zones and increased footpath widths.

Cycle lane should be physically separated from road/car parking lane with an island. Should be a unidirectional bike corridor, mirrored on both sides of the road.

Maintain frequent buses running along Hunter St. Free buses are fantastic - much better than the green CBD shuttles in Sydney, which do not arrive often enough. In Newcastle it is much faster to get from A to B.

Free bicycle service - like in Amsterdam, Copenhagen. Incentives for cyclists - a new public toilet and shower building with bike storage facilities and a repair shop upstairs - look at the 'Radstations' in Germany.

Dedicated cycle lanes and light rail options would not fit in Hunter Street. They are best sited along the rail corridor.

Hunter Street requires wider footpaths, slower, and less car lanes plus dedicated bus lanes. There is no room for any more than that.

If we try to fit too much in there, the road will become unusable.

For bikes, we need to negotiate with state rail to have bike lanes along rail lines from Toronto to Broadmeadow and also Maitland to Broadmeadow. These would enter the city alongside light rail along the current corridor, leaving Hunter street free for more pedestrians and landscaping.

Dedicated cycle ONLY lane through the city in either Hunter or King sts to connect with Hamilton and existing cycleways.

Replace rail with light rail and improve free bus loop to include longer hours and weekends. Many people seem unaware that the free bus is available in the city already. Public awareness program?

dedicated green cycle lanes such as in Canberra would greatly encourage people to ride on Hunter rather than drive. Hunter street is very dangerous to cyclists, buses especially come too close to cyclists and are seen to jump the kerb on occasion.

Denver Colorado has a revitalised city centre that is a mall that had similar problems to Hunter Street and the mall. This is now a beautiful popular thriving city centre. Well worth a look it truly is wonderful.

Combination of free tram end to end, pedestrian and separate cycle ways.

designated bicycle lane is much needed!

Designated bicycle lanes is vitally important. Bicycle lanes should wide and ubiquitous throughout the city centre.

Reduce the number of carparking spaces along the street and plant trees and add more greenspace.

Direct rail services to Newcastle station must remain. Unnecessary forced interchanges are considered world's worst practice. By interconnecting Hunter St west with Honeysuckle Drv by adding additional level crossings at Worth Pl, Steel St, Perkins/Darby St, Thorn St (or near by) the argument that the rail line breaks up the city disappears as it will divide the city no more than a city block of buildings.

More trips need to be made into/out of the city by public transport in general. By making both the bus and rail network more accessible and easier to use. Better integrated ticketing and electronic signage for major bus stops and ALL rail stops. Many pubs are now displaying electronic bus time tables offering night transport. these need to be expanded to include rail times.

Currently rail is the only public transport option out of the city at night as the last bus from the city is 1030pm. many other routes stop operating at around 8pm. the bus service in newcastle at night is marginal in its usability. The rail service operates 24hrs and is actually useable at night.

Tram/light rail services will not work unless the network extends far beyond just hunter st. a forced interchange only isolates users that are marginal users of the service. those that are forced to (long distance, pensioners, students et al.) will continue to suffer through the interchange but it will isolate those that could stop driving if the service is convenient. by making the service harder to use it will only push more people away from the city.

a forced interchange is the equivalent of driving halfway to your destination. stopping getting out of your car running 5 laps around it then getting back in and continuing.

do away with the parking meters and restrict the time for parking  
fine those who onerstay

Do what they've done in Portland Oregon, and previously in Copenhagen. Bicycle lanes have actually raised the total number of trips being taken, and stimulated commerce. The obvious next step is to permit residential development along Hunter Street that doesn't have parking. But I guess our non-cycling councillors will never understand what I'm saying.

Dont close the rail line as many country people use the rail line to come to solicitors appointments, medical appointments and for the court.

many of these people are elderly and the rail line is imperative for country people.

dont get rid of the rail

Don't get rid of train services

Need more train services if anything - like a more frequent service between Lake Macquarie stations and Newcastle to complement the Maitland/Sydney services.

Don't let the existing rail line to be removed. This infrastructure is important, and will be increasingly so.

The bus services for Newcastle need to be changed. Efficiency is appalling, with late buses the norm. This alone makes for a bad reputation and a local culture that can't embrace being proud of our city.

Don't necessarily need bike lockers, but more secure cycle lockups would be good.

Free parking in Council carparks on the weekend would also bring more people into the city shopping on the weekend.

Don't need light rail or heavy rail. Buses are sufficient- just need more frequent and more direct services. I will never catch a bus to Newcastle when it takes considerably longer and is more expensive (for me) than driving

Don't take away the train line.

In case no one has noticed there are buildings next to the railway line, therefore the space the railway occupies can't really be used to open up Hunter Street to the harbour eliminate on street parking

replace with parking stations

remove all parking meters

tram service

one way streets 50kmph

pedestrians need cover from rain

remove rail line

all parking to be ticketless - use rta toll gizmo

use same gizmo for a congestion tax

eliminate train line from city centre

Encourage public transport through more reliable and frequent buses and trams.

Discourage private transport through incentivising the use of public transport.

Be aware that private transport for some is necessary due to transport of equipment and dogs, and these people should not be discouraged.

At present dogs and large cumbersome sports equipment are not allowed on public transport!

Everything I put in positive and extremely positive impact should be considered

Examine the feasibility of one way street system eg. either up Hunter St one way and down King St one way as well as the side streets (a grid system). Angle parking would work better that way and maybe traffic wouldn't be as congested. Push to have a decision made on the railway line one way or the other. Whatever it is (heavy or light rail) it should continue into town. If it is stopped at Wickham you will need more trains & buses and more often because as the system stands nobody will get off a train and hang around waiting for a bus. People will have to leave home earlier and rather than do that they will drive, increasing traffic congestion and parking problems. I have to leave home earlier now to park my car and walk to work because of parking issues now, which is fine I don't live too far out of town. I have parked on the edge of town and used the free bus but don't anymore because I often end up late as there are 10-15min gaps between buses, some buses terminate at the old Museum. Why? There's nothing there to get off for. If you are at a stop waiting and don't signal drivers they won't stop, even if there are half a dozen people standing there, they don't stop. What do they think a crowd of people are waiting for? For these reasons I stick to driving and try to find free all day parking within walking distance of work. I don't mean to be whinging I mention this because all these things do nothing to inspire people to take public transport and if getting people out of cars and onto buses and rail is important these are the issues that prevent it

from happening. I wouldn't spend a lot of money on bike lockers etc unless you have a really good safe designated separate cycleway first. Cycling won't increase unless people can do it safely and easily. All up we need a variety of options; fast efficient buses and trains especially in peak hours, good safe designated cycleways and congestion free streets for driving cars with edge of town all day free parking. Buses that go directly to major shopping centres and the hospital not as they presently do and go all around the town taking hours to get there and how about some sort of loop bus, tram or rail doing a beach route. This would be ideal for locals as well as visitors.

Extend free bus service from Broadmeadow, Adamstown, Merewether and Tighes Hill into Newcastle City Centre.

Extend free bus to Islington or even Mayfield and equivalent suburbs in other directions, esp Friday nights and weekend.

Definitely more parking and/or shuttle type bus around town and to Hamilton/Darby street etc.

Extend the current continuous free bus circuit, from Broadmeadow Station all stops through to and around city centre to top of Scott Hunter and or King streets. bus' should run at 15 / 20 min intervals to be of most use. This system works well in other major cities and I feel people would use it well and encourage more into city.

Extend the light rail to include all of the Hunter

Extending the free bus area would be good. It starts in no-mans land. There is a lot of land adjacent to Hamilton station that could be used as car park and the bus could start there.

Fix the traffic debacle at the Stewart St and Hunter St intersection and nearby railway gates

Further assess option for King and Hunter Sts to be one way traffic

Remove traffic from the mall

for god sake somebody make a decision on any transport and set the wheels in motion

For me, I would recommend making the city from the Civic area to the sea car free. You have a dead-end bottle neck with only two ways in and out. Turn that into a positive with a low impact light rail circuit that includes the large hills to Church St and over to King Edward Park.

I don't think you'd need buses if you had a sensible circuit for a tram or the like.

For revitalisation of Hunter Street to occur it must be easy to travel into the city by various modes of transportation. Having an ample amount of car parking which is reasonably priced and transferable throughout the CBD would be wonderful. Having good parking facilities will encourage individuals and families to come into the city and spend money without the impediment caused by parking hassles.

It is also important to have Hunter Street as open as possible to traffic. There is no point reducing the speed of Hunter Street or strangling it with bus lanes since it will simply reduce overall traffic flow. A shuttle bus is a good idea but I do not wish to see a dedicated bus lane, this is simply inefficient use of valuable road resources. Buses are extremely important however and I feel the improvement of bus shelters to make them covered and in general more usable is an excellent idea.

Bicycle lanes are a good idea however they must not strangle the traffic flow but they must preserve safety for the rider. They must also be able to be designed such that they interact properly and seamlessly with bus routes. Bicycle hire systems I do not feel are a worthwhile use of funds. In reality people generally have their own bicycles

and will use them.

Light rail is very nice but I am a rationalist, I doubt I will see it in my life time (I am 19 years old).

Forget the fight about whether to keep or remove the rail line. There just needs to be at least two level pedestrian and/or vehicle crossings between Hunter St and Honeysuckle between Civic and Wickham Stations to help the north south access of people between the two areas. State Rail need to pull their fingers out and let this happen rather than the "do nothing" option they seem to be following. The bureaucrats from State Rail are letting this city down through their inaction!

Free bus service is great! Better bus shelters and up to date travel information would be good for Newcastle travellers, especially tourists. Bringing in some other unique form of transport which could be hired for use in the city would be beneficial. Increased facilities for cycling - including cycle lanes, lockers and racks also a good idea.

Free car parking at maybe EA Stadium with varying bus routes every 15 minutes such as service Perth provides. Or similarly if rail line changes to light rail bus routes throughout the city - different coloured buses for different routes

Free city bus loop with extended weekend and morning/night hours would be very helpful, especially in summer months (eg. 7am-7pm). This is even more essential, should the rail line stop at Civic.

FREE TIMED PARKING: major shopping centres have killed newcastle city - you park there for free!

KEEP THE RAILWAY LINE - the railway potentially brings people from all over the country to the center of town! only selfish developers looking for a quick buck want it removed.

FREE DIRECT BUS TRAVEL to and from charlestown square and Garden City shopping centres to Hunter St Mall. Only stop at the three shopping locations for speed and convenience.

RELAX THE LIQUOR LAWS - put a police outpost in the heart of Hunter St Mal. Out of thousands of weekend party goers only a handful cause trouble, so why kill off a genuin current use of the Hunter Street Area? It should be encouraged as a place to unwind. Currently you can't even by a round of shots for somebodys birthday!

Frequent, safe and easy pedestrian access between Hunter Street and Honeysuckle Drive, full length please) is imperative to the resurrection of Newcastle City.

get a move on with removing the heavy rail line and implementing light rail

Get on with it and stop wasting \$ on consultants and consultation.

Start small.

...and leave the railway alone as we are going to need it in the future... put ped links over it for the time being ... the railway is not the actual problem - What about the absentee landlords who have vacant properties? ... and don't do anything with them? Or the ongoing growth of Kotara which impacts so much on the retail role of the city centre.

get rid of heavy rail

Get rid of meters

Provide park & ride facilities similar to those used in England

One at the freeway end of link road

one at Hexam to pick up visitors, Raymond Terrace, Maitland and coalfields

Do them in conjunction with Information Centre so visitors can Park and break their journey especially if they have caravans or trailers

Stockton is already being used like this as it is park and ride on ferry

a park and ride possibly at Wallsend or Jesmond one in the Charlestown area

And one at possibly Bennets Green

This would reduce the number of vehicles entering the city and reduce the need for parking

Meters are stopping people going into Newcastle

In England it is 3GBP and up to 6 people can travel return on the parking ticket

NOTE Despite what the Mayor has to say with his uninformed lies ALL major cities in Australia and UK still have Heavy Rail into the Cities

GET RID OF RAIL LINE and open up to the harbour. Without this, nothing will work no matter what changes are made. I REPEAT, GET RID OF RAIL LINE.

Get rid of rail line...make this a transport corridor for buses and maybe light rail. Get all buses off hunter street and onto transport corridor.

GET RID of that train line and the whole city will function.

My suggestion is that the existing line thoroughfare be kept, and used by min buses, taxi services vehicle only, with cycles, pedestrians etc to access each end of town,

MINI BUSES to me seem reasonable, IE 20 seat buses, and let them run up and down this line, free of charge picking up and setting down people at various locations, (the amount of people on these large buses does not seem to warrant such large size buses, I would suggest the 20 seater variety around all the city) But as a people mover during the day and earlier evening for drinkers/ diners etc, Make these trips free or a \$1 a time etc to encourage people to use the system, the main street, which is the largest main drag in the world, be used for normal vehicle traffic, angle parking, tenants living in the city, pedestrians etc. who can catch these buses, which should run regularly every 10-15 minutes.

I would also give thought to a mobile police station in the city should any development take place, to be seen by people and easily contactable should the need arise. Thanks Mick.

Get rid of the goddamn rail line and make it a bike path or car parking.

Get rid of the heavy rail and come up with a transport/parking hub at Wickham (maybe the eyesore Store blocks and the old museum site) and a cruise terminal at Honeysuckle just across the road. Light rail or dedicated bus route where the heavy rail is now. Co-ordinated traffic lights to keep the traffic flowing. Too many times you wait for the green only to see the next green turn red as you take off and it all stops again. Similarly traffic banks up to wait for empty trains to pass. Frustrating and wasteful. Angle parking is easier and quicker and fits more in but you don't want to lose traffic lanes when you are trying to entice people into the city. If people can park easily they will come. Look at Charlestown Square. Westfield was a nightmare while CS was expanding but will retain its market share now parking is easier and plentiful. Get rid of the heavy rail ASAP!

Get rid of the heavy rail and introduce a tram system, open up the foreshore  
Get rid of the heavy rail but only if replaced with light rail and continue it in a loop through Bar Beach Cooks Hill and back to junction with the heavy line somewhere  
GET RID OF THE HEAVY RAIL GOING INTO THE TOP OF TOWN, CUT IT OFF AT WICKHAM, INTRODUCE LIGHT RAIL FROM THERE AND OPEN UP HONEYSUCKLE TO HUNTER ST. ITS THAT SIMPLE. NEWCASTLE LOOKS LIKE AN EYESORE AND IM ASHAMED TO TAKE VISITORS INTO THE CBD.

GET THE OWNERS OF THE DERELICT BUILDINGS THAT USED TO BE THE EMPIRE HOTEL AND THE SURROUNDING BUILDINGS TO EITHER FIX THEM UP OR SELL THEM TO SOMEONE WHO WILL, THERE MUST BE A WAY TO FORCE THEIR HAND.

THE GOVERNMENT AND COUNCIL MUST WORK TOGETHER TO FIX THIS CITY OR IT WILL CONTINUE TO BE RUN INTO THE GROUND AND ITS A SHAME AS I NOTICED TONIGHT ITS BEEN NAMED BY LONELY PLANET 9TH BEST CITY IN THE WORLD?? SO IF WE ARE GOING TO GET VISITORS/BACKPACKERS COMING AS A RESULT OF THIS WE NEED TO HAVE A NICER CITY.....PLEASE.

Get rid of the heavy rail line.

That will solve so many of the issues just covered.

Together with more pedestrian crossing points and slower traffic, the Hunter Street and Foreshore would be a world beater.

Get rid of the heavy rail, opening up the harbour and honeysuckle to everybody.

Get rid of the rail line and discourage student accommodation. They have no money and won't support the business. majority also don't take pride in where they are living as majority are renting.

Get rid of the rail line and put in light rail we need more connectivity to the foreshore and honeysuckle

Get rid of the rail line between Civic and Newcastle (i.e. make the train line stop at Civic) to give easier pedestrian access to foreshore. You could have a free "city loop" bus service linking Civic to Newcastle Beach and then around to Darby St.

Get rid of the rail line, get some trams, knock down the old buildings and build a new Newcastle - a regional business hub (forget retail it's too late)

Get rid of the rail line. Replace with dedicated bus lanes - either down the rail corridor or in hunter street. Use rail corridor for bus and cycle lanes.

Get rid of the railway or fence.

Safe rail crossing for wheelchairs

get rid of the train

Get rid of the Train line, don't you people listen to the tax payer?

And allow GPT to build the shopping centre!

For the love of god, how much talking do you morons have to do?

Get rid of trains, so you can walk across tracks to foreshore etc. Replace with a bus or light rail service that runs every 5 mins from the train terminus into the city and back.

Giving clear direction about the interconnections between modes of transport (eg bus - train - light rail - bicycles)

have had to reply "don't know" to some of the questions as they are not specific enough for me to have an informed opinion, eg: "some areas of street", examples of where. 4hr parking, i don't know what it is now and how far along street it would be seen as needed. if i give uninformed answers i may end up getting what i don't want. it is disappointing because if more info given i could have a "real say".

Have more ground level crossing across rail for prams, wheelchairs etc. more lighting and cameras at night for peoples safety.

Take the parking fees away on Sundays so people will come back into the city. I hate seeing family time damaged by parking cops being a pain in the arse on sundays (family day). I see them swarming around from my balcony on a sunday of all days.

more buses into town for people in the suburbs, smaller buses with easier access for older people and younger mums would be good to get people to come into town..

have NCC considered some of the property they own in the city as potential sites for a public transport interchange?

Have some.

Have Stockton Ferry go from Queens Wharf to Stockton, then onto the Marina, and Honeysuckle.

Cease heavy rail.

Having spent a deal of time in Melbourne recently I have had my positive opinion of light rail/tramways enhanced. The current heavy rail into the CBD MUST be removed and the transport corridor used for a tramway which will allow easier pedestrian, cycle and motor vehicle crossings. It is time that the desires and needs of the majority of Novocastrians are addressed and not the self interests of vocal minorities and residents of other towns. The whole of the Newcastle peninsular must be integrated, rather than divided by the current transport solution.

Honeysuckle is cut off from Hunter Street by the train and additional pedestrian access is needed (i.e around Union Street).

Hunter street needs to become an essential part of the city, not an eyesore. Better transport will only work if people are going to something.

How good would it be for tourism if we had a monorail that went from the dockyard area through the city area then around the coastline to our beautiful beach areas.

Hunter and Scott streets are narrow enough now. Don't be stupid enough to narrow the further. That would make access to the CBD even more difficult. Buses are inefficient poor people movers. Drivers don't care how they pull over at stops thereby frequently blocking a lane of traffic. Light rail is our only hope and that only if it is in its own corridor.

I personally would never contemplate any currently available mode of public transport. I could be in do the business I intended and be on my way home while a bus was still staggering up Hunter Street.

Hunter Street historical character is based on its width and length. I do not think narrowing the street in any section will contribute to this character, instead reduce its character.

Hunter Street is an embarrassment - the "heritage" buildings have not been looked after and the cost to make them habitable would be exorbitant - either use them NOW or pull them down and make an area similar to South Bank in Brisbane - people friendly, lots of bus, train terminals - lots of parking, etc etc. - imagine making the area easy to get a family or group there with easy parking or transport.

Spend the money and get someone with 'vision' (completely lacking in the Hunter) to design something to bring visitors to Newcastle - what the tourists on the P & O ships think I dare not imagine.

Hunter street is extremely busy with traffic, therefore any plan to reduce sections from 2 lanes to 1 would be disastrous, especially with the amount of traffic that banks up in the right-hand lanes, attempting to turn right at various traffic lights with no dedicated right-hand lane. Reducing the speed limit down to 40 kph would also increase traffic congestion and make access to the city difficult. Whilst we want to encourage people to use public transport and not drive, we also don't want to penalise those who do drive by increasing congestion in the inner city, thus giving them incentive to go elsewhere.

That said, I can see benefit in widening footpaths for easier pedestrian access- walking along the footpaths can be difficult in busy times, especially around areas with busy bus stops.

Ultimately however cutting the rail line will be the best way to revitalise hunter street. It doesn't matter whether light rail or a dedicated bus lane replaces it, but the increased pedestrian access alone will be worth it. As for those who claim that they need it, here's two points;

1. In every major city in the world it is impossible to get everywhere you want to go without switching public transport at some stage. This is because it is impractical to have one mode of transport service the entire city. Newcastle is no exception.

2. A light rail or bus corridor would be utilised by many more people than the current rail line is. Why? Because people who want to get from one end of Hunter street to the other don't use the train because its infrequent and inconvenient. They use the free buses. We're not only talking about many hundreds of new people who would use the new light rail or buses, but also the thousands of pedestrians who would use the corridor to access the city/habour. This compared to a couple of hundred who currently use the train. Give me a break.

Hunter street should be closed to all vehicle traffic; cycles included.

Hunter Street should be far more pedestrianised with integrated walkways, cyclepaths and bus routes. It should be similar to Honeysuckle.

I am extremely disappointed that no decision re removing railway line and replacing with light rail resulted in the loss of GPT's proposal for the mall.

Newcastle had a chance to be revitalised and ignored it once again. I can't see that putting in dedicated bus lanes and cycle ways is going to help make Newcastle the vibrant and exciting place it could have been with GPT's help! We will now lose David Jones which was my only reason for ever visiting Newcastle City!

I am fervently in favour of a light rail loop in inner city Newcastle & surrounding suburbs from at least Broadmeadow into the city passing through a revitalised CBD & Hunter St. to begin with, making connection the rail terminus at Civic or Wickham or Hamilton or Newcastle. The only other consideration would be a solar powered bendy-bus doing a direct loop connecting the city- Hunter St with these busy suburbs, ie; The Junction, Darby St, Beaumont St. I believe a light train loop connecting Newcastle, Hunter St, with the lively areas of our city along with the Uni. & beaches would be a huge drawback for residents & visitors & I believe a transport loop like this would further revitalise city business.

I am fully in favour of stopping the trains in to Newcastle station and opening up the city and harbour. I am in favour of concentrating on improving bus transport around the city. I support the idea of a transport interchange at Wickham, but think a light rail will be too expensive to implement and unnecessary.

A series of circular bus routes would be achievable and easy to implement.

I am most interested in cycling options - off road cycle paths where possible and plenty of bike racks in shopping, eating areas. In Germany nearly every shop has its own bike rack out the front and footpaths are wider shared paths.

I am not convinced that closing the rail line will help revitalise the city, and I do not believe Newcastle should pander to the demands of developers and GPT in this respect.

I am not in favour of removing the existing train services and replacing them with light rail and tram. However I do feel that the more reasonably-price public transport options would greatly enhance the use of Newcastle as a public space.

I am not too keen on angle parking, especially as you have to back in. However if it gives more parking space and less clutter, I will accept angle parking.

When driving West along Hunter Street especially around peak hour, it is extremely uncomfortable as in winter, the sun is directly in my eyes. Maybe a 40/50 speed sign could help.

Light rail or trams would be safer when driving West along Hunter St. allowing one to park the car around Wickham, in a car park. Keep the traffic out of the centre of Hunter Street.

It may work.

I am really in favour of light rail and not of more buses. Buses are smelly and intrusive.

Adding light rail would signify a high level of commitment to the redevelopment.

I am sorry I just haven't the time to sit down, but all I would say is the Newcastle City Council have to get off their backsides and make positive moves to improve our city and the Rail needs to stay, go take a look at other cities, they have cut the city off already from the harbour by letting the building to be built right on the Harbour. Just tidy up the old buildings.

I believe light rail is the only option. I am of the opinion the light rail should start somewhere around the old Gas Works in Clyde Street where extensive parking is available. In the future a tunnel to Stockton, and extend the light rail via Fern Bay to the Airport. The light Rail would enable Fern Bay to be developed extensively and permit passengers to readily come to Broadmeadow or a high speed train stop.

Possibly the light rail could be further extended as a loop.

I believe light rail is too expensive an option for the small number of users.

Ideally the heavy rail would be closed and an electric bus would run along that line with landscaped parking either side.

The current bus service along Hunter Street is adequate.

i believe one focus needs to be on encouraging commuters not to drive right into the cbd. This would free up more parking for shoppers. having 4 hours meters is just begging for commuters to use them - i know plenty who top up every 2 hours - how many more would do it with a 4 hr meter? a lot of people have talked about park and ride but nothing ever seems to have happened and i am not that sure enough people would do it to make it worthwhile. at the moment, the largest area of residential street parking that is still available is in the bar beach area within easy walking distance of darby st. however, the free bus in darby st does not begin until only a couple of hundred metres of king st - where it is already within the range of metred parking. the reason the free bus works coming from newcastle west is that people can park on the street for free in hamilton and walk to the bus. however on the eastern/southern approach, not only can people not do this, but even if the free bus area was extended there are insufficient buses running along darby st to allow people to plan their arrival to tie in with a bus. Bicycles could be a solution- even without a bikerack most sedans can generally fit 1 bike if the rear seat can pull down - so people could park further away and cycle the last section - but you need to have places to lock your bike etc near your workplace, and a dedicated cyle lane would give people an incentive not to drive these last 2-3 km, as they would not have to sit in the traffic with the cars and would gain an advantage in time from using the cycle lane. the same goes for a bus lane. it can take 15 minutes to drive the length of hunter st in the afternoon peak, when it should take less than 5 in even slow driving time. if the buses could actually travel faster than a car in the peak, this would give people another incentive not to drive all the way in.

I believe opening more access points across the rail line to pedestrians & motorists would be a benefit to the revival of the CBD

I believe that cutting the current railway from Newcastle would be a very selfish act for all of the people from other council areas who rely on the train to go to the city for appointments or the beach. It would be extremely difficult for elderly folk, people with mobility problems, parents with prams and young children and young people with surfboards to change from one form of transport to another. When people complain of young people not spending their time actively, cutting the rail would prevent or have a huge impact on them getting their gear to the beach as well as making it more costly by having to pay an extra fare for the extra transport. Light rail in Sydney is not cheap and I would assume that it would be the same in Newcastle if that were to happen.

I really don't believe that Newcastle City can ever be the same as it was with all of the restricted parking, metres and lack of parking spaces. Perhaps it would be better to concentrate on a large shopping centre at Honyesuckle and improve the Hunter Street strip with offices, apartments and parks.

I believe the heavy rail line should remain to service transport in and out of the city. In particular, when/if the rail goes ahead at Glendale, it would join the two centres together.

Light inner city transport all along Hunter Street would be beneficial.

The footpaths do NOT need to be widened nor the roads made smaller.

I believe the only viable integrated transport sysytem has to involve closing the railway line at Wickham. The transport corridor should remain with cycleways and possibly a light rail system incorporated, if not immediately, but in the future when the population of the city centre warrants. In the mean-time the connectivity between Hunter Street and Honeysuckle can be established with pedestrian movement and cycleways a priority, with no intereferece from vehicular or rail traffic. Whilst the rail-line exists, no realistic solution exists for a suitable integrated transport system. A suitable green corridor in the existing rail corridor could be world class!

I believe we should get rid of the heavy railway line - it cuts the city off from our fantastic harbour and is a definite eyesore the way it is at the moment.

Introduce tram systems - they work really well in Melbourne.

Cycling is not becoming extremely popular - we need to take advantage of this as cyclists stop at coffee shops for breakfast, morning tea etc and bring business to the area.

I can't comment on a few of the ideas because I feel that they are very dependent on just how they are designed and implemented. I think that incorporating the current heavy rail lines and easement into a shared light rail and road area would be the best solution where the rail is beside the road.

Oh, and knock down Queens wharf and make it a cruise terminal.

Thanks for the opportunity to comment.

I cycle into work in the city. It is extremely difficult and unsafe to get around central Newcastle on a bike.

I would love to see a Copenhagen-style cycle lane along Hunter Street. It would be very easy to implement and would mean losing only a few car spaces.

We need to make public transport, cycling and walking within the city easier.

I do not believe that cutting the rail line would be of benefit. More parking needs to be made available, with less emphasis on parking fees and inspectors.

I do not wish to "hang about" in Hunter St. There are many much more pleasant places in Newcastle in which to spend time. However I do need to visit Hunter St on occasion for business, specialist shopping. And at times for medical appointments.

Consequently I wish to drive to a convenient location in Hunter St, park my car (for the minimum cost), complete my task and leave. To do this I will be a motorist for the major part of the activity and a pedestrian for the minimum time. Hence freedom of movement for my vehicle is much more important than the number of pedestrian crossings.

I do think the rail line is the problem.

The removal back to Wickham will open Hunter Street to the foreshore as long as it made into park space.

I don't think having bike lanes into the city with the negative being loss of lanes for other motorised traffic is the way to go. Especially when you consider the number of people using the road (via cars, buses etc) compared to how many may ride a bike.

If you are trying to encourage people to ride to work instead of driving, what do they do with the bikes when they get to town. Not all work places or shopping areas have lots of spaces for bikes let alone secure places.

I don't think any possible increase in bike riders will offset any noticeable change in the amount of traffic.

As it is now I can be on a bus and take anything up to 20 minutes to go from Union St to Tudor St, how will this be improved by losing lanes to a bike lane.

I don't trust that a the light rail option would ever be delivered in such a scale as to make up for losing the rail line.

more parking lots!

I don't want to loose the rail line, I travel by train and it takes about 15 minutes, compared to the bus, which takes 45 minutes and many stops, if the rail line was taken away, I would drive because I don't want to use the bus as it takes too long and I don't want to have to get off a train, then catch a bus as it would add further travelling time to the journey.

I enjoy the train, its quick and efficient, I don't have to put the pram down when I put my children on the train, and bus drivers tell you it's not their job to help you with luggage, bags, children, prams etc.

I feel it is very difficult to change Hunter Street without making some changes to King and Scott Streets to help with traffic flow and bike safety areas.

Most have good lighting at night for family safety for bike riding and park usage.

I feel that there is plenty of pedestrian access along and around Hunter Street already with the funds being better utilised in other areas.

I strongly believe that the success of any upgrade to Hunter Street and the inner city will infact be to getting people in and out of the area effectively (inner city and outer city suburbs) through the means of light rail and trams. I dont think i could stress how much Newcastle City is missing out by not having these facilities available.

Cycle lanes seem like a great way to go as well, however i'm not totally convinced that they will be utilised to their potential as there appears to be allot of people in the area working in professional services and whose daily work atire not suitable for riding. The lanes have the potential to work well on weekends or when cycling ss a relaxation activity.

If one of the targets is to attract people to retail, parking is going to be an issue. Specially if the council continues to charge for that parking. You want to be able to attract people into the area otherwise they will continue to use the major shopping centres where the parking is free. Having said that I understand that there is a need to attract people not to drive there at all to minimise congestion, but until there are alternatives this should be more relaxed.

I find it interesting that no account is taken of retaining the Rail line and trains. Many questions hinted at removal of the railway line. Many people I know would find removal of the line as repugnant.

Why was no one way system for motor vehicles taken into account. For instance two lanes for motor vehicles, one dedicated bus lane and one dedicated cycle lane in Hunter St heading east and the reverse in King St heading west.

Light rail should be used to link areas such as inner city suburbs within a radius of say The Junction, Merewether, Hamilton South, Adamstown, New Lambton, Mayfield etc. Light rail should compliment not replace heavy rail.

I believe Council is not looking to the future needs of Newcastle with more public transport and less dependence on private vehicles especially into the CBD.

I had to Guess on some of them as i am not sure.

Trees walkways and seats are good. Bike racks are good however not many people use them so just 5-10 bikes per rack and not too many.

cars need to get around and im not fond of lowering speed limits. How about dedicated Motorcycle Parking spots?

I hate the idea of a dedicated bus lane. Especially if we revitalise the city ~ we will need two lanes as people should be able to drive slowly in the left lane to skylark.

I have in the last 4 weeks visited Strasburg - France. The tram system is very impressive and extends beyond the city centre to specific suburbs within about 5 km

I can't see a tram or lighth rail being worth while in Newcastle unless integrated to outer suburbs (University, Mater Hospital, John Hunter Hospital, Charlestown Square)- it needs to have a very frequent services.

For the time being dedicated bus circuits would work - eg Wickham - CBD - Nobby's Beach - Newcastle Beach - Bar Beach - Merewether Beach returning via The Junction - Market Town. More frequent services at peak times. With frequent services it is convenient to change from one circuit to another at selected nodes.

Long term the rail should terminate at Broadmeadow. The Sydney Flyer should start at Maitland or even Singleton. The pick up for Newcastle would be Broadmeadow

Most cities in Europe have 'Park and Ride' options with parking locations included in dedicated bus circuits. Locations for such parking should be identified now and preserved for the future eg railway land at Broadmeadow

Parking in CBD should encourage short term parking 15mins 30mins 1hour 2 hour (perhaps up to 3hours) - anything beyond this should be in parking stations or in park and ride.

Hunter Street with its width lends itself to having dedicated bus and bike lanes (bike lanes would be physically separated) - this would be at the expense of available parking on one side of the street. I have lived in the UK and experience their Park n Ride facilities. I found it is a great way to get more pedestrians in the city rather than motorists. The system works like this...park your car outside the inner city zone (eg. Broadmeadow or Hamilton for us) pay an all day affordable parking fee 2.75 pounds nominate your return time and ride the bus into the city. Bus ticket is valid for travel around the city all day. There is more than one Park n Ride bus operating..usually 4 to cover each corner of the city Nth,Sth,E,W. The ticket is valid for all 4 services to give shoppers and workers access to all parts of the city. No need for cars!! Add in cycle lanes and you have no reason to drive to work, saving on congestion and emissions. Great for our health and environment.

I like the idea of increasing buses (or introducing light rail or tramway) AS WELL AS retaining the rail line, as these 2 forms of transport serve different needs and purposes. I would like to see more encouragement of the use of public transport in & around the city, minimise the use of cars. Also make it easier to hop on and off the transport that goes along H Street

I like the thought of a localised light rail or tram to join the area's together

I LOVE the free city bus and use it a lot. But if it could please be extended up to Hamilton Shops (just 2 more stops!!!) this would be a big winner.

A safe cycle lane would be another great asset for this city but I prefer it in King St away from the buses.

Short term & meter parking, while not popular, is necessary to prevent all the best spots being taken all day by office workers & staff.

I own a dog

I put the tramway "with stops along Hunter St" in the negative impact section because it reads as though this rail would actually be on Hunter St. The best way to revitalise Hunter St is to reduce the volume of through vehicular traffic (commuters) and increase pedestrians and cyclists. It would be more sensible to retain the rail corridor as a high capacity public transport route, allowing better usage of the space on Hunter St.

Public transport needs to be improved, as well as park and ride stations to entice more users out of their cars and onto this service.

I rarely travel into the CBD because there is little to offer in the way of needs - it is too long with shops too far apart. Additionally there are less shops to service needs. I can't see this being reversed.

Parking is too costly but if I had to catch public transport and walk large distances between shops, I just wouldn't bother.

I rarely use Hunter Street so I expect my opinions are of little value

I remain unconvinced that NCC management, with or without collaboration with members of the NSW State Government, has not already made decisions regarding the revitalisation of Hunter Street and this survey is simply going through the motions of consultation.

I request the fostering by the council of short term vehicle rental as in place in the capital cities eg GoGet etc. These sites initially would be placed near transport interchange points, Stockton Ferry/Newcastle station, Civic, Wickham, Hamilton, & Broadmeadow. When successful they could be also placed near unit housing concentrations for their short term usage.

I see the main issue being that the thousands of workers in Honeysuckle cannot easily access services and shops just metres away due to the rail line being in the way.

Making cycling safer will also be a great way to increase usage of Hunter Street, and the suggestion of cycle hire is great.

I see today that most of the rest of Charlestown Square opened. Given that the retail capacity here has doubled there are just too many shops competing now.

A council - in this case Lake Macquarie Council has approved this development knowing full well that it must cause the decline of other areas such as Hunter Street.

I think that Hunter Street should be developed as a heritage precinct and the Newcastle Council should stop allowing the historic buildings being gutted. The existing rail line should be maintained.

Council should give retailers there a boost by getting rid of all parking meters.

I strongly support cutting the heavy rail line into Newcastle city and believe a light rail system could work well if managed properly (as in other areas of the country). The development of an interchange at Wickham would also be advantageous and free bus rides from here into the city centre could only improve the revitalization of the city.

Anything that improves the pedestrian traffic flow between honeysuckle/foreshore areas and Hunter street is a positive move. The rail line is a major obstacle for movement between these two areas (as an inner city resident I can attest to this fact first hand).

However, if we want to encourage people to come into the city and remain for some time then parking must be addressed with improved parking areas, length of parking times in certain areas increased (to allow people to have lunch and go to a movie without worrying about a parking fine) and increase the number of areas where people can park for a short period without charge. I think a variety of buses from mini buses to full sized buses running the full length of Hunter street and using only one ticket all day ( or free) would be of advantage to people who had business in town but didn't want to drive in.

The smaller buses could run every 5-10 minutes.

Parking fees for smaller increments of time would be useful, or free parking on the street for the first hour then pay.

I think better late night transport options is crucial for the safety of nighttime club and pub patrons, and could help reduce violence in the CBD area, as people would actually be able to get home, rather than hanging around.

I think definitely a light rail or tram for the city area and remove the railway and the fences so that walking from the CBD to the Honeysuckle area is easier and more pleasant. Maybe more parks and parking areas surrounding the light rail as well. When complete it has to look like the railway was never there. Maybe the light rail/tram could run in a circuit say Wickham Railway station up to Watt Street, then to King and down to Stewart Avenue and back to Wickham Station. This may cut down the amount of parking in the CBD too.

I think if the fences of the railway were removed in some places, and safe level crossings were provided, both for pedestrians and cars, this would connect Hunter street to the foreshore and that would improve the whole area.

I believe it is vital we keep the train to Newcastle Station, but there needs to be an opening up across the lines, an not by foot bridges, for a better flow.

I think it is great that we have an existing rail line into Newcastle beach and foreshore, and along Hunter St.

We could have some more rail crossings for pedestrians.

I cannot understand that they say people don't use the train into Newcastle as there are always plenty of passengers when I am on it.

I would like more of the bus routes to go over the Hill. At present they all seem to go along Hunter

The 201 is so infrequent and unreliable as to time that it is difficult to use because you never know if it has gone or whether to wait longer.

It is great that the 201 now meets the train from Sydney to help public transport users.

Buses from eg Merewether could go past Bar Beach and up Memorial Drive, High St etc into town.

I have made these suggestions to Newcastle Buses but they don't seem to like to change

I think it is important to have as many options for transport as possible so that people are less inclined to drive. I think rail is very important and that light rail would be great in addition. Cycle ways and improved pedestrian access are very important too. More bus shelters would encourage bus use.

I think it is important to keep the railway coming into Newcastle. Visitors from Sydney and tourists do not want to have to get off one train and transfer to something else with their luggage. For Newcastle people buses or light rail would be good.

I think it would be best to encourage the use of cycles, pedestrian and public transport access.

Strategies to increase the availability of parking encourage car use, which clogs up the city, makes cycling and walking more dangerous and is not environmentally friendly.

I would like to see improved public transport infrastructure, better access for cyclist and pedestrians and reduced car usage in the CBD.

I think it would be much better encouragement for people to use the Hunter street shopping strip if parking was time limited but free. After all, the strip is competing with other shopping areas that provide free parking only metres away in the west end.

I think it's imperative that we have city-wide dedicated bike lanes.

The geography of this city is perfect for cycling! It's mostly flat, has a short winter, is fairly small...

There are many people I talk to who would like to cycle but don't because they're terrified of being on the road with motor vehicles. Since adults are not legally allowed to ride on the footpath, there's a whole frustrated group of interested people who are forced to use other means of transport.

I think maintaining traffic flows is crucial to revitalisation of the city centre and keeping the streets activated. The management of these flows by reduced speed limits and wider pedestrian pathways will help achieve a balance between users.

I think one of the best transport systems I have seen is the one utilised in Perth. Park and rides on the city outskirts to bring people into town on buses and trains. Then free transport around the city on the smaller "City Cat buses".

The park and rides greatly reduce traffic congestion and with 2 or 3 major transport hubs to get people on the right bus for their trip.

I think parking is a major issue. If you want light rail or use of buses etc throughout honeysuckle and hunter street you need to provide parking infrastructure at Wickham or similar for people to park long term whilst they swap to the alternate routes. families do not have the option to wait around for the bus and train times when children are tired or need to be picked up from school. The times and options need to increase for this to work

I think promoting cycling is a critical component. Anything that encourages people to ride bikes in the city is a big plus. I just visited Melbourne where the number of bike commuters was huge. I think that it would be great to put additional pedestrian crossings from Honey Suckle to Hunter St.

Making parking free in the city centre would also be a good idea. This would encourage more people to visit.

I think the cbd as a whole needs to be developed to reduce the use of cars and enforce reliability on public transport. If there is a sufficient public transport use then pedestrians and car uses would want to use it. I suggest reducing parking in the cbd and move carparks to the outer borders of the cbd with tram or bus link that loop around or through the entire cbd.

I think the heavy rail line after Wickham needs to be removed, and replaced with either light rail or buses and pedestrian access, to improve the connection between honeysuckle and hunter street.

Inner city cycle lanes need to be vastly improved before more people (especially casual cyclists) will be confident enough to use them.

I think the railway line should be left alone, to have a train that goes from the city/beach to other suburbs is great. the transport interchange planned at Wickham would make it hard for disabled/aged or people with prams, as they would have to change transport. In addition the rail can easily carry cyclists and surfboards so makes a great access to the beach /cyclway for people without cars.

Please don't get rid of it. We just need more pedestrian access between Honeysuckle and hunter street-not expensive, better cycling facilities and more frequent trains and slower traffic to allow safer cycling and pedestrianism. Also encourage people to live in the city-makes it safer. I think the railway line should remain open to Newcastle Station. Most cities of the world have a major train stations and a railway corridor. The railway stations are a major hub of the community. I think we should build on that.

I think to attract people back into the city, we need to scrap paid parking altogether. It is turning people away in droves. Just ask around.

I think up to 2 hour parking should be free to try and bring people back to the city

I think you have most of it covered, maybe a free small passenger vehicle suitable for the elderly and disabled to go up and down the mall area would be great during the daytime. Great for the mums with small children also.

I understand all the pros and cons of public Conveniences but some serious thought has to be given as to how we can facilitate. Hunter Street is a long street and urinating in public is a problem. How do other countries and Australian cities get around this issue. Italy has manned public toilets in some strategic places. Novocastrian public conveniences are atrocious. This factor MUST be considered in any thoughts of a better integrated transport system.

Facility should be made for major intersections for future development of say light rail down Union and Darby Streets. Traffic flow studies of 'One Way' traffic up one street down another should be considered. They easily swing a heavy small steam train around in Strachan / Queenstown in Tasmania so a light rail 'diesel??' should be a snack with modern technology available.

Consider two (2)?? 'free' "tourist (& general public) attractive" bus type vehicles that continually do a circuit ... similar to our 'tram'. Make a transport vehicle in the city a tourist attraction. Hunter Steet is long and a little boring so we need something to 'spice up it's attractiveness'. A light rail corridor done correctly could be a real winner for the city.

I would like the train line removed!

I would like to comment on some of your suggestions. Where you suggest restricting through traffic lanes one would have to know where and what the effect would be before a realistic answer can be given. In fact most of the suggestions need further detail before a clear decision.

We would all love light rail running on the trail lines but why raise peoples expectations if it is never going to happen, or if it is a possibility where is the money coming from.

I would like to comment on the absurdity of charging people outrageous amounts for parking along a Hunter Street. Despite the fact that Hunter Street has next to no business or entertainment life and hundreds of parking spaces sitting vacant as the city centre does not attract visitors or shoppers, those of us who do make an effort to use the city centre (or who have to work there!) are charged extremely high parking tarrifs and monitored like criminals by shark-like parking inspectors who exercise zero tolerance and who scare people off coming to the city centre at all!

I am completely for the rejuvenation of Hunter Street - but while council continues to punish anyone daring to make a committment to visiting the city centre by way of exhaustive parking fees and fines, it makes it very difficult to champion the cause.

I would like to see the free buses in Hunter Street or the circuit come at five minute intervals instead of the present system of three buses at once and then nothing for about twenty minutes. I know it is difficult with buses travelling into town but surely the buses leaving the Newcastle Station Depot can leave at their correct time and stagger their route down Hunter Street.

Another problem is the lack of co-ordination of services. I alighted from a train at Broadmeadow Station yesterday and a 226 bus stopped at the Brown Street bus stop on its way to Newcastle. Before any passenger was able to arrive in Brown Street, the bus left the stop. Considering that buses are one hour apart, this bus should have waited at the stop to see if anyone wanted to catch it. A couple of minutes is all it would have taken for a passenger to get to the stop. This kind of frustration is not good for Newcastle's image and happens all too frequently at bus change areas.

I would support Tram/Light Rail, but it needs to be a whole of city project with lines out to Wallsend, Uni, Mayfield, Kotara, EA Stadium etc, not just some short line replacement for heavy rail between Wickham and the City along Hunter Street.

I would also like to see if newer parking meters that accepted notes as well as coins. Even just \$5 or \$10 notes only would be good.

I'd support longer parking eg 4 hours. I would support giving up a traffic lane for a dedicated bus lane but not give a lane to provide angle parking

Id like to see an extension of possible circuit of light rail or trams in Newcastle.

This circuit to include inner suburbs..possibly as far afield as Wallsend.

It could follow the "old tram routes ,where possible.

If the Port Authority and Council could get their heads together...the possibilities for a popular and informative "tourist attraction" could be realised.

(particularly if Cruise ships continue to frequent our port)

A tourist light rail/tram ..operating like the tram in Christchurch,Sth island NZ..would be what I'd have in mind.

Newcastle has a number of great historians who would be a great assett ..doing voluntary work,or receiving a small wage...while delivering "their passion and places of interest" to visitors to our city.

Christchurch has a great tourist tram route..with frequent stops and pick up areas,throughout the city.

ideally limit number of changes from one vehicle to another ie light rail from maitland to newcastle, maybe on a circuit rather than just in and out of what was ONCE the city centre. Improve parking (and security) at outer stations/ bus stops (within free zone) to encourage public transport use.

Improve public transport access for prams and strollers (lock down points so babies can stay in the prams, beside carer seating)

Ideally, trains should be replaced with tram-trains from Toronto and Maitland to Newcastle Station. The heavy rail line replaced with the more direct route Fassifern to Hexham. This would enable the opening up of the foreshore and Honeysuckle,and indeed all of the dividing line in Newcastle from Tighes Hill, to Fassifern.

Alternatively, slowing of the existing trains to 15KPH would provide a similar, but with less visual appeal, from Hamilton.

The Council needs to be more competitive with the shopping centres and offer the first 3 Hrs of parking free.

Heritage for its own sake is pointless. Unless a building has significant value (bank corner, The Store, the old museum/ Brewery etc.) modern structures should be allowed, indeed encouraged.

If a decision is made to remove the trains from the inner city track there needs to be an alternative transport arrangement in place before this happens.

If an interchange is to be put in a better location would be in the old Woodville Junction area (under the Donald Street bridge) rather than the suggested Wickham area.

If light rail is introduced the aim should be to interconnect between the city and beaches and also the outer suburbs, university, and airport, which could possibly be extended to the Bay area.

More bus shelters, with sufficient seating, are needed along the transport routes, and these need to be kept clean, clear of graffiti, and made vandal-proof (not like the present disgraceful bus shelter at the western end of the mall).

If downtown was to become a walking destination where central car parking facilities are available and public transport is the alternative then the curb side parking facilities would need to adjust to be for quick and short term use (taking the luck factor out of getting a park).

Angle parking sounds great but increasing the number of parks in a walking centric city will only build on the traffic issues and frustration in finding a park. Rather, short term parking could be a focus where X% of spaces are for 30 minutes or less (paid) and extendable only by validation from an authorised person (such as a business or local resident) by way of sms, web or other real-time means.

Empowering local business and residents to extend parking will ensure users a conscious to parking concerns with visitors and meetings but it will also provide a great indication as to who is using how many spaces during what times and very importantly this reporting can be done in real-time.

Further, I would wonder if citizen reporting of over-stayers is possible by way of sms'ing the offending plate (or perhaps via a mobile website). Some reward could be provided to the reporter and it would enable real-time solutions, not just being able to alert the parking officers but if the space is being extended / sponsored by a resident or business real-time notices could be forwarded so that the resident or business could extend the stay if still within their extension limits or they can help get the space vacant by alerting the friend/patron of the expiration. Adding the element of real-time to the issue could help achieve all kinds of things, including if data is available on alternative parking facilities suggestions could be sent.

Is a bunch of If's and Oh's but i am sure given more thinking than my 5 minutes something could be produced.

If kerbside parking ANYWHERE in the Hunter St precinct was increased to 4 hours, I would bet any money on the fact that local office and business workers would be the occupants of those parking spaces. They could park there in the morning, move their car at lunch time and save money on the parking stations they currently use.

You would have to make the financial impost a deterrent to local employees, but that then makes parking a financial deterrent to visitors to the precinct.

If the rail is to be cut it must be replaced with a light rail along the present rail corridor which can be greened and have the fences removed. This will allow access to the harbour and not clog up Hunter St.

-If the rail line from broadmeadow/hamilton was cut to the city and covered to either a light rail/tram or bus road with greenspace and cycleway, it would be a great asset to the city. Look at dedicated bus roads around sydney, randwick/centennial park co

If we are to have Light Rail, it should be along the existing rail track.

This should also be made a cycle way & landscaped to beautify the area & pedestrian crossings to the harbour.

More car parking around Honeysuckle

if we end up with a public transport system consisting of buses only they need to be a lot quieter than the current ones. It is so noisy if you walk down Hunter Street and it adds to the depression of the place.

If you get the design aspects right you don't need to introduce speed limits.

Landscaping is also critical

If you go to Melbourne or European cities it is obvious that a city is more amenable if pedestrian/cycling use is encouraged.

I would suggest the following.

1) A good cycle route into the city - King St would be best, with a good on-road, different coloured cycle lane separated from the cars by 1 metre to allow for car doors. I would slow all traffic to 30 km/h in all streets east of Darby so as to encourage pedestrians/cycling. In most big cities traffic speed is less than 30 km/h in the inner city, and our inner city is very small.

2) A free bus route that circles around frequently would encourage a public transport culture. You see this successfully applied in Perth with 2 different routes, and in Melbourne with a free circuit tram. I would route it from the Mall to East Newcastle, round the beach, down Darby, to the Junction, down Glebe, down Beaumont, back to the city via Foreshore. This would link all the major boutique shopping areas/cafes/tourist zones and allow people to have a day out without the car. Thank you

I'm a fan of the light rail option for Honeysuckle and the city centre, as well as maximising public transport, walking and cycling options and reducing traffic.

I'm furious that we can't get a decision made out of Sydney, and resigned to the fact that it will not get made - v low priority there, and this is safe ALP country for ever, what a shame.

I'm no expert in this, however, I've travelled overseas a bit, and experienced good and bad transport systems and the like.

Newcastle had a tram system that looped around the whole city. There's even a book in the local library called *Tramways Of Newcastle*.

It's bleedingly obvious to me.

TOSS THE CBD REDUNDANT, ANTIQUATED HEAVY RAIL, replace this with a modern, integrated light rail/tram/bus system looping around the city, including Mayfield, The Junction, the Airport, Port Stephens, Lake Macquarie and the Hunter Valley = unlocking the City and surrounds to their full potentials.

Look at Melbourne, Brisbane. There blitzing it!!

These systems exist all over the world in various forms, that are built to suit particular needs.

Tender out to people around the world who know how to plan/build these things.

It's my understanding that the Hunter Coast's population is growing with little attention/planning/understanding from governments, eg-infrastructure planning-funding and so on , for whatever reason!! It seems to be like getting blood out of stone from these guys, without pissing in someones pockets to get something done!!

The HDC came up with some great idears, and it's just ignored, so how do you think your effort will change this? I'm interested.

How much more TALK do we need to instigate the obvious???

improve bus routes through Hunter St and to surrounding areas like the beach, foreshore and King edward park.

More short term unpaid parking

Improve the frequency of buses - at the momnet buses run every 30 minutes outside of peak hour.

Improve bus routes - i am currently unawre of any buses that travel pas all of Newcastle beaches.

Provide more direct routes - most buse routes travel through the a majority of Newcastle suburbs - to drive into town/or beach only takes 10 - 15 minutes - a bus trip can take up to 40 mimutes, add that to a 30 minute wait at the bus stop - why wouldn't people drice

improved bike riding lanes, make them safer.

Improved traffic light controls

Improved rail crossings

Improving cycle access is a great idea.Also better quality bus stops is also an excellent idea.

Anything to provide extra parking will help attract more people to the city.

Improving public transport with a light rail loop sounds good to me, specially if it went right into Nobby's and then to the Junction and back via Marketown, a great tourist loop for all the backpackers who hopefully will now be coming here as well as practical for shoppers and beach goers.

I think cyclists need protection from cars with a dedicated bike path along Honeysuckle instead of Hunter Street, and pedestrians need protection from cyclists too. Cairns Esplanade has separated pedestrian and cycle paths. I think keep Hunter Street for cars and buses (or lightrail)and pedestrian shoppers.

Maybe some of the buildings in Hunter Street that at too far gone could be demolished and linkages made to King Street in the form of useful green patches with seats in the open air for workers to eat lunch - that's when we find someone generous to donate the buildings.

I think the Merewether Street rail crossing is a problem and the west end one is obviously worse. However, I worry about the rail line being taken out completely and land sold off to developers to build more hight rise stuff - like that dreadful fake Euro Crown Plaza - right on our beautiful harbour front. If people were guaranteed that the land wouldn't be sold more would be in favour of removing

the rail, but that's another story, sorry to digress!

In order for transport of any kind to work to draw people to Hunter Street, you have to have something that people want to get TO on Hunter Street. The "integration" can't be just of the transport, it has to be "integration" of each aspect of Hunter Street - desirable destinations (shopping, restaurants, galleries), safety, cleanliness, and street-scape.

So, by all means, making parking more accessible and affordable, with longer hours so you can go shopping and have lunch without having to move your car, and add in some better place crosswalks. But that is just one aspect of bringing life back to Hunter Street.

In other cities i have visited where there is free transport and /or ample free parking in the city i have been more inclined to visit the city area. However if transport is an issue i am more inclined not to visit that area. Since i have incurred parking tickets and have so much issue working the stupid parking ticket machines in Newcastle I avoid the area and choose to spend my money elsewhere.

In regards to light rail, I do not see one being constructed no matter how much it is talked about. I honestly dont see it being done by the state government. If one is to be constructed by private enterprise, one would have to look at the cost involved and the cost of fares. Light rail such as the monorail in Sydney is very expensive when it comes to fares and not many commuters rely on it unless they are tourists.

In regards to the rail line debate, it is best to cut the rail line at Wickham and introduce government buses into town for free particularly for rail passengers. There should be a proper interchange constructed with info booth etc. In regards to trams and light rail - forget it - it is not worth talking about it considering the type of state government we have at the moment.

In terms of pedestrian access from the city to the foreshore or Honeysuckle: These should be at level crossings (similar to found over heavy rail lines in Perth and Fremantle), and not at the cost of removing the existing rail services and infrastructure into the city.

Reducing traffic flow in areas would need to be combined with better cycleways and better bus and rail services to encourage people to stop driving their cars into the city.

In the previous question, there was a lot of points about Cycling, but I don't think many people even tourists would hire a bike, or ride their bike around Newcastle if there wasn't anything to see and there wasn't paths that could easily be followed. Maybe a dedicated cycling track from up around King Edward Park all the way around the beaches to Honeysuckle needs to be created. That way there would be somewhere beautiful and easy for people to ride to and from.

Include showering and storage facilities for cyclists.

Inclusion of bike rack for lock bikes and safe bike lanes would encourage more bike usage ie less pollution, less traffic etc in the long term

Tram like or circuit free bus service from car parking would improve access and use

-Increase parking limits. Most movies go longer than 2 hours and people might lunch and shop.

-Width and length of Hunter Street isn't attractive for pedestrians and doesn't help shops attract people. Maybe break it up somehow?

-Put rail line underground  
Increase public transport,

Make it more 'experience' friendly - al-a-carte cafes and restaurants on a wide footpath.

Increase the beauty.

**DON'T GET RID OF THE RAIL LINE.**

Increase residential dwellings in CBD.

Cities need people not old delapidated buildings with restrictive preservation conditions.

Less restrictions on keeping facades on old buildings.

Enforce laws to ensure Hunter Water Energy Aust, Telsta and other " Authorities to upgrade and maintain infa structure.

Only one govt/ statutory authority on building and Planning approvals i.e NSW Govt, Local Govt, HDC.

Enforce laws to have owners of delapidated buildings penalised.

Get rid of the heavy rail-infa structure in favour of light rail or mono rail and use corridor for all public transport, pedestrian and cycle ways.

Approve compliant major shopping centre proposals and stop bowing to noisy minority groups. You were voted in by the majority. so make hard decisions.

Integrated train bus and ferry tickets would help in Hunter Street as people try to link from other areas.

Park and ride from The Store needs to be better advertised and signposted.

Opening the Mall to traffic has been a good thing.

Integrated transport does not mean removing one type of public transport (eg train line). Good public transport would encourage and enable people and families visiting the city center could leave the car at home. Look at Sydney for example, a good portion of people travel to the city, for work and recreation, by trains and buses.

It is criminal that the rail line is still in existence. As they say the public get what they deserve and unfortunately as long as we are a labour seat nothing will change. Losing the GPT concept - shameful.

It is critical that Hunter Street is re-connected to the harbour front and honeysuckle precinct by the removal of the railway line.

It may take a while to get people used to using buses and bikes more so transport options will need to be supported for a while until this change takes place.

It must be obvious by now that the one factor that will have the greatest impact on the future of Hunter Street is the cutting of the railway line. The west end will never go anywhere until this is done.

It was mentioned in a recent issue of the Newcastle Herald:

RETAIN the train line. BUT, reduce the speed to 15/25 ? kmph from Wickham to Newcastle. This would allow safely cross traffic. Would produce much the same service as the proposed light rail (Rail platforms could remain in the same locations) and through passengers would NOT HAVE TO alight trains at Wickham and change onto alternative transport, sometimes with luggage.

Then, roads could if necessary, join up with the foreshore.

It would also be a positive step if, public toilets were installed.

It would be fantastic to see the railway removed to open the foreshore to the city and add a lightrail or tram into hunter street. Remove buses from city, add transport hub in city west, reduce lane in hunter st, widen paths, increase security.

It would be good to have a ticket system which covers both rail and bus lines

It would be really good to see light-rail in newcastle (and lake macquarie for that matter). also more trees, and "place-making" parks and public spaces. The sort of nice environments that people would want to spend time in (having coffee or something). Less graffiti and less old dilapidated buildings would also be good.

Its about time the decision was made to stop listening to minority groups and stop the train line at wickham, introduce either upgraded bus or light rail transport allowing the city to br revitalised with parks where train corridors used to be.

Exactly how long will it take before someone had the guts to make a decision about Newcastle and not about their own personal career path

It's no use putting a tram line along Hunter Street, unless it extends to other areas such as Darby St shopping precinct, The Junction and Bar Beach areas. There are already plenty of buses and a train line (controversial yes) along Hunter St, it's connectivity to other areas that is lacking. In all reality Hunter Street is well serviced, I sometimes drive, I sometimes catch the train, depending on my duties for the day. If I have to do things only in Hunter Street, I catch the train. If I have to call into other places I take the car.

It's the quality/variety/suitability of the shopping/entertainment that makes the area not attractive. The city has shown how they have embraced the foreshore area so we need to now bring them across and along Hunter Street.

Darby Street is overflowing and popular yet it is only a kilometre or so away.

Hunter Street is ugly and boring.

Perhaps focus on 'like minded' stores to bring people to pockets of the street and gradually build on that. For example the 'bridal area' is a good idea but needs to be 'themed' to attract people/comment/interest. More greenery, more spots for brides/mums/girlfriends to sit and talk/plan.

Perhaps a 'blokey' type area - sporting goods/upmarket pub focusing on sports/adventure sports/surfing/motor bikes/bicycles.

Perhaps a 'craft' type area - classes, sales, exhibitions, attractive to young people, classy rather than daggy.

I've travelled to many cities that have trams and they prove to be very pedestrian friendly. They create a 'mall' like atmosphere but still allow traffic. Glenelg and Adelaide are great examples.

Traffic must still be allowed, because the nature of Newcastle is that everyone has cars and they come from outlying suburbs. Increase parking at reasonable costs for multiple hours (but rate longer parking at much higher rates) and we may see more people venture in. Of course we have to have a reason for people to come though that's another survey.

The street is wide enough for wider pavements, angled parking, a lane of traffic and tram lines (I think, at least I hope). Shame the railway will continue; that would have been perfect.

The NSW government won't take the lead on trams, so Council has to. Start small with a view to expand. Start with Hunter Street only, but with view to extend to Bar Beach and Hamilton and further if it takes on. Which I believe it will. (oh and get rid of timed bus tickets)

Just a thought, if we had free or very inexpensive parking at the West End and a free constant shuttle bus service ie every 10min so or the light rail you could just jump on or off like the shuttle buses at the ski villages at Threadbo and Perisher. I think people would use them.

Just get on with it!

Keep cars out of the Mall with barricades for safety reasons, especially if we want families to visit the area, possibly allow police or ambulance access only.

Light rail options for inner city worker to free up parking places for tourists, visitors and shoppers. Also to help reduce the congestion when the working day has finished. Keep cars out of the Mall with barricades for safety reasons, especially if we want families to visit the area, possibly allow police or ambulance access only.

Light rail options for inner city worker to free up parking places for tourists, visitors and shoppers. Also to help reduce the congestion when the working day has finished. keep heavy at current location and promote its use better in view of free parking at railway stations make newcastle cbd more attractive to people, give them a reason to want to go newcastle c.b.d. keep heavy rail but increase crossings and reduce wait times Keep the heavy rail and provide more footbridges if you wish to provide foot access. This will save a lot of money. It will take far too much money to rip out the rail which will then need more money to substitute another option which may or may not improve public transport.

Keep the heavy rail. It is the best way to move people before and after events such as New Years Eve fireworks, concerts, maritime festivals etc. Extra buses cause too much congestion.

The rail should be looked at as an ASSET not a liability. We should be promoting it to attract patronage instead of running it down. It has a lot of tourist potential for the city both for ease of travel and heritage value. Many cities around the world are putting rail back in after realizing how valuable it is. If we put some effort into beautifying the areas around it and opening some crossings over it, it would not be the barrier it has become.

Light rail is not really an option because there is still the huge inconvenience of changing 'trains' to travel such a short distance; and it would also need to be an extensive network over Newcastle and the Lower Hunter to make it viable (I can't see the State Govt doing that).

Keep the present railway.

Keep the rail - it is an existing, working and valuable infrastructure asset. Sure, reduce the width where possible, tidy it up, put walkways over, make the stations more user friendly but keep the rail line. This asset will become more and more valuable as time goes on.

The amount of people using the rail network from Maitland and Dungog for work place commute is huge. Removing this valuable asset will cause even more traffic congestion in the city during the week.

Keep the rail line open. It's a no brainer & good for the environment.

Keep the railway!

Light rail and cycling infrastructure will greatly support all aspects of business, tourism and uni life. We should support Renew Newcastle and look to increase the amount of residentially zoned buildings in the CBD. Make the space unique and sustainable.

Light rail between Wickham and Newcastle CBD

Parkway along light rail route

Level crossing access to foreshore along length of parkway.

Light rail route to follow existing foreshore roadway and in some instances existing cycleway as close as possible to waterfront given consideration to pedestrian access to waterfront.

Light rail to continue back along King St to Wickam.

Outdoor Kiosk dining along parkway.

Open up existing railway to development.

Maintain Newcastle Station and develop along with existing heritage buildings.

THEME

Slow regular public transport with convenient embarking and disembarking to take advantage of the perceived features along the way.

Heritage shopping and Office space.

Outdoor kiosk dining and light food/drink

Light rail from Wickham Station to Newc, and make that corridor the place for cycles & busses.

If practical make Hunter Street and King Streets one way (opposite directions) between Darby and Stewart Ave. This would create heaps of room for angle parking and/or cycleways and improved amenity for walkways.

Light rail from Wickham to Newcastle has to be seriously considered!

Light rail has to be incorporated into the revitalisation and removal of UNDERUSED heavy rail and the BARRIER it creates is a must.

Light rail is a success in Sydney, Melbourne and now in Adelaide and elsewhere in the world. With a decent modern transport of this type Newcastle will be able to grow as the great city it SHOULD be. Light rail is the best idea, but it can't just be a totally disconnected loop. People need to get to the first/nearest light rail station somehow.. And what, park their car there and walk from there? etc..

So it needs a terminus somewhere where it can connect to the existing heavy rail line. Maybe at Broadmeadow, Hamilton or somewhere like that etc. Then just like Tokyo, people can get used to the idea of train transfers, i.e. catch the train from Cardiff into Hamilton, then transfer onto the light rail from there to get around the CBD. This would make the light rail be used a great deal more.

Also can the Hunter Business Chamber hook up some really cheap startup offices for new businesses wanting to establish themselves in Hunter Street? Maybe Government subsidised etc. I know about the Renew Newcastle program, but they only help out Art/Craft/Creative type businesses, so other businesses trying to get a start that are prepared to move into Hunter St, don't qualify for the Renew program. The rents are reasonably cheap already in the CBD, however it's still a lot of money for emerging businesses to invest in that location when there is no guarantee for anyone that it will be worth it etc. Most people see the area as a ghetto, so you might fork out to put your office in there, but then it might be a waste if the place remains a ghetto etc. So some more encouragement in this area would be fantastic. I am a new local business owner and would consider a potential Hunter St location down the track.

Light rail option would already be in place if parliament house was in Newcastle. Should extend light rail through the existing rail corridor to Nobbys and in circle past Newcastle Beach to Newcastle station.

traffic from Newcastle Beach to foreshore should be one way

light rail options should also include possible extension through to Newcastle East / Nobby's.

Initially improving patronage is the most important - by better parking options, better transport options. Only think about pedestrian beautification options afterwards. (i.e. widening footpaths and improving crossings - only do it after patronage has improved)

Light rail or bus loop from West End, up Hunter Street and connecting The Junction, Beaumont Street (Hamilton) would be very good.

Light rail or looping free bus very important.

Removing all parking meters at weekends and evenings would really help.

Light rail or tramways would be far better than buses. Buses restrict vision, clog traffic.

Light rail should be placed on existing railway tracks. Why spend so much money on new rail lines on Hunter St when they already exist?

Bike lanes would be very beneficial.

Light rail should be restricted to the existing rail corridor, along with heavy rail.

More at-grade pedestrian and vehicle crossings across rail line, e.g., Worth place, Market St.  
Light rail should continue up Hunter or Scott St to Nobby's & Newcastle Beach.

Should be 2 hours free parking to encourage shopper to the city centre.

Light rail that connects the city and John Hunter Hospital as well as other Key locations  
Light Rail with bicycle and small bus connectivity.

Have more park and ride options from further out of the Newcastle city centre. This could be to connect with bus or light rail.

Have small buses connecting with fast through public transport (train or bus)

Redirect as much vehicle traffic (particularly private & heavy vehicle) as possible and try to reclaim some current roadways as green & community space ... pedestrian and cycle, disabled and "zimmer frame" friendly!

light rail would be good.

get rid of the parking cops. they are killing the city!!!!

make brown st precinct 3 all the way down to king st, so i dont keep getting parking fines for parking outside my own home (even though I've got a residents permit)

extend the free bus area to beaumont st.

make it extend beyond 6pm

light rail, light rail, light rail

Light rail, like a monorail starting from far west so that the rail line can cease at the othersie of wickham the traffic chaos it causes is a nightmare

Linking the outer suburbs with dedicated bike/walking tracks into & through Newcastle CBD, Hunter St and Foreshore. Particularly from Lambton Jesmond and as far as Wallsend.

Low-level pedestrian and cycle connections between Honeysuckle/Foreshore and Hunter Street is essential. Car traffic can remain as is but you need to enable the significant office worker population at Honeysuckle to be able to more easily access Hunter St West

**MAINTAIN RAILWAY INTO NEWCASTLE - BUT NOT AS IS. IT NEEDS MODIFICATION TO ALLOW PEDESTRIAN ACCESS THROUGH TO HONEYSUCKLE AND LANDSCAPING**

Maintain the Newcastle Railway station as is and compliment it with a light rail track from the outer suburbs into the city.

Make Hunter St one way in one direction and King St one way in the other direction and reduce them both to one lane to allow for more kerbside and pedestrian activity and to slow traffic.

Make Hunter/Scott St and King st one way from Cnr Tudor/ Parry to Watt St.

Allow for additional bus/cycle lanes. retain rail infrastructure and remove heavy rail and replace with light rail with allowances to extend rail up darby st. remove fences along railway corridor and provide at grade footways. also potential to locate cycle lanes along rail corridor. also option to use electric buses that could use the existing overhead railway power cables.

the cycle lane should be protected by kerb and gutter from vehicle traffic.

Make sure connecting transport timetables coincide with running times so that one can get off one transport and get on another in time and not missing out until the next run

Make the Wheeler Place / Civic Station area of Hunter street into a closed for traffic mall (divert around Auckland, King, Darby) and create a city square that can even open up into Civic park with an under-road tunnel or a bridge.

That will do justice to our true civic centre and it's beautiful buildings.

Making buses run on time in newcastle

Making Hunter St cycle friendly and bringing back light rail are both fantastic ideas

Making these changes to transport options will make no difference if the entertainment options and safety level offered in the Hunter ST Mall are not significantly improved

Many people/ tourists alight from the train at Newcastle station. There is NO maps or information boards there to assist tourists. Moving the Information Centre was a good move ... as tourists had difficulty finding it ... that may still be the case.

What about signs and maps on the intercity trains to tell people where it is and using the kiosk at Newcastle Railway as an information stand. (I was on N'castle station to meet a friend for 30 mins last week.. as was approached by 6 individual couples and 2 singles to locate the shops, city, information etc. This is the second experience I have had there recently).

There needs to be transport from N'castle train station to Market town, Charlestown and Kotara as well as maps relevant to the places of interest.

Also I was asked where the ships docked ... and apart from answering Carrington .. I didn't know.

Why isn't there signs re getting there also?

I have often wondered why the Stockton ferry doesn't offer an inclusive service to Honeysuckle and Carrington also?

Matching train times with bus times...

Mono Rail from Hamilton to Newcastle, cars then can go underneath & alleviate need for traffic to be stopping for public transport.

More accomodation in the city centre is a positive thing. The problem is not the rail line - I think that this would not make much of a difference as most people drive cars and if they wish to see the foreshaw they can easily shop then go on further - and the buses go on a bit further. It is not too far to walk to the riverside as it is now. If the council could give some incentive to a developer to establish even one reasonably sized supermarket in the centre, things should improve.

If the population does increase the rail line would be an asset. There is plenty of foreshaw close by, towards Nobbys. If people want foreshaw they would go there rather than closer to the city.

More carparks - so angle parking is a winner. Also time for a light rail linking Charlestown, Kotara, John Hunter, Energy Australia Stadium, the airport, the city, the university, amongst others.

No we can't do that, but we can pay David Beckham for some cheap publicity.

Time for Krstine Keneally to spend some real cash here, and get GPT & Westfield to throw in some themselves for the light rail to benefit them.

More cheap public transport means more people can visit the city without worrying about parking. Transferable parking tickets is a great idea and longer parking availability. it is very difficult to find parking for those attending training courses or meetings in the city. A weekly parking ticket for those who work in the city at a reduced rate and designated parking would help a lot.

More cross connections to the waterfront, which making teh rail link into light rail/tramway would achieve.

more free parking stations ...simple.

remove train lines and grass that area to the water... obvious.

without these you are wasting your time.

More motorcycle parking. more free parking. More free busses from Hamilton to the city - a free city loop, from Hamilton to Nobbys/ Newcastle Beach and Bar Beach, via Darby St - linking the cities major inner city areas with FREE transport.

More motorcycle parking

More opportunities for Restaurants to trade from the footpath

dedicated bikelane

more bike parking facilities

slowing traffic

more greenery

directional signage

better lighting of footpath

More safe parking should be made and bus travelling to and from hunter..

More satellite car parks to reduce cars and improve patronage of public transport options & walking.

More user friendly parking in appropriate areas - up to four hours & reasonable attitude to fines would help to soften the blow for families using the city centre.

I am undecided about the light rail, however, opening up the foreshore to the city centre would have advantages.

more/better public transport options more/better cycle options

more/better pedestrian options

move train line. use this space to create a cultural town square with bike hire, information, live shows, sporting coverage, festivals, celebration days such as australia day etc simiar to federation square. put in a light rail/tram/bus route for access to other areas of the city from this square and plan all roads to and from newcastle from this one point. removal of the railway will allow space for more parking to be built on the outskirts and leave visitors to either walk, hire bikes or catch the bus from their parking spot. another example of this working is darling harbour except they use a 'train' to move people from one end to the other.

mus cut heavy rail access,preferably hamilton,better broadmeadow

must keep the heavy rail coming into Newcastle

My only suggestion is please make decisions based on the long term not just a quick tidy up.

Anything that will reduce the number of cars and encourage pt and cycling is good.

My selections beforehand indicate my thoughts on this matter. I think the railway should not be overlooked in this regard: it runs close to Hunter Street and is an integral port of Newcastle's connectivity. Access to the rail from Hunter Street should be encouraged at all possible places. For instance, access at the western end of Newcastle Station is a no-brainer.

Need for "continuous" bus or tram circuit in both directions along Hunter St from Scott St junction to Stewart Ave, then returning via Honeysuckle Dr, Wharf Rd, Nobbys Rd and Scott St. Suggest this service operates between 7am and 9pm seven days a week.

Need Free Parking Weekends

Cut Rail at Hamilton

Light Rail continuous

Need to get cars out of the CBD area and restrict to public transport, bikes and walking  
Needs trees. Look at Port Macquarie!!!!!!!!!!!!!!Its a beautiful town

Newcastle city is not a drive through place and no longer a shopping hub with many large franchisee stores. It should be cultivated as a great place to cycle or walk or tram around - effectively. With transport slowed the emphasis can then be given to a complete rethink of roads and signage and pedestrian safety. Port Macquarie is a leafy town centre with parking in the centre of the roadways and many more trees for shade and aesthetics. With the number of apartments in the city now it is a great time to create a village atmosphere like the East Perth redevelopment. Do not stop traffic but make it slow down with speed limits and obstacles such as chicanes and landscaping.

I am in favour of keeping the rail line but in other counties they slow the trains right down for safety reason. A slow train between Hamilton and the city or even Wickham and the city would cut the need to expensive and unnecessary crossing. When looking at risk assessments and pedestrian train accidents it is important to look at he effects of drug and alcohol, combined with speed of trains.

With speed limits at a very slow pace then pedestrian crossings would not be needed and cycling may be safer.

Newcastle Council needs to get rid of all paid parking. If workers taking up spaces is the issue, then only have 3-4 hour free car parking. I can't believe Newcastle Council charges for parking in the city - a sure way to stop people coming in!!

Newcastle Council also needs to seriously consider bike only lanes. The city is also pet unfriendly, you need to incorporate pet friendly spaces along Hunter street to bring in the people with animals. This is really frustrating that the council is not hearing dog owner requests!!!!!!!!!!!!!!

No more comments, - but I find it extremely difficult to use the drag and drop function beyond two of the same categories of answer! I think I managed it, some of the time, on this survey.

Not necessary to have buses, light rail or trams in Hunter Street. Scott Street should be used.

The present placement of the "devil's marbles" should be removed immediately. They are dangerous and cannot even be seen from low, small sedans. They are also an eyesore.

Not sure if this is relevant here but cutting the rail line would be disastrous to Newcastle city. Happy for light rail etc. but could not support cutting of line.

Offer Woodville Junction to a developer at \$1 per year provided they build:-

1. Transport hub for trains, trams, buses, taxis.
2. New legal precinct.
3. New council admin, including library and demolish the "RoundHouse".

Developer would be allowed to build skyscrapers above for apartments and commercial offices, similar to Chatswood. It is important that the developer makes a good profit on investment.

Replace heavy rail with trams and buses to run in the existing corridor while getting rid of all level crossings, the high level at Islington and the "Newcastle Wall". Extend Gordon Avenue to Hannel Street. Plan to extend tramways around beaches and suburbs. Extend the foreshore cycleway along Hunter Street to Stewart Avenue, then to The Junction and beaches.

one click solutions is a little naive - it needs to have a combination of a range of solutions; the variety of transport options is the key.

1: tramways dedicated to city loops, subsidised

2: continued use of free intercity buses

3: more real cycleways - not ones that start and then just disappear into a merged car lane; defeats the whole purpose - the cycle lanes should be painted a different colour from the road with its own lanes and markings.

4: no decrease in rail services

5: more park and ride options

linking integrated transport ideas to reasons for people wanting to use them - e.g. tickets could be linked to state rail / or redeemable for rates concessions etc

One of the most useful things that can be done is to have a taxi rank, perhaps near the train station that actually has taxis at it late at night and has security personnel to staff it. If people can get home you dramatically decrease the problems associated with late-night wanderers.

One way traffic Hunter and King

Only going on my experience as a tourist I have found Melbourne and Adelaide the most "inviting" cities in which to get around in. Adelaide, specifically, with a free bus which circuits the city dropping people off at destinations such as the art gallery, Adelaide markets etc. Newcastle could link up a public transport loop with tourist destinations were there to be a good food market like Honeysuckle, the art gallery, tours of Fort Scratchley, the museum (???), create a history of coal museum in the DJs building etc., a foreshore precinct. and link into other street fairs as they occur.

Personally I don't think this should be about transport options - people have to have things to visit or go to apart from ugly shopping malls which draw them into the city and create an interesting day out. Putting in a carpark on the outskirts of the city which means you can jump on a tram or bus that is frequent and reliable is one idea. And please don't create a carpark under Civic Park and take away the beautiful fig trees to do so. This is truly short-sighted. Do some research on what works in other Australian cities.

Open pedestrian through ways along routes across rail lines at existing closed off crossings.

Free bus extension of times extremely positive.

Overseas I have found many cities have a parking area outside the cbd and run a shuttle service to key city areas. You pay for set number of hours for the service. At the moment sports centre is used by commuters to John Hunter and the university, could it be utilised for city commuters as well?

Parking needs to be improved. It's too hard to find a park therefore people won't come into the city. Parking station near Marville woolsheds, with a light transport that is run from the parking station through Hunter Street and the foreshore. (every 15 mins)

Keep the cost of parking & transportation affordable to encourage use.

Parking times need to be extended, 2 hours on Hunter Street is terrible. Especially when you're visiting friends who live on Hunter Street, 4 hours would be more appropriate.

paving of pathways and less footpath signage would make safer.

Personally, integrated access to Hunter Street is more of an issue than transport along Hunter Street.

Please keep the rail line - with all the new developments taking place both in the City and up as far as Gilleston Heights, it would be silly to remove it.

Please make the rail line a light rail facility. have a look at Melb Bourke St mall!

please note that I have placed the 'increased light rail or tramway' option in the don't know section because I am not sure if this implies replacing the railway line. If it means replacing the railway line this would be an extremely negative impact. If it is in addition to the railway line then it is an extremely positive impact.

PLEASE put a light rail system in, It is THE solution to all the access problems of hunter street  
Possibly more bike or wheelchair friendly access between the foreshore and Hunter street  
Prioritise pedestrian and cycleways

cars have all of hunter street now

we need a modern city

Hunter street is too long to be a commercial strip - commercial enterprises need to be sectioned alongside residential along the strip  
Protected space for cycling must be a priority.

Angled parking takes up lots of road for not much benefit.

Buses should have a way of bypassing traffic bottlenecks at peak hour.

The tram proposal is superficially attractive but probably would not connect to anywhere useful, is likely to remain only a broken promise.

Mixed use zones such as the current arrangements in the mall are dangerous for small children as it is unclear what is a road and what isn't.

Provide angle parking, a shared bus/cycling lane and 40km/hour limits in other lanes.  
provide separate areas for different users. bike lane not alongside traffic. A tram or light rail would be an amazing addition. Make the fare a gold coin for ease.

Public recognition for those businesses and government departments which provide secure bike parking, lockers and showers, (and other incentives,) to encourage cycling to work.

Perhaps a small sign for the premises and mention in council newsletters.

Public transport is crucial. Expand the rail network, reintroduce light rail/trams back and out to the suburbs. Light rail everywhere. Getting people onto public transport and bicycles will reduce the need to manage cars, as there will be fewer users, only those who really need to drive will. Allow bikes and pedestrians to use the paths, as is done very effectively in Perth. Line down the middle. At present it is too dangerous to ride bikes on roads. Change the law to make drivers liable if they hit a bike, and maybe some will think twice before harassing them on the road.

Public transport is very important as there are far too many cars in Hunter Street especially around peak times. Honeysuckle is not adequate enough as a thoroughfare to take up some of this traffic. Removing the train line would be a big mistake as when people want to come into the city I don't believe that the roads can be relied upon to cope with the numbers. If the train was put underground and an tram system taking people to and from train stations and outer suburbs, public transport would be a much more attractive option getting around Newcastle. Buses are just not as reliable and are not maintained well. I use public transport most days as I don't own a car, and it's just not up to scratch. Public transport needs real investment, but I don't believe that the State Government is really prepared to spend here. They are happy to spend on roads and tollways around Sydney but we rarely see any money spent here.

Put in a proper separated bicycle lanes as in Copenhagen and Sydney, it will attract all sorts of people who don't ride because they think it's unsafe.

Put in bus transit lanes

Rapid bus transit in dedicated bus lanes with "bulb" style bus stops would be a relatively cheap, feasible, effective and rapid to implement solution in resolving access to the city.

Rather than tram/light rail and bus probably need to choose one.

Potentially greater mixing of traffic rather than separation could lead to better outcomes - more care by all users

Rather than bike hire perhaps a city bike scheme has more merit. much of inner city is flat and very suited for bike travel

Reduce car lanes and replace with dedicated and separate bike lanes, widen footpaths to allow cafe's to offer more al fresco dining to encourage people to come to the city to socialise

Reduce parking policing

regular transportation that doesn't mean you have to wait an hour if you miss a bus

Removal of the rail line would improve and enhance pedestrian access to and from Foreshore.

If light rail is to be considered, heavy rail should be stopped at Broadmeadow Station. Light rail then into city centre.

Buses could convey passengers from end of rail link to beaches etc

Hunter Street Mall is cluttered with the parking. It should be either specifically pedestrian or vehicular (one way) rather than present situation. It is only a small stretch and is quite congested with the recent access to vehicles.

Removal of train line and park land created, connecting Hunter Street with Wharf Rd and Honeysuckle areas. Tram network to replace buses.

Remove free bus transport on all buses and replace with a dedicated free bus circuit around Hunter st, Newcastle Station, Honeysuckle and Industrial Drive.

Remove heavy rail line and fences. Install light rail/trams at ground level and extend lines to the beaches and suburbs. Create undercover transport interchange at Hamilton North.

Hunter Street will never be THE major shopping centre as it once was. The focus should be on maximizing the opportunities to build or utilize existing buildings for offices and residential use as well as for tourist accommodation.

Remove heavy rail.

Replace it with light rail that just does not end at Wickham or Hamilton.

Have the connections go out to the suburbs especially to the University.

Light Rail missed a golden opportunity with the Fernleigh Track.

Just try and estimate how many cars would not come into the City if Light Rail had been operational from Belmont.

The trouble with Newcastle is the so called experts are very good Gunna's. They're gunna do this and we are gunna do that. And in twenty years we do nothing except convene another review.

There are always more jaw bones than back bones.

Implement park and ride. The ride part should be free and the park part be at a reasonable cost.

**Let's DO IT and DO IT NOW.**

remove the rail line and add more buses

Remove the rail line and use small gas fuelled buses on circulating routes.

Terminate the heavy rail at Broadmeadow and have abus station for the above buses plus private buses to Tea Gardens, Nelson Bay etc terminate at the same place.

Remove the rail line from Civic

Remove the rail line! Have proper taxi ranks; Public transport should be cheap, effective and comfortable - making it a better option than driving

We need proper bike lanes; We need wider footpaths; We need regular public transport (not just the occasional bus)

remove the rail line.

I spend 1 hr a week at lights to watch empty trains go by....

remove the rail way, provide light rail loops that also cater for areas such as Merewether

dedicated bike lanes near the side walk not the road, more available parking

Remove the train line, replace it with a tram or light rail that travels from Wickham station to Nobbys beach with stops along honeysuckle, the foreshore & hunter street. Build a car park near Wickham station to encourage the use of the tram.

Removing the fixed rail line and replacing with a light rail allowing ease of pedestrian and cycling movement between hunter st and the foreshore is essential for any future transport system. The disconnection of the two precincts has been limiting the CBD for too long.

I also believe dedicated cycleways and increased cycling facilities could be another boon for the CBD. The number of people cycling into the city is increasing rapidly. Allowing dedicated lanes, and secure parking (and showering if possible) facilities will help get more people on to 2 wheels and out of their cars. This helps the city centre by reducing the number of cars entering the city. This means less requirement for car parking (one of the big excuses for not coming into town for shopping).

Reducing car traffic will also improve safety for both pedestrians as well as cyclists.

Retain existing rail service & extend both south and North ( under or over the harbour )

In Sydney and other places promote Newcastle as a destination and give away free rail tickets

Dedictated bike walk tracks - free of cars from all points to hunter street and dedicated bike tracks - free of cars - on Hunter st

Retain the rail line and inter-city rail service to Newcastle station, and use it to revitalise the CBD, incorporating light rail if and when it actually adds to existing public transport services and infrastructure.

Install safe, at-grade pedestrian crossings across the rail line to replace previously lost crossings between Wickham and Newcastle stations.

Improve bus services to, from and around the city, and modernise the systems that support increased use of bus services (such as integrated ticketing).

Get serious about park and ride as a way of reducing private car use in the city.

Avoid forced intermodal interchanges between public transport modes, and expand optional intermodal interchanges that allow people to park and ride.

Set ambitious but achievable targets for cycling to, from and around the city, and be serious about achieving these targets with properly planned strategies backed by adequate resources.

No more car-door death lanes for bicycles: use segregated cycleways that separate cyclists from motor vehicle traffic wherever possible.

Plan the move away from private motor vehicle use, and don't fatalistically accept "projections" of increased demand for facilities that accommodate more cars, such as new roads and expanded parking for private motor vehicles. (If we had done this in the '90s, Darby St would now be a four lane highway into the city, and its current "eat-street" character would be ruined). Don't listen to traffic engineers who argue on the grounds of such projections that we "must" build new roads, etc. Choose and pursue a desired future, rather than be a victim of an unwanted one.

Deliberately privilege more sustainable over less sustainable transport modes.

Concentrate on creating places for people, not for motor cars.

retain the rail line or at least have light rail

Retain trains and/or rail corridor; reduce train speed and have pedestrian crossings. Suggest look at tram / light rail as per Adelaide and/or Graz in Austria. most importantly retain rail/light rail access to Newcastle station

Road surface improvement is much needed for the city.

A one-way direction flow might be the way to go as Newcastle city is more of a horse shoe.

Safe bike pathways are essential, as is the removal of the rail line to connect the foreshore with the CBD

Safe sustainable healthy clean active transport. A copenhagen style fully separated & segregated push-bike lane.

Make the whole length 30km/hr zone.

Save Our Rail.

Extend Bus Options to the beach/kiosk areas.

Should build additional walkways between Honeysuckle and Hunter St.

If you reduce the amount of traffic that can flow on Hunter St will have significant effect on King St and Pedestrian safety in that area.

Build large car parking station near Wickham Train Station to encourage parking here and use public transport to work areas, reducing traffic along Hunter St

Reduce parking along the street to allow for widening of pavement for Greening and cafe seating etc

Should we be debating the railway line options here?

It has already cost us GPT - every other answer would change if that big decision was made.

Shuttle bus circuit from ferry wharf to stops along Hunter Street.

signage for pedestrians - mostly a waste of time and money, there are already too many signs around and people would not take notice anyway.

Light rail/tram - excellent idea, get rid of the heavy rail now!

Simply, there have been too many studies on this matter.

The proposals have been aired.

It is time to implement NOW and stop the buck passing which this city and its council seem to have taken to an elite level.

#### **JUST DO IT.**

There are too many silent people who are being dictated to by the noisy few in the Green movement who are have "railroaded" the issue of improving Newcastle CBD.

Implement the latest proposal including light rail to Nobbys and beyond. Forget about the noisy few and for once DO SOMETHING THAT WILL PLEASE THE MAJORITY instead of kow- towing to the green minority who will find any reason for something not to be done.

Slowing the existing train and opening up that area seems feasible. Would be an easier option than taking out the train line. More and cost effective parking needs to be available.

some water spouts for drinking for the cyclists and the pedestrians.

Stop heavy rail (at Woodside Junction) but retain rail corridor for light rail, bus, bikes.

Extend free bus service along existing rail corridor from Woodside Junction (until light rail service Morisset-N'cle-Maitland-RaymondTerrace-Williamtown is completed).

Knock down all physical barriers between Hunter Street and Foreshore.

Identify and establish a dedicated "entertainment precinct" for night clubs, etc to stop the "wowers" from winging.

Insist in much more of-street parking for permanent residents and visitors of residential apartments (ie one parking space per bedroom in apartment developments but a minimum of two parking spaces per unit development).

Stop rail at wickham, have park and ride from there with light rail into green corridor into city

Stop the rail at the civic and then free bus travel into the city, or free light rail into the city.

Where the rail use to be have a walk through green corridor from hunter street to honeysuckle with a light rail corridor or a bus corridor.

Stop the rail line at Wickham buses and light rail could serve the area. i live in walking distance to Adamstown rail only a limited train stop there Why? Would use rail more if better timetable.

Stop the trains a Wickham and open up the Rail corridor. More parklands!! The trainline is such an eyesore as it is.

Continue the Fernleigh Cycle Track from Adamstown beside the Railway Line through to the City Centre. This would be a much safer option for Cyclists - keeping them off the roads.

Stopping the train track at Civic station, and landscaping the land so you can look out to the water, Opening up more restaurant and shopping options with markets etc.

Providing a bus link on the weekends to the beaches

Strip shopping centres are a thing of the past. People will not pay to park and then walk up and down a 2 klm shopping strip.

You have free parking at all the shopping complexes in the suburbs without all the worry about getting back to the parking meter before it expires.

Let the inner city be redeveloped into residential, suitable for retirees etc, similar to honeysuckle and leave the rail finishing at Newcastle. Then push for a fast trains to Sydney. This will refresh the inner city and bring people to the area.

When approving the developments in the future, please increase the number of vehicle parking places. This is a big problem now and is getting worse.

Strongly support dedicated cycleway and wider footpaths to encourage more pedestrian activity strongly against removal of the train line more car & pedestrian crossings would solve any problems suggest major parking station outside the area just with light rail to Honeysuckle and town

Take rail line through to beach front

Terminate the Heavy rail at Civic to provide the best access to the University, government and legal precinct and Honeysuckle. this will signify the change to the center of the city being at Civic. Initially, Light rail based on an initial lowest capital cost option of using existing rail line, and power infrastructure and unsophisticated stops. The message is get started with the lowest cost solution and upgrade later.

The free city bus works well but needs publicity.

To get people to use public transport, I suggest that a city bus be established which connects the city, market town and the junction and the beach every 20 minutes or so.

Important priority to create a 'Park & Ride' in Newcastle West and attract working people to park for the day and take a bus to work.

Provide Free secure parking at railway stations from which people take the train and light rail to the city and beaches.

The best thing you could possibly do is link honeysuckle and hunter street - honeysuckle drive is becoming congested with too much traffic

The biggest barrier to cycling and pedestrian movements is the Hunter and King St road corridor. The Hunter St 4 lane road is especially unpleasant, noisy and dangerous as well as acting as a barrier to non vehicular transport

the bike hire would be fantastic, or even better - free bikes

also some street art would help make the area more vibrant.

While much of the info is on transport, it's important to provide areas for people to stop, sit, talk and engage. Also trees and gardens. If a place is a nice experience, people linger. Like a town square style, think of the planning Italy and France do to ensure their towns are people friendly.

We could do that in Newcastle

The book *In Praise of Slow* has a whole section on cities and transport which could provide some good reference material.

The Canberra bus system is an excellent example of integrated transport in that buses have provision for bicycles (they are stored externally at the front of the bus). It appears to be well patronaged and effective.

Newcastle's trains should also accommodate bicycles more effectively. A good example is the Brisbane train system which has large open areas on selective carriages for people to bring on their bicycles.

Brisbane also is a great example of a city that takes bus services seriously in providing purpose built roads solely for bus use. While Newcastle might not have the same opportunities, it could use the Brisbane system as justification for introducing additional dedicated bus lanes.

The closure of the heavy rail line is fundamental and its replacement with a light rail option. All other suggestions are merely superficial bring back the GPT option and top bowing to small negative pressure groups destroying our city.

the council needs to attract bigger shopping centres how about a Harvey Norman in the town.

Why not convert the Post Office into a modern David Jones.

Why not convert the civic area to the arts as previously suggest... art, acting, singing, music, it's all there in the civic the biggest cultural centre. why not build a music bowl so we can have music in the centre of town with wandering minstrels, choirs singing, musicians playing, actors acting during summer people can bring their dinner and enjoy the arts. Artists could display their wares. Please have a vision for our city. We used to have one but it died..with the earthquake.

We need the trains, buses, cycles, walkways so people can feel safe coming to and from the city. I don't see how a tram will do. Build and they will come.....

The current rail corridor is the major obstacle to integration and development. For example I work in King Street and my husband works in Honeysuckle but we can rarely meet for lunch due to the pedestrian detours needed to cross the rail line.

My suggestion would be to remove the rail and replace with a mono rail from Hamilton. This would also alleviate congestion at the Wickham crossing at the bottom end of Stewart Avenue. The rail corridor needs to become pedestrian/cyclist friendly and a green belt.

This area needs to offer something that the shopping centres do not. The cost of parking needs to be seen as a value for money cost. I avoid going into the top end of Newcastle and Honeysuckle due to the cost of parking and the fear of a fine. I also use public transport where possible but the majority of people I know almost ridicule me for using it and see it as something for the poor and elderly. Perhaps smaller buses marketed the right way would attract more people to use them, as long as the cost is reasonable. The fact is that for people to use Hunter Street most need to travel.

I love my city and it makes me sad to see how it is dying and I can only imagine how wonderful it could be!!!!

The current railway line creates a barrier and negative impact to the CBD and Hunter Street in particular. A large number of European countries I have visited have light rail running to the centre of the CBD this would have an extremely positive impact in Newcastle, especially with positive development in the city. I consider the development to include DFO stores, residential and cafe/restaurants.

The current relationship between traffic and pedestrians is the main reason for poor functioning of Hunter St.

Low speed, restricted car access plus encouraging cycle and pedestrian use would differentiate Hunter St from indoor malls taking advantage of great outdoor coastal environment.

The current situation is very satisfactory and requires little or no action. This situation seems to have been made a created issue when there is little NO need for SIGNIFICANT CHANGE

Our integrated transport system compares equal to or better than most cities in NSW. Perhaps you should ask our tourists they seem to have a more favourable view of Newcastle.

The end of Hunter Street as we know it has come. With David Jones leaving, Hunter St now needs to become part of Honeysuckle development. That is apartments/hotels and restaurants. Hunter St will never compete with Westfield no matter what is done to encourage patrons. However minimal through traffic will still be required with parking for visitors of the apartments. All restaurants should have their own underground parking depending on the table size in relation to the amount of car parks for which they pay a fee as part of their rental. The key here is being able to drive and park which is not available at honeysuckle.

Minimal public transport should be provided, encouraging people to walk to their destination on the virtually traffic free walk ways provided.

Regards

The ferry service should be a focal point. Wharfs are intrinsically interesting places, and frequent services of the ferry would encourage tourist accommodation at Stockton (by this I envisage low rise, low key, like B & Bs or cottages, not a new eyesore like a high rise hotel).

A good ferry service would also provide an important node in the integrated transport service for the housing developments beyond Stockton Beach. North Sydney railway station is linked to an underground pedestrian tunnel, full of fresh food shops, dry cleaners, convenience stores etc (basically everything you would need on your way to, or home from, work). A similar development at the ferry terminal would work well if the ferry could become an important and well used transport node. The first thing that Newcastle must realise is that any redevelopment of the Hunter Street area will rely on a city that is connected to its suburbs by the continuing existence of Newcastle Train Station and a reliable regular service. Our citizens should be encouraged to drive to their local stations and travel to the city by train.

For those who must drive, the city council should accommodate them by providing cheap or even free parking zones a regular turnover of vehicles in a cheap parking zone is more profitable than one or two paying full parking prices.

However all of the above is pointless until there is actually in Hunter Street worth visiting.

The heavy rail line **MUST** be cut at Wickham to allow the movement of people between parts of the city especially between the foreshore and the retail/business precinct -look at Boston and Brisbane as examples of cities that work well because they integrate their components.

My suggestion is to buy 5 more old trams and restore them to match Newcastle's Famous Tram. These six trams then make a continuous loop along the foreshore and down Hunter Street and could even extend some to Bar Beach and back to Hunter Street along Darby Street. No passenger will need to wait longer than 10 minutes for a service and all kinds of luggage can be accommodated including surf boards.

Newcastle gains an accessible transport network and a major tourist drawcard for a bargain price! the heavy rail needs to be cut western side of Stewart Avenue

The idea that transport management is pivotal to the viability of Newcastle CBD is misguided. The reason one would go to the area is because it has something different to offer than all the other retail centres around the Hunter. Apart from scenery which is quickly being overshadowed by hideous tall buildings the city has become an area where bored hoons drive endless mindless loops, congesting the town by day and at night bored intoxicated hoons leapfrog between licensed premises stopping only to fight or enjoy a bit of malicious damage.

The CBD needs to offer a 'boutique' experience offering something culturally alternative and memorable.

The integrated transport arrangements must logically provide reliable, frequent access to Greater Newcastle areas with more direct routes. Is it possible to experiment with smaller public transport vehicles for less well patronised routes.

The introduction of light rail and dedicated cycle way along this corridor is a must for Newcastle revitalisation.

I have noticed that the busiest coffee shop in Newcastle is the one on the corner of Watt and Hunter Street. The reason for this is the clear access to the foreshore from Hunter Street to the foreshore.

The main concern is that the pedestrian amenities need to be improved to create a friendlier environment for local workers and shoppers. This includes nearby workers from Honeysuckle Drive and Wharf Road.

The main thing is to make it part of the broader strategy - getting rid of the rail and creating a more friendly and open Newcastle Centre is vital.

The major issue is parking. I used to go to the top of town all the time. Then I got a parking ticket and have rarely been there ever again in ten years. Believe me, that was a very bad investment on your part.

We all want parking spaces freed up, but you severely under-estimate the response of the public to parking tickets.

By the way, whilst I'm on that topic, I've only ever verbally abused a parking officer once, and I wasn't getting booked. This occurred at the Easter show one year, and the parking officers were booking everyone in sight. That is such a low act, given there was totally inadequate parking, as to be criminal. Few things have ever riled me so much, and I wasn't even affected.

Get rid of the parking officers, or you're wasting your time.

The major items I'd like to see in an intergrated system are:

1. A SHELTERED area protecting commuters from the rain. If px are to change from trains to light rail, light rail to buses, etc it MUST be done under cover,
2. The also needs to be employed staff to assist the elderly with their bags. This would create employment and give the city a friendly feel to moving around.
3. If you visit any major city you'll see that the cycleways and walkways are set back from the roads avoiding collisions with cars at all costs. In Brisbane I've seen them set back about 4 metres, and the pathways are about a further 3 metres wide allowing dual access by bikes and pedestrians. I know space is a rarity but we should attempt to set these back as much as we can. The most positive impact would be the introduction of better parking for visitors with a minimum cost especially as the impact of near city shopping centres increases with free parking.

With the use of rewards for parkers who spend money in the city being foremost in this system. parking in our city is driving a lot of people away and this is because there is not enough of it the council parking station is closed on Sundays and kerbside parking is impossible to find and we pay for it as well. I would prefer to park in a car park if they were well signposyed and clearly posted with charges,

Remember 40 car spaces at 4.00 per hour means \$160.00 But 400 car spaces at \$1.00 per hour is \$400.00 with turnover could net well over \$1000.00 per weekend. There needs to be incentives to bring people to the city.

Such as park and ride services, or cheap and sensible parking in the city and then good shopping destinations and a place where people want to get together.

The Brisbane Queen Street mall and Perths mall are great examples of what you need to bring people back to our city. This together wit a vibrant city living community will make Newcastle a place to be for the incrowd of the future.

the things mentioned in the survey are lots of what has been propose before but nothing is being done.

We need to grasp the nettle and offer business good incentives to come back into tje city and ahving the right infrastructure is a good begining but the other important incentive for the initial few years must be more important for small and medium business who are the life blood of commerce and these incentive do not need to be applied to large business as they will follow the rewards anyway.

The north side is 'dodgy' between Stewart Ave and Civic, because there are blind areas fenced by the railway line. Only brave pedestrians and cyclists use this side of the road. How about a security camera section relaying to Newcastle Police Station?

The paid parking is a nightmare and needs to be rethought out. Last year I was fined as I was running out of a store with change for a meter - not what you need just before Christmas. That's why I tend to shop elsewhere. If paid parking is a necessity there needs to be credit card options easily available.

The primary issue is permeability between Hunter Street and the foreshore precinct, as well as public transport along Hunter Street. Public transport needs to be frequent enough that users do not need to look at a timetable. More space is necessary for cyclists to make cycling safe, and to minimise conflict between cyclists and pedestrians.

The public transport needs to link up with the Stockton Ferry and the rail network. A flexible open bus would be preferable to a light rail as it would not be tied to a rail network and would be more of a tourist attraction. An open bus could travel from the end of the rail line at Broadmeadow or Wickham, travel up Hunter Street, along Honeysuckle to the Ferry terminal and along Newcastle Beach and back via Darby Street. That way, local residents living in the apartments around Newcastle Beach and in Bar Beach could utilise the service and tourists could hop on and hop off at King Edward Park, Strezlecki lookout etc.

The question of light rail or tramway along Hunter Street must not be at the expense of removing the existing rail line. The question seems to be a "trick". It refers to along Hunter Street and that is the manner in which I have answered.

The question of easier access to foreshore, Honeysuckle, etc again seems to be a trick question and is answered on the basis that it is a bridge, etc and not at the expense of removing existing rail line.

The Rail Corridor MUST be retained with no buildings being permitted on or above the land.

A cost benefit analysis must be completed before any action is taken to replace the current rail service into the Newcastle Station, and the views of all users must receive serious consideration and not be put to one side to appease the demands of property owners/developers.

The recent disclosure of the fact that old mining activities will have an effect on a considerable amount of properties and land is even more evidence that the rail corridor, not being affected, must be retained and remain in public ownership.

The provision of park and ride facilities at places such as Broadmeadow and Mayfield West with the parking provided free of charge may entice people back into the CBD, however with the continued expansion of large shopping complexes such as Kotara and Charlestown being approved by Council, I believe that the CBD of Newcastle can only be classified as "dead and buried".

The railway line needs to stop at Civic to enable the opening up of Hunter Street.

The railway should stay to accommodate out of towners working in the city, tourists university and other students and young people older people and people with disabilities families with baby strollers accessing, medical specialists, law courts, shopping, city attractions and the beaches

In particular for people with disabilities and older people with walking aids and families with strollers it is very difficult to get on a bus especially if the bus is crowded.

I live in the city and watch a lot of young people come to the beach on the train with their surfboards as it's easy on a train particularly coming from outer areas.

I don't know about light rail but I'm open to learn more of the proposal.

The removal of the train line for flow of pedestrians from foreshore to CBD will have a huge impact on the inner city area. Also the opening up of free parking areas will also bring people to the area the single most important factor is the re-introduction of light rail along Hunter St. Newcastle stopped working as a city when the tram was taken away

the sooner the light rail is implemented and Wickham is made the hub the better

The start point of the journeys to the area are very important. So is the purpose and function of the future Hunter St.

What will be the hours of the people's visits? Will there be major events? The first step is to identify what the activities of the area will be. Student accommodation and affordable housing will be an absolute disaster and generate economic activity like Windale and Callaghan.

The lifebuoy to the future CBD is the heavy rail to Newcastle Station and the 169,000 seats per week all fully funded. The max fare of \$7.80 for about 5m people with a journey time of about 3 hours can not be matched by any other form of transport or economic stimulus.

The train line must stay. All the way.

People get sick of going from one form of transport to another just to get to where they live.

Train to Sydney.... Train to airport... then Lift up.... go on trip, maybe home late. Then it's the reverse LUGGING all their gear back the same way. NOW that's hard enough but if train stops at another area and you live at top of Newcastle you have to add another movement to that list.

FREE TRAVEL must stay. Maybe extend it a little more. Another thing is have free travel or cheaper travel from other suburbs.

The train line needs to cease before Stewart Ave the bottleneck at the intersection coming from Honeysuckle drive into Stewart Ave is increasing rapidly.

The train line should be retained as an integrated feature of transport for Newcastle

The trains should stay but a light rail through the city in a loop to The Junction would help bring people to the city. The biggest problem in revitalising the city is if GPT sells all the buildings so so developer has an opportunity to do something with Hunter Street and the Mall, there doesn't seem much point in trying to improve the Mall if the buildings aren't being used to full capacity. When DJs leave the mall will fall apart

The tram idea is brilliant. We should never have gotten rid of trams. It would be wonderful if we had a tramway network again all over the Newcastle region. Then, I'd get rid of my car!

The tram is a very positive option. Everywhere in the world where you have tram travel the centre thrives. We've just come back from north America and where there is rail or busy streets there are overhead walkways accessed via elevators.

The tram/train would be ideal for Newcastle so the same train can be used from Maitland all the way to Newcastle station. There would be no need for transferring to buses and the railway corridor can stay intact. The tram/train would allow the railway corridor to be more open, making it easier to get between the foreshore and Hunter Street. It would also be an easy and efficient mode of transport up and down Hunter St.

Is it possible to get the Adamstown railway crossing fixed? The number of trains that go through that crossing at present is ridiculous and it can take a 5 minute trip turn into a 20 minute trip.

There needs to be a free service running along hunter street, similar to the Melbourne trams.

Whether it be bus or tram i feel that this and the removal of the train line will revitalise the Newcastle CBD.

Look at how fresh the new Royal development is on King st; this open ambience promotes through traffic and hence will revitalise the retailing space as there will be more potential customers. There needs to be a rail overpass between Wickham and Civic to connect Honeysuckle Drive and Hunter Street for pedestrians. There are thousands of workers on Honeysuckle Drive that avoid going to Hunter Street, Marketown, Spotlight, Newcastle Permanent, etc because they don't want to back-track to the stations. I am one of them

There needs to be a reasonable amount of free parking. This can be for 2 hours or less. It's a pain to have to chase up a ticket for a 15 minute stop or when you know you're not going to be long. A 40km speed limit would be good for sending traffic off Hunter to King st or Honeysuckle but we need to make sure that both of those streets are kept clear enough to keep good traffic flow.

There needs to be an immediate decision on the train line. I would like to see trams in the city. There needs to be more, and better public transport that is easy, and safe to use at all times. Light Rail which terminates at a bus interchange, and buses I think would be the best option.

Cycle friendly environment with cycleways that don't suddenly end, and safe storage facilities for bikes and accessories.

Availability of a park and ride option, with good free parking at public transport hubs. There seems to be a presumption that applying integrated traffic suggestions will in same way, lead to revitalisation. I don't agree this will or can occur. There is no metric or formula that supports the notion that improving the integration of transport will lead revitalisation. We need to focus on building pressure brought about by growth and investment as the real catalyst for revitalisation and these transport initiatives will follow. It is ridiculous to think or suggest for example improving cycling access will have any significant impact on revitalisation. A cost-benefit analysis would highlight this and I say this as a dedicated cyclist.

There should be 1/2 hour free parking in all street area surrounding the Hunter street mall.

Most people spend around this time in the mall area, they should not have to pay for this, we want people back in the mall, not getting annoyed because they must pay for parking!!

There are already free 1/2 hour areas but this should be extended to all side street areas within perhaps 500metre radius of the mall.

This is probably the most important issue of all, it is a high traffic turnover area, anyone staying longer could park in the parking station nearby.

There will be no cars in the future. Make pedestrians and bikes a priority.

There's very little to go to the city for during business hours, & parking is a problem anyway.

It seems to me, firstly there needs to be a reason to go into the place, then if there were what is needed, is a clean, prompt efficient train service with decent access from large parking stations.

Cardiff railway station is a good example of Council tolerated Government neglect in both aspects.

Waratah Station is another ideal site for a large parking station, if ever the rail transport is ever what is needed.

I drive my car in there because there isn't really a viable alternative.

things need to be more open & accessible

This is a long term view. However the best option would be to end train line at Wickham, short of Stewart Avenue. Incorporate light rail from interchange to old Newcastle Railway Station. Then later complete a full circuit of light rail along Stewart Ave to Glebe Road, Darby Street and circling back onto light rail track on Hunter Street to Wickham interchange.

This is like what comes first. The Chicken or the egg.

At present there is no need or pleasure to go to the city, most of the buses are too sparse (naturally because there is no demand) and they mostly go around the world to get there. Parking is prohibitive, the King St. car park is no longer shopper accessible due to its management. It used to accommodate up to 1680 shoppers per day. What does it do now?

I consider that until the city has the attraction for people to willingly go, there really is no need for so-called integrated transport. The city must have the reason to go there and for many years now that has been lost and patronage still declining.

This system in London is fantastic. Whether the idea is directly transferrable to a city like Newcastle is questionable, but it may be worth considering.

<http://www.tfl.gov.uk/roadusers/cycling/14808.aspx>

This was a very well laid out and user friendly survey.

With regard to transport, we need to replace the train line with trams. It would solve all our problems.

To ensure an increase in people numbers in Newcastle and Hunter Street, you can not possibly remove the transport system capable of the largest capacity - the train line.

to my way of thinking the revitalisation of hunter street is about getting people to linger in areas or move more slowly from one place to another.

I believe that hunter street would be a much more people friendly experience if it only had one lane of car traffic in each direction. This could be supplemented with turning lanes at selected junctions.

By reducing the lanes of traffic to one each way for the length of hunter st it would be possible to put in a (best Practice) dedicated cycle lane separated from the traffic by a foot path / kerbing.

There would also be room for angled parking, planting of street trees, places to meet people and sit for a while in a pleasant leafy (or in winter sunny) environment.

Being able to pass from hunter st through to the foreshore and visa versa is also something that would enhance the quality of experience for hunter st given that there is a growing population

housed in the developments along the old wharfs.

As far as transport goes I would prefer to see the rail line retained in some form. I think about the light rail from central through Haymarket and how permeable it is to foot traffic and that is the model I imagine. I just think that it must be possible to have more crossing and retain a working rail corridor.

I don't believe that the infrastructure in the east of Newcastle could sustain the extra population that would go hand in hand with the development of the rail corridor.

My dream would be a light rail or tram loop from Newcastle railway to Merewether then the junction and the west end back to Newcastle.

I also wonder about something like a congestion tax from the branching of Hunter and Scott as it can be appalling up there and if we had adequate transport people could "park and Ride". To put a light rail along Hunter Street, would reduce the ability of private vehicles to travel and park. This would have a negative outcome for the people who do drive a vehicle into the city area.

All city areas need vehicular traffic, and parking for the vast majority of people who do come into the city centre.

If you make it more dedicated to cyclists at the expense of vehicles, you will kill the city. Newcastle is not a European city where most people live in a 5 mile radius to the city centre.

If Council was more amenable, more business owners and developers may show more interest in being involved for the betterment of Newcastle city centre.

All the late night activities really is detrimental to anyone who even thinks about buying commercial property, when it is just going to be vandalised each weekend, by uncontrolled youths

To utilities underground rail system so that the rail way that is currently existing can be utilised for shops etc

Traffic between Crowne and Watt St one way in an easterly direction and westbound traffic only down Hunter St Mall and top section of King St.

Dedicated bus lane up Hunter St with free zone extended to Beaumont St instead of Denison, including weekends.

Better promotion of late night transport options between agencies and Licensed premises (short term 2-3 month media saturation of late night transport options on tv, radio, internet and gig guides)

Traffic detracts from Hunter street

Traffic flow in and out of Newcastle needs to be considered as a whole. Using Hunter and King street as one way each and having joining roads would create a better flow without a need to increase lane numbers and allowing the creation of dedicated cycleways.

Cycleways need to be separate from vehicles for the whole distance of journeys not just a stencil of a bike on the road.

More continuous use of speed zones.....not constant changing from 40 to 50 to 60.

Slowing the traffic means that you do not have to increase the road crossing access points as it is safe to do so without increasing designated zones.

Train and Bus port on vacant Gas Works land near broadmeadow station. Light rail on existing heavy rail track from this new site.

Train or light rail are essential for the aging population. The train connects elderly folk with their families who do not live near by, also for young people coming to beaches.

Too many buses will cause traffic jams.

Trains should continue to Newcastle Station unless a genuine and permanent alternative is implemented that meets the requirements of people coming into Newcastle from Maitland and other western and southern locations.

Tram system along current rail line with extension along the coast to King Edward Park and beach areas through to Merewether

Trams light rail should not be introduced in hunter street. The existing heavy rail corridor should be utilised for this mode of transport and where possible opened up for pedestrian access to the foreshore and surrounds

Trams or Light Rail would be best suited in the heavy rail corridor and not along Hunter Street.

Tramway or light rail option should be extended beyond Hunter St to become a network across the immediate city to inner suburban areas such as Merewether, Hamilton, Adamstown and Mayfield.

Transport needs to revolve around green travel; foot, bike, bus and or light rail.

Transferable tickets/day passes that cover all public transport possibilities within a defined zone.

Park and ride option - refer to English systems eg. York, Cambridge

Free parking within certain zones (?1-2h) will allow people to "drop in" to the city for a quick shop or swim without having to pay high parking fees.

transport circuit required as a loop

Transport is only part of the issue. Much of the "reason" to travel to this precinct is being eroded by the overdevelopment of the mega-centres at Kotara, Charlestown, and Glendale.

By making the pedestrian access via transport and amenity better may increase incentive for local businesses to remain, or indeed return, to the Hunter Street precinct. I believe however that additional incentives are required to encourage small business operators and franchisees to establish themselves in this precinct.

Transport needs to be accessible to the elderly, families with young children and people with a disability and needs to be linked to the university and major hospitals.

transport should be easily accessible for disabled people and parents with prams - this is a big reason why i don't even consider taking the bus in to town; it's too difficult with two kids.

Unless we have the shops and activities to attract people to Hunter st it doesn't matter. What comes first the chicken or the egg?

Unlike most business operators, I don't think engineering to increase traffic and parking is the solution to revitalisation of the commercial centre.

Is the city centre trying to copy suburban malls or differentiate? I suggest one important aspect of differentiation would be to restrict traffic in favour of "green" transport (walking, cycling, public). Sell the vision!

Unsure

Until the traffic issues due to the rail crossings and traffic lights are dealt with in the Newcastle West area, people with vehicles will avoid the area.

The rail line needs to be removed in order to open up the city eg, harbour, CBD and beaches all easily accessible and pleasant to the eye. The city needs greening and the rail corridor provides the perfect opportunity to do this.

Until there is access from Hunter Street to Honeysuckle other changes will have minimal impact. use light rail on the existing rail line and remove fencing

Use the existing rail corridor for a shared pathway.

Using Hunter Street as a major public transport, cycling and pedestrian spine connecting east-west, and darby st and honeysuckle is key to improved city connections.

Visit Melbourne to see an integrated transport system that WORKS. You'll also notice a distinct absence of dedicated cycle and bus lanes - these have proven to be a disaster in Sydney and only serve to worsen congestion. Cyclists should be provided with dedicated cycleways WELL AWAY from the road - p=mv and where there is a distinct differential in both mass and velocity between vehicles on the same road length, disaster will ensue.

We already have buses trains and cars going into the city, we don't need another form of transport We desperately need a light rail, bus or other form of light transport loop that is frequent around the city centre and to Newcastle West and Wickham. Perhaps another loop to Cooks Hill, The Junction and Hamilton.

we need dedicated cycle lanes to encourage less vehicles in the centre.

We need more parking at Civic. You cannot get a parking space in the evening when there is a show at the theatre and a wedding etc. at the town hall. You cannot get a parking space at honeysuckle at that time either. So if you want people to come to the city provide parking for them because they will not come by public transport for dinner and or a show. So they get a negative impact at night therefore they assume that it is worse during the day.

We need the heavy rail to be slowed down or a tram train/light rail - to remove the barriers currently in place for the rail line to allow pedestrian traffic to travel between foreshore and CBC

We need to discourage people from bringing their cars into the city !! We need to immediately formulate a plan for tram trains to places on the Hunter Valley Line and we need to immediately formulate a comprehensive plan for light rail to all suburbs and to The University to assist with the movement of people into and out of the city as opposed to increasing buses which will only further clog our roads and create enormous problems!!! We need to have the light rail to go to all our beaches as well which will further help solve the parking problems in those area!!! reconstruct the pedestrians crossings which have been removed across the railway line to The Forshore!!! Professor Peter Newman when he was here recently gave a very clear picture of what was needed to revitalise Newcastle City but he seems to have been ignored !!! You would have to think that advise coming from someone as qualified as he is and also a member of the infrastructure committee would have caused some of our so called city leaders to sit up and take notice, but still they are adopting their bloody minded attitude to any really good advice !!! We only have one opportunity to get this right !!! Lets do it right !!!

We need to know if the railway stays, or if there is to be replacement public transport service (light rail/tram, or bus transit way) in the corridor in place of heavy rail to respond to the questions about buses and light rail in Hunter Street.

We need to take a good look at other cities and take ideas from there...Getting rid of a out dated COAL CORRIDOR would be a positive start to beatifying Newcastle.If only someone from our state Government would grow a set of plums and just do it!!!

We should be making much more use of the current rail system. Catch a train to Maitland in school holidays and see the number of people alighting at Newcastle Station to realise just how many people can come to town without adding to the traffic problems. OUR MAIN PROBLEM IS THAT WE NEED A SMALL ELEVATOR AT OUR SUBURBAN STATIONS SO PEOPLE AS OLD AS ME OR MOTHERS WITH PRAMS OR DISABLED PEOPLE CAN CROSS FROM ONE PLATFORM TO ANOTHER WITHOUT ALL THE STAIRS. If our stations were set up like the ones from Thornton to Maitland I would never drive to town but always catch the train from Kotara.

What was outlined in the previous page was very positive. One aspect which was missing was shaded areas with seating to just sit and enjoy the day. Thank you.

While ever if you have Parking Meters in Newcastle you will not get people into Newcastle. To entice people back into newcastle you need to make it more appealing when you look at the larger shopping centres there is a variety of attractions for all ages

Newcastle is reknown for its Faulty Parking Meters ripping off the community.

We have heard interest of a new shipping wharf the passenger liners but newcastle prefers the Dyke how many passengers would just prefer to wander of & stroll thru the Mall park & beaches yet we make them travel from Carrington to newcastle it ia joke !!

Train Line we have always mentioned that maybe the line terminated between Donald St. oltb & Hamilton with a Triangle platform allowing trains to pull up on one side for Southern Journeys the other for Northern & the side left the rail link be removed Concrete Highway replacing the corridor & buses or maybe Monorail only be introduced to run a loop service between maybe even extended along to Merewether like the old days or possibly extending along the coast to swansea

**BUT MOST IMPORTANTLY GET RID OF THE DODGEY PARKING METERS NEWCASTLE DOESN" T NEED THEM !!!**

Why doesn't the survey discuss the heavy rail, which is there now and which, in my opinion, is vital for the future of Newcastle CBD? The light rail option is nonsense, it will never happen. Instead, improve the existing rail line with pedestrian crossings at strategic locations and promote the patronage of trains.

What we don't want is more private car traffic along Hunter Street and other streets, parallll to Hunter Street.

Improved dedicated cycle lanes is commendable, but it should be real cycle lanes, not mixed with pedestrian traffic.

With the existing Regional shopping centres I'm not sure if the regional economy can cope with more shops in the Newcastle city area. It might be the city's natural attributes that need to be concentrated on?

Without the rail corridor as it is I'm sure the Hunter Street area will revitalised without too much need for anything else to be done.

you can do all these things but have to have attractions for people to go there,, it needs to have an attraction or a known name.. eg a place for shoppers and have exclusive shops. I am not saying that theme but to attract a place that people want to go there and spend time just for that reason like people go to Melbourne to shop. etc

You MUST make the city, including Honeysuckle connect to the bus network. PT will never work when the Berlin Wall makes a 100m walk to a bus stop in Hunter Street into a 800m walk. No wonder PT does not get used. Light rail is unnecessary and will never be funded. Make the bus network work so that people see it as a viable hop on hop off system. Unless you can just walk over the heavy railway line in 20 locations, it has to go. Integrated transport will only work if you get pedestrian flow working first. At the moment, this is the biggest problem in the CBD.

You need narrow median strips along Hunter Street one should be between Civic Station and the Civic Theatre with a small garden in the median strip...Warwick in Queensland is a prime example of how a city can be beautified in this way.

Stop talking about light rail when there is no money for it. Light rail has to go from Newcastle to the University, the Airport, Belmont etc you have to have light rail on a larger scale than just a strip section.

Angle parking is okay in some areas but it can also be dangerous. median strips will slow cars down

You need to significantly improve parking in Newcastle or restrict parking with a park elsewhere and use small buses to bring people into the inner city, look what the John Hunter has. As an inner city resident we are unable to park outside our own house as office workers use the parks (Parry Street). We have been fined for leaving our car in the residential parking area more than two hours. Very annoying. I rang the council car park who informed us that we are not eligible for a residential parking permit. The council is neglectant in its response to inner city residents

Your covering photo says it all. There is no one around.

Go back 60 odd years ago we had trams, buses and pushbikes. Also people walked along Hunter Street and shopped there and got the bus home. Now we have the convenience of cars and huge shopping centres close to where people live.

Do you want to go back? Good luck because a lot of people have gotten used to living in the 21st century.

## People and Place (n=326 individual comments received)

### comment\_people\_place

1. There are already numerous seating areas, they do not improve the well being of the area (the park adjacent to Marketown for instance).
  
2. Encourage business and reduce the concentration of methadone clinics (having two method clinics and the health center within a single block creates the daytime problems).
  
3. Numerous residential developments are going in, however the residents are not staying in

the area for entertainment because there is none. Keep the residential developments coming, but the infrastructure to support the communities needs to be encouraged.

3 x 7 = 21

A cinema showing different movies to Union/Hoyts etc. (similar to the "Dendy" in Sydney) would attract a lot of people to Hunter Street

a cleaner, safer and revitalised Hunter Street

a few more areas like Wheeler Place with activities, culture and cafe's/food outlets, no cars, but bikes and pedestrians. encourage night time public transport options also

A good idea would be to convert the old cinema along Hunter street near the old Bellevue hotel into a theatre/ comedy restaurant similar to the one at the Kings theatre at Lambton

A really good food hall somewhere where families can go after being at the beach.

A science museum such as the Power House in Sydney. We did have one on a small scale, and it needed to be expanded and more accessible.

A well-organised and secure multicultural Chapel

Activities in the city centre need to be appropriately managed so that residents aren't bombarded with noise and possibly bad behaviour as a result of running big events in the city.

There needs to be strict alcohol management, closing hours for venues etc.

Council can't afford to compromise food standards and safe pedestrian access by lowering the standard for outdoor dining and food outlets.

Afraid of gangs etc. so I find it safer to mix with crowds.

All the previous options had merit. More residential and better access from the harbour will make Newcastle a more vibrant night precinct.

All this could only happen if the area became people/family/elderly friendly rather than a crime zone with vandals, drunks, assaults, etc so that ordinary citizens are too frightened to go into the city.

all those previous activities are good idea.

Improve the parking and security.

friends of the kids use the train so don't cut it as it is easy to meet up in town due to it.

return the small cinemas .

have dining near the cinemas and civic

banners look good

Traffic problem at present along King st when leaving at 5pm due to the no right turn at Darby st so all King st is funnelled down the park/council part rather than redirected through the double laned Hunter st.

widen that part of King exiting and have right turn lane at that time of day and channel out through Hunter st plus right turn earlier opposite the cinemas  
Allow business owners and developers to change things, especially heritage stuff.  
AN ALTERNATIVE CINEMA SHOULD BE A PRIORITY - AS WELL AS DELI, BUTCHER, BAKER - THIS WOULD ALSO MEAN LESS CARS ALONG HUNTER ST HAVING TO GO TO WEST END TO SHOP

An art cinema to replace the Regal would be great. The wind tunnel of Hunter street is a real problem in making it pleasant to sit around in.

Any additional activity in the CBD is good. There is a fantastic youth / arts / music scene in Newcastle - this should be encouraged in the CBD.

Free or low cost events increase the numbers of families and young people using the area.

Renew Newcastle, Livesites, TINA, Red Lantern Markets and opening the port to cruise ships are all positive steps.

I wonder what's going on with the post office?

Anything that will encourage people to visit is good if done in moderation and good taste.  
Anything that will provide for the interests and needs of tourists.  
approve the licence for the Kensington. The zoning issue is a joke. It's in an area that is suited and Newcastle needs more night life  
Areas for families - child friendly areas where families can relax, children can play safely.

Night - more venues for live music and performances.  
art-house cinema  
As far as improving the cleanliness of the street:

-the appearance of the street is dilapidated rather than dirty -most of the negative impact is generated by private properties

-there are quite a few successful business precincts in other cities that are not 'clean' (ie, primped with pavers and pot plants); in fact are popular because they have a more edgy ambience. In fact 'clean' could be considered stodgy!

-small business people should expand their view of the world.

The main activities of a business precinct should be business and commerce. If this is to remain a key role of the city centre, then the businesses need to lift their game (for the most part). Listen to expert advice from those who are successful, then coordinate investment to create synergy.

As I have stated in previous comments, council should have a list of businesses they want in Hunter Street, put them out to tender to people to purchase, council has control of these developments with leases etc,

I would like to point out that in Beaumont Street, you cannot smoke outside a restaurant whilst having food, but you have cars with running engines, blowing out their fumes etc whilst you sit there and breathe them in, you don't want, or I don't want that sort of stupidity in Hunter Street, I hope I have explained that properly  
Assist business groups to advertise  
attacking the problem in a piecemeal fashion is one of the reasons Hunter Street is the mess that it is.

NCC needs to provide an overarching framework for development.

NCC needs to become business-friendly.

this might be an impossible task for NCC.

let the private sector decide where and how to commit their capital investment.  
attract decent integrated retail, public spaces and transport development plan that links Hunter Street with the foreshore to replace hole left by GPT  
Better policing of anti social behaviour.

Drunks, Litterers etc.

bowling would be nice, people need a way to interact without continuously shopping or involving alcohol, online gaming?

Brighten it up - those mud coloured pavers are hideous Encourage public art and exciting installations- eg using light

Bring back free parking allowing people access to cafes & businesses really what does newcastle have to entice people David Jones where there is talk of them leaving maybe a few cafes the rest is professional businesses so that really only leaves to other attractions the beach + brewery

#### GET RID OF THE PARKING METERS

Bring back Showcase Cinema! Can NCC provide some funding support to sort out the fire issue and then have it reopened? That would really be something

bring people back into the city by offering bowling alley, outdoor entertainment. Darby St & Hamilton offer restaurants which shouldnt be rivalled....work co-operatively with the other areas in offering different attractions

Building over the railway will widen the foreshore activity area and retain the railway.

But in saying I would like more entertainment I do want to dissuade negative behaviours - maybe if the things opened were focussed upon bringing the middle aged locals into town would be good - they have plenty of money and are over the drunken stumbling round stage of their lives.

Cafes and dining places create passive surveillance against crime. However, more liquor licences encourage litter, vandalism, public urination, noise pollution and violence. More bars and music venues are NOT the solution to a safer Hunter Street. Eating and entertainment should be more family oriented.

Can't see there is the space to provide large scale entertainment - busking and individual performers is the go - think "The Ramblas" in Barcelona or Fisherman's Wharf, San Francisco  
Casino

centralise newcastle. we have the beautiful park with ampitheatre one end which is used for family celebrations ie new years eve and we have a main road leading into newcastle that is a disgrace. I think we need to build a solid centre that is big enough and versatile enough to cover many uses for both day and evening and can accomodate a busy summer sunday full of families for either specific events, cafes on the outskirts or just for a stroll. Once this has been designed, we can increase parking and work back steadily increasing Newcastle centre as a popular destination. when this happens, businesses will be able to open with confidence, filling up and cleaning up shopfronts as Newcastle thrives. I think we need to PLAN the whole desired city and work towards it safely and sensibly without sacrificing small business. Have a blueprint and let it unfold but be willing to make adjustments as necessary

Cinema like the former Showcase Cinema that cater for theatre parties, special viewings etc

Encourage and support activities and business that would grow one another by their proximity to one another. Like cinema and good eating outlets...good shopping and cafes. Cruise ship passengers and interesting shopping experiences, sensory or cultural experiences.

There is an imbalance at the moment of too many alcohol outlets. Too many late night license venues drives away businesses and patrons who are not attracted to drinking revellers.

Late night licensed premises only attract ambulances and police...nothing much grows near them.

Study what services are needed to further develop the mariner precinct at Wickham and build businesses in Hunter Street West to service them.  
Clean the street now. Get someone to waterblast it, it will change the perception straight away. People are not coming because Hunter Street is dirty and smelly. That is simple then fill the shops with local start up businesses. Remove the round bollards in Hunter Street Mall that are a hazard and ugly.

Cleaner

More exciting shops and facades

Easier foot and car access - no light rail to take up space and look more industrial

Diversity including traditional shops mixed with new creative re-new Newcastle style businesses + changing street events including up market style Saturday markets once per month

Promote and reopen cinema and music/cafe/bars - with open facades where possible, similar to cafe/pubs along Oxford St in Sydney where people can easily walk in and enjoy a coffee/drink while still being part of the street atmosphere.

More open, more interesting, cleaner, sexier, international while respecting the local history / scenery / ideals and ideas

Cleaning things is the most important. So many places just look plain dirty. Paint and clean would be a very important first step. I think look at successful areas in other cities such as Freemantle in West Australia, or Balmain in Sydney. Previously areas that were falling apart then, rebirthed.

clear the rail line and turn it into lightrail with a loop of the rail and foreshore. Economy rail from Hamilton to City Centre. Loop shopping precinct and Darby street end.

Parking meters - free parking days advertised to draw people into CBD.

Moratorium on shopping centre openings.

Communication regarding closing off Foreshore Drive needs to be stronger. Over the last couple of weekends, we've driven into the foreshore for brunch to be met with road closures for various events. We don't read the paper every day to find out what is happening, so perhaps using the electronic road signs earlier in the trip rather than at the actual road closure will then allow visitors to decide which route to take rather than getting caught up in traffic.

Concentrate activities for all different ages in little nodes. Forget about compatibility of functions. For example, a node like Crown Street could have a kids play ground, chin-up bars, bike racks, a half pipe, a public soap box, a tiny bandshell for buskers.

Council should keep their greedy eyes off of every inch of our land and pick an area for a free-for-all market. A free place for anyone to set up a stall or hawk food. The car park on Burwood and Hunter looks nice.

Forget about car access. People can get here by bike bus or train, or better still live in all the low cost houses with no parking you are about to permit.

Connect the foreshore and Hunter Street and make Newcastle a vibrant place to attract tourism

continue the red lantern markets.

improve lighting, continue markets, free activities = more people and more passive surveillance.

give people a reason to come into the city during the day and night. encourage people already in the city to stay.

The city centre needs bars, cafes, restaurants and other night time activities.

Continue to encourage niche market shops, but also start to encourage smaller bars to open up as opposed to the big drinking barns that are currently in the city.

Continue to support the university relocating to the city.

Council must control developers etc. who purchase buildings in Hunter street and surrounding areas. Council must stipulate buildings to be used not left for years waiting development for financial gain.

council need to high pressure house the cbd daily!!!

Create shopping and dining hubs, open spaces, outdoor dining and grassed areas and as many corridors to Honeysuckle and Kings Street to create a feeling of openness as possible.

Cultural events like live sites bring lots of people into the area which in turn support the local businesses. should have more.

Cycling lanes would be fantastic, even if only on certain days.

Closing half of the road in certain spots on some weekends could also bring people back to Hunter Street. You'd have to pick the right spot like at Civic/Wheeler place, up near Newcastle station, or maybe between spotlight and Civic Bikes in the West end - for some kind of festival event somewhat like the Darby Street fair. There are a couple of coffee shops, restaurants etc that would probably jump at the chance to do live things up.

Decide where the legal, student, cultural precincts will be and encourage the businesses most suited to those precincts to establish themselves there.

In the legal precinct some takeaway food shops, restaurants, newsagents, post office etc. Students/Culture lovers want retail, bookshops, library, theatre, cafes, bars, music, cinema green spaces to sit, eat, meet. Families want green spaces, free entertainment as well as a suitable mix of the above retail etc. Spaces for outdoor chess, boules, mini markets for artisans. We already have a lot of these places they just need invigorating, updating and planning with the stakeholders.

Dedicated area for Chinatown would be fantastic.

Discourage venues which encourage excessive alcohol consumption

do something. these "plans" never seem to trigger any action. stop listening to the vocal minority of whingers and actually implement change to get the whingers used to it. if there's heaps of new development then the whingers will get used to development being the norm and decay (as per current situation) being just a memory.

Do you really have to have a survey requesting opinions on

Cleanliness

shaded & comfortable seats

Lighting and public safety

Improved, new toilets

I would have thought these are basic requirements. or do you think you can improve Hunter St without them.

Ease of access from streets on the other side of Hunter St to the foreshore. This can only be fully achieved by removal of the heavy rail and elimination of overhead crossings or waiting for trains to pass at street level crossings.

We need safe and attractive footpaths as well as improved road surfaces.

Have the courage to introduce more restricted hours for hotels. Closure by 12 midnight seems fair and reasonable. The prolonged drinking hours are an ongoing problem and safety issue for all members of the community as well as the strain placed on police and health services.

Empty the area of all education, law and governance activities and make the area a total entertainment and tourism zone. Pick out all the best tourism ventures (both large and small) and build the area on this basis.

The streetscape, transport etc will match themselves to the ventures established.

The area should not be a residential zone under any circumstance.  
encourage buskers and street performance, it adds a sense of heartbeat to the city and doesn't cost anything from the ratepayers. It is also a great way to showcase local talent

Encourage development of residential buildings in the city with Cafes. Maintain a few heritage buildings but they need to be modernised and occupied, otherwise they will decay and be vandalised. Promote business to occupy these buildings, or use them as residential buildings keeping only the facade.

Encourage families back onto town to make if feel more secure and safe.

encourage more markets like the re lantern combing music , food craft

encourage more people to be in the street at night..dining shopping cultural events, but also ensure highly visible and good public policing occurs.

How do we define what is Newcastle culture...is it the yobbo on the street, brawling and drinking and pissing against the graffitied walls? is it the lil old lady attending church and the art gallery or theatre? Is it our history of mining and shipping, industrial development, alongside keen architectural savvy, enabled by a blending of many cultures?

we cant lose the larrikan, but we need to knobble his more pungent qualities. Lets not become wowsers, nor a society of selfish thugs,

If we can achieve that, we will have done something wotrwhile.

Encourage small wine bars and eateries in the street. We need much more of this type of activity in the city, not less as suggested by Tony Brown and his ilk

Festivals/events to celebrate the various ethnic residents of Newcastle. A calendar of these could be established in consultation with representatives of these.

Regular music events promoting a variety of music genres.

Focus. Trying to do it all will be prohibitively expensive and it will be impossible to guage what's actually working and should be continued over what is yet another 'nice to do but no real objective measures'.

Foot patrol of Police after hours, we really need to stop the Graffiti, vandalism and high risk of assault.

Fountains and statues should feature in the place revitalisation as they will add distinctive character to the street

**fREE ACTIVITY WILL BRING PEOPLE INTO TOWN TO SAMPLE THE DIFFERENCE IN LIFESTYLE**

From the look of this survey, I applaud the direction the planning is going in: it looks like some very good ideas are being taken seriously.

Fund the University of Newcastle city campus precinct - students will breathe a bit of life back into a tired old city.

Future planning and approvals should aim to influence the appalling grog culture evident in Australia - No new nightclubs/pubs in the CBD - windback of outlet sales and drinking hours - take action against those carrying and drinking alcohol on the streets

There are no facilities for very young people - encourage commercial play centres (there was one in Darby St) - upgrade and improve the quality of play areas at Train Park, and plan for an additional high standard park at the West End. These facilities will bring children to the city and their parents

Given the 'ribbon' nature of Hunter St; there would be advantages in 'branding' different areas along the street; ie: different precincts with different activities / etc. maybe around transport and mixed use (commercial/food/residential) centres

Go to Smith Street in Melbourne and suss out the side streets

Good lighting is needed patrols to reduce the amount of vandalism and graffiti along the street and surrounding area. A reporting hotline phone number would be good.

Great variety of things to do in Hunter st.

Hanging baskets or council maintained seasonal gardens would be nice in town, however, I think vandalism is too much of a problem in Newcastle - don't know how long they'd last, realistically.

Has the opportunity to be a mini Rocks/circular Quay. So outdoor small bars/coffee shops/restaurants etc with buskers, galleries, booksellers and culture with mix of flavours from around the world.

Historical sign-age and updated sign-age could be excellent as long as it does not end up being cheesy.

Planter boxes/Seasonal flowers are all well and good as long as they are maintained.

Cafe's small bars and retail should be mixed together in some ways to reflect Darby St and the vitality that can be found there. They should be found together not in their own areas (as in bars at one end of Hunter St and retail at the other) Vibrancy comes through a mixture of businesses.

I would say that all points presented in the previous slide except sporting(bowling alley) are required for a great and vibrant St, not only three of those proposed.

Renew Newcastle has been a great initiative and those retail outlets are a great addition to Hunter St but need to be complimented by other retail outlets such as DJ's, Sportsgirl and other quality branded shops not cheap and cheerful rubbish. Cafe's, bars, Cinema (which we once had) would also be a great addition. The Hunter St experience should be striving not to be like going to Charlestown Mall - it should be striving to be a better/more unique experience because of what else could be on offer and hopefully will be on offer in that area if this

revitalisation works. With assets like the beach a mere 10 minute walk from Hunter St Mall the experience of shopping/enjoying Hunter St should be a drive to get people there.

Huge bathing house in the centre of the city. Showers, toilets, sauna, light exercise facilities, change rooms, kiosk, lockers if we are to cater for luxury liners this would be an asset. It should be central and Council run at a small entrance fee with staff hired to be there 24 hours a day. This would support the students coming to the city and be an interesting new angle to city living where you can drop in and leave articles and freshen up while you explore the city.

Hunter is a very busy traffic artery, as is , it is not conducive to a pleasant ambience. Beaumont St. for example, carries a lot of traffic also but over a shorter distance and much slower. I am not suggesting Hunter st should be slower, just that there is no easy fix.

Hunter st is simply dirty looking and unattractive in places. There is also a threat of vandalism and aggressive behaviour. Active businesses and having people around would be a preventative but no one wants to go where they don't feel safe.

Hunter St should differentiate itself from suburban shopping malls by creating a sophisticated, professional, hip environment.

Hunter St. should be a bit like The Rocks, in Sydney. The history should be preserved, but modern usage supported. The maritime aspect only really works if there's facilities to get people out on the water. Frankly, once you've seen the new woolshed maritime museum - YAWN - there's no reason to go back. Ever. Plaques on walls - YAWN - aren't going to bring people to Hunter Street. Neither are flowers in pots. Both help a bit to create an ambience, but really, refurbished and restored old buildings with modern uses are what's going to bring people in. Plus, then lend the area to a town-crier type walking tour during summer weekends, perhaps? Or when cruise ships are in town?

But you can't rely just on tourists to save Hunter Street, you have to give the people who live here - especially those with money - a reason to come to Hunter Street - or else we'll take our money to Sydney the next time we have a reason to travel there. How about an art precinct near the end of Darby Street, leading up toward the N.R. Art Gallery?  
Hunter Street can no longer support businesses along its full length.

Pull down the West end area and replace it with residential buildings / houses and encourage business to re-locate to east end / civic precinct.

Hunter Street has to be made to feel that it is a safe place to visit and deliver on this aspect. Too often at night the area is frequented by persons who are "hell bent" on making the life of law abiding citizens that happen to be there unpleasant, intolerable and unsafe. A shop front police centre if established and adequately staffed to operate between "sun down and sun up" would go a long way to achieving a safer and more usable area and encourage more people to visit.

Hunter street is dead - convert to a accommodation area and move on. Government both local and state have let the city down once again.

Hunter Street needs to be kept clean and tidy. This cant be understated. Its often unpleasantly dirty and also needs fresh new colour and visual interest.

Hunter Street precinct may be too long to support much development. Perhaps relocate all shopping from the mall to Union street and convert all the other spaces to housing and demolish all the shops and daggy old buildings replacing them with a mix of housing options

Hunter Street requires more than 'pretty' flags etc to improve its character.

Bulldozing one side of Hunter street buildings (harbour side) remove railway line, more open green spaces, light rail, bike lanes, angle parking and one way traffic - up hunter and down king street.

Hunter street should be a tourist precinct. You would be best to move traffic intensive activities out of the area (like the university and the legal business) and replacing them with short term accommodation (where the people would live in, and explore locally, thereby reducing the traffic flow). Extra green space would be great, especially if adjacent to public transport (think King Edward park - people love that because it is fairly sheltered from wind and sun, plenty of variety in gardens, rotunda, seascapes etc). Compare with the unsheltered windswept large open areas in east Newcastle (which is the only large area immediately adjacent to good public transport).

Hunter Street should be further promoted as a location for niche retail, as there are already a number of successful shops operating in this precinct. Little to no cafes, bars and restaurants are currently operating along this strip and this needs to be addressed. Council needs to support such ventures by creating more pedestrian friendly and safe public spaces throughout this area. Better physical connections with Darby St and Honeysuckle would also facilitate the flow of people and subsequent use of this precinct.

Huter St mall is so dark at night, walk down there on a Thursday night when shops are open and it feels "Dark", it needs more lighting.

I believe it is inevitable that the city centre will become residential while retaining/reorganising commercial and government precincts. We just need to facilitate it.

I believe that in conjunction with residential precincts will come the redevelopment of some currently built areas as open space. It just takes vision and political will.

Where in the world (literally) can we find city planners with the vision for this? Go ahead commission a plan, have an international competition for the revitalisation of Hunter Street. See what happens. Once a vision or visions exist on paper let the community have input. Gain real community support, not lipservice to a predetermined outcome, lobby for State and

Federal funding, employ council managers with the necessary courage and commitment and the humility to serve.

I believe the City will generally come alive if development occurs. At the moment it is just TOO hard and takes TOO long to achieve a consent to operate or develop a new building.

Put in place a team who are enthusiastic, have the skills in planning and building and can negotiate outcomes that are sure to be followed through by the organisation.

I have seen this done at other Councils and would be very confident it could occur in Newcastle.

I clearly think that Newcastle should support the "Tropfest Film Festival" event in Newcastle. It is a cultural capital, people love film and would definitely be supported. Wheeler Place or King Edward Park would be perfect for it.

I do not think we want music venues. The revitalisation of Hunter street will require more residential development to support small retail, cafes and restaurants. More music venues, hotels, noise late at night will be detrimental to an upgrade.

I don't believe there is any easy fix, but think we must build on the existing positives. Our family has enjoyed live sites activities in Pacific Park; we coffee in Scott St (extension of Hunter Street) most Sundays, and love the mix of cyclists and visitors. The whole east end of Hunter & Scott Streets buzzes on a Sunday morning.

i don't think the region can cope with any more shops

I feel the need for more public toilets, especially in the honeysuckle area are very much overdue.

I think is totally unreasonable for anyone in the boardwalk area, especially the aged, to have to go to civic park, civic station or up near the brewery.

School outings are impossible in the area without public toilets.

I have just holidayed in Byron Bay and thought that Hunter Street could be a lot like Jonson and Fletcher Streets in Byron. I realise that the demographics in Byron create some of the interaction that occurs but there is huge unemployment and still the bars, cafes, restaurants and streets are alive very night, some busier than others but alive.

These streets end at the beach and have outdoor dining, musicians, shops that open at night in the front area of closed day shops. It creates a happy bright environment that encourages people to leave their homes and walk around. I suspect that many people do not feel safe walking around in Hunter and King Streets after dark.

I believe that small steps are needed to create one area at a time and make it safe and inviting.

I wonder how Hunter Street ended like this. When I was a child it was bustling and safe and Christmas was wonderful with the Store windows. Who had not foresight for so long? I know I am against the trend in this, but I would love to see a very long wall dedicated to the young graffiti artists, much as the one that was at Newcastle south beach. As long as the young people were prepared to sign their work and acknowledge it I think it would be a very good thing and a display for their talent. Quite some time ago one existed down near the old Dairy Farmers corner (Regal Motors) and used to attract so much attention from tourists.

I like the precincts idea, I believe every city needs a Cultural Heart, this I think has been missing or hard to feel in Newcastle, this sense of place. The natural Cultural heart is probably in the Civic Park precinct but it doesn't have that feeling of connectedness. I don't believe the Civic Park has this feel about it- of belonging with the Gallery/ cultural centre.

This must be achieved with a co-joined feel from the Gallery to the new Museum, a place for people to congregate- for festivals, market days ect. with adequate seating as well as shelter, & be able to move between precincts safely, simple paving between precincts would even achieve this.

I love the "seasonal colour" option. It always keeps things fresh and interesting/exciting. A big mix of nature as well as modern/concrete is always a very good thing for a nice city and Newcastle has the perfect location and natural beauty to take advantage of that. Some lovely trees and seasonal flowers regularly re-planted and kept fresh by council would be just fantastic.

I rarely use Hunter Street so my replies are guesses

I think all the ideas suggested in the survey are positive and would benefit the community. The hard part will be finding the funding to begin such ventures. I hope that with planning these ideas can be achieved in the near future.

I think public space in the form of parks and open developed spaces with adequate seating, toilets, and lighting is a must. These areas allow people to congregate not only during the week but on weekends as well. These spaces are best utilised when there is some form of cafe/restaurant to support with additional people presence.

I think that Hunter Street mall should be extended up to Pacific Park, and made to be more pedestrian accessible, like the existing part of the mall is. This would allow a unity to form between Newcastle's beaches and parks, and our shops, restaurants, etc. There also needs to be more things for teenagers to do. If David Jones is indeed leaving the area, that would be a great location for a games arcade like Timezone, a bowling alley, or even a new location for Newcastle Greater Union Cinemas. This would be mean not only teenagers, but adults and families could spend a day at the beach, then go grab some lunch and play some arcade games or catch a movie all in the one location.

I think the city has a lot of potential and it reminds me a lot of how Newtown and Surry Hills was in the late 80's before they really boomed as entertainment and dining areas. I don't think normal retail has a chance against your big shopping centres but making the CBD, Honeysuckle and Hunter street the place Newcastle and Hunter goes to eat well and enjoy a night out will work. I think that the anti social issues that concern some people can be addressed by encouraging a wide range of entertainment options beyond just pubs. If more people are attracted to CBD, then you'll find that a sense of community will develop and the minority few who are anti-social will be less likely to cause trouble. More people and more activity will improve the sense of safety in the city at night.

I think the key to revitalisation is reducing traffic, increasing access to the Foreshore/Honeysuckle, and increasing residential/commercial mixes in town. This may take a few years, but starting by addressing the traffic issues and the unfriendliness to pedestrians/cyclists will ensure the street becomes attractive to people over time.

I think there are more than enough choices in the city area for dining. What we lack is "entertainment". If you're not into the pub scene there is only the cinema and the Civic Theatre. I've just spent 2 months in Europe and their nights are a buzz with street/square markets, musicians, outdoor dining, small orchestras, dance groups, etc. People have taken ownership of their city centres and the visitors want to be a part of it. Shops will open of an evening if people are there - we need something to draw the people in. The more people there are, the less likelihood there might be of vandalism, crime, etc.

I think there is no need for further heritage/interpretive signage for the city. It all becomes invisible to a certain extent and there are so many other sources for this historical information. Let the streets LIVE! not be an extension of a museum. I also think the creation of specific precincts maybe unnecessary - mix it up. the city is too small for this kind of segregated approach to urban design.

I think these options are fantastic

I understand the need for public toilets in the CBD, however living in a suburb close to a public toilet and planning needs to be considered carefully. There are certain nocturnal activities that create unsafe environments and provide opportunities for clandestine behaviour. Drug taking and selling, physical violence, vandalism and deviant sexual behaviour of some male community members are some real issues for our street and suburb. Secure, clean amenities that are useful to all are necessary.

i would also like to see restaurants & niche retail

I would love to see an Art house cinema in Newcastle. Could we redevelop one of the buildings on Hunter Street to replace the much missed Regal?

I would love to see specialist markets in the city, maybe something unique. Something a little upmarket and not trashy - a certain standard should be maintained. Unique and boutique establishments should be encouraged as this will bring people into the city as they won't be able to find them else where. Things like designer clothing stores, specialist chocolate stores, cafes, etc. Perhaps even a 'direct factory outlet' complex could work. A boutique cinema would also be great for the city; one that would also show the non-mainstream films and perhaps even have a 'gold-class' cinema for that added experience. An upmarket wine &/or music bar, with restricted entry (eg. over 30's) would also be nice.

I'd like to see Newcastle follow Ghent's (Belgium) example and introduce a vegetarian day.

See info. attached below:

"The Belgian city of Ghent is about to become the first in the world to go vegetarian at least once a week.

Starting this week there will be a regular weekly meatless day, in which civil servants and elected councillors will opt for vegetarian meals.

Ghent means to recognise the impact of livestock on the environment.

The UN says livestock is responsible for nearly one-fifth of global greenhouse gas emissions, hence Ghent's declaration of a weekly "veggie day".

Public officials and politicians will be the first to give up meat for a day.

Schoolchildren will follow suit with their own veggiedag in September.

It is hoped the move will cut Ghent's environmental footprint and help tackle obesity.

Around 90,000 so-called "veggie street maps" are now being printed to help people find the city's vegetarian eateries."

if exhibitions and festivals are held provide decent public transport (park & ride) keep the markets out of the city

put more into the outer markets like the showground or the Racecourse

Put a genuine (electric) tram on Wharf road all the way to Nobbys lighthouse for tourists

Fast rivercats from Raymond Terrace/Hexham to several stops along the river finally terminating at Queens Wharf similar to Parramatta river

Stop the little bit here little bit there approach

Talk to people who have visited other major cities here and overseas (not the mayor has he doesn't even know the capital city of South Australia or what the Au Ban transport System is) If the lighting could be improved it would be great to increase night time markets in summer. If the streets are clean and shop fronts (even unused ones) don't look so ghetto I am sure people would feel more comfortable venturing out.

If we were to have more outdoor markets along the foreshore from the customs house roundabout to Nobby's beach similar to St Kilda in Melbourne, quality stock. This would prevent the Sunday Bogan's taking over the foreshore.

If you want more people to enjoy and use the city provide more parking. You try to take a friend to the city/foreshore on a Sunday and find somewhere to park.

if you want to support newcastles cultural heritage it would be nice to know more about this city besides it being a coal port / industrial town. go to the library and try and find something on newcastle that isn't about that, something about newcastles people.

and no more blah about the "knights" they get enough promo as it is.

not everyone in this city likes them.

**FREE PARKING WILL BRING PEOPLE TO THE CITY!!!**

**A GOOD CULTURE THAT WORKS AROUND THE CLOCK WILL KEEP THEM THERE!!!!**

I'm not qualified really to comment much on anything spacificly. Other than to say- ACTION SPEAKS LOUDER THAN WORDS. Contact Gilbert at Village Well, Melbourne. A place making company that's internaionally renouned for solving problems like this.

They/he knows Newcastle well, as i attended many meetings he, on behalf of Village Well (and the GPT group)+N'cle Council, put together over the last 4 or so years, to understand and plan for the (now de-funked) Mall = City revamp. His company rescerched heeps into the failings and oportunites of/for Newcastle.

GPT or no GPT, Gilbert specialises in this area, namley PEOPLE AND PLACE, re invgerating post war wasted cities, and could be of valu/included.

Also Ray Rauscher, town planning consultant, from New York, now in Central Coast. Lots of expearence/history there. Knows Newcastle well.

I met Tony Proust at one of these meetings (Hunter Transport for Buisness Development). Had some solid interesting idears.

In my humble opinion Council would be best served to travel to the Sydney CBD and see how a modern city operates there is always markets be it those operating in Chinatown on a late Friday afternoon and into the evening seling curios and multicultural food or those at the rocks on Saturday Sunday. Entertainment is essential and not that just filling the Foreshore a few times a year with Antique Cars but Cultural Entertainment and Food

In regards to Cinema, whereas in the past it would probably not have been (and wasn't) viable, I would consider a more "Art House" style chain such as Dendy would be now profitable.

Increase niht trade music venues with tighter security control...to avoid santi social behaviour... increase the free bus service from 6 am to midnight. make it safe for people travel along Hunter Street. Youths falling out of pubs/clubs when you are trying to walk home from a restaurant is very off putting and frightening.

Initiatives that give the community ownership of sections of Hunter St are likely to assist in revitalisation. Outdoor venues for music and events as well as community gardens and parks would be worthwhile

Is it really necessary to fill this out, isn't it obvious!

Issues like toilets need to be addressed with the right sort of toilets (not the portable ones with auto doors.) What did you have in mind??

It appears from the previous questions that someone has actually looked at what other cities do. I remember being in a small town in Greece on a Wed night and entering an area very similar to our Newcastle Mall. Both sides were lined with cafes and they were all full. They all had the tv's on and they were all watching the soccer.

Consider this - instead of the big screens being brought in just for soccer, how about for State of Origin ? How about for the Grand Finals ? Build it and they will come.

I also want to see a water feature for children near the beach. Once which is no more that about a foot deep, and one where parents can sit on the edge and watch their children splash around. There is one at the Central Coast that is packed week in week out. Build it and they will come.

It is a really difficult thing to get the right mix of plenty of night time activity in the inner city and good behaviour from young people who may be intoxicated.

It looks old, tired and unloved so why would you currently visit there for anything.

Make it visually interesting and attractive and give people a reason to visit.

It would be good to see Hunter

Street looking safe at night, but not dead. We do need entertainment venues the Civic Theatre precinct is a fantastic start but how to keep up that quality of venue.

I would be good if a mixed range of ages felt comfortable to come into the city at night- I find it tricky going to the Civic Theatre and the Cinema alone if I have to park too far away. Getting back to the car can be a bit daunting with all the jobs around.

It would make a huge difference just to have some of the old buildings restored and reused in some category.

Just a follow up - we walk through the mall every weekend - after Horseshoe beach - it usually looks filthy on a Sunday morning with rubbish and broken glass everywhere. We need to get the cleaning crew through there early and get the public rushing in to get a bargain at the Retail Outlet stores. Once they are there for a bargain they will have a coffee or lunch or check out the street markets.

Keep it clean. Remove graffiti immediately.

Last night I went to the tower cinema and my friend and I wanted to have a glass of wine afterwards so went to Goldberg's darby st because couldn't think of a nice small venue near the cinema.

I used to go to the showcase cinema as well in the city but it was closed down because that building was going to be redeveloped. But the building hasn't been redeveloped!

I love the Royal Exchange in Bolton Street. Be nice to have other small venues of a similar kind.

LEAVE THE TREES ALONE

FREE SUNDAY PARKING FOR FAMILIES

MORE WELL LIT CLEAN PUBLIC TOILETS

MAKE MORE PARKING

MAKE MORE PARKING

ADVERTISE FORESHORE ACTIVITIES BETTER. THERE HAVE BEEN SOME ACTIVITIES ON THAT I DIDNT KNOW ABOUT EXCEPT THAT I WALK UP THERE ON WEEKENDS. DIDNT SEE THEM ADVERTISED.

Less hotels and night venues where there tends to be excessive drinking and close those venues causing problems earlier 12:00 shutout and 1:00 am close down.

Drinking and unruly behaviour is making this area and real problem and dangerous at night causing people to avoid the area (all ages)

Lighting is a HUGE issue in Newcastle. Hunter Street in particular is a scary, uninviting place from a about 6pm. There are too many dark areas for people to perform dark deeds. It's terrifying. We need to bring people back - not lock them away. RESTAURANTS RESTAURANS RESTAURANTS. And they need to keep their kitchens open later than 8pm. Not everyone wants to eat early. I had to leave a gallery opening the other night otherwise I wouldn't get fed.

But it gets back to my previous point. These ideas take time. They need support for at least 6 months to become established and for people to understand the idea. Newcastle Mall could easily become an entertainment precinct - similar to Fortitude Valley in Brisbane. But we need to make it inviting and safe for everyone. More lighting, more people. It's time for us to take back the streets.

Lighting is fine along Hunter Street. Need to promote the city as a safe place to walk around at night because it is. Get the lanes being used and people out and about and this will fix it more than lighting will.

lighting, safety are essential to attract people.

Listen to the people they live in the area. NOT just do what you want

Live Sites was a small example of what could turn hunter street into an area with a distinctive flavour and culture - however it would need to be linked to transport. the whole plan needs to have a co-ordinated rationale for its existence;

Major clean up. Some places are really grotty.

Planting, seating.

Replace exsiting public toilets and add more.

make greater use of existing nearby 'places' such as:

Civic park,

Laman St cultural area by retaining trees and removing traffic,

No 1 and No 2 sportsgrounds for events

The Mall

Improved and integrated access to foreshore, museum etc

But to make any of these work we need improved security and police presence as no sensible family would use Civic park or access the city generally after dark now due to anti social behaviour and assaults

Make hunter street more inviting and safer for people to go out of a night.

Make it more of an artsy place, more shaded seating, sculptures and planting.

Making free outdoor entertainment with alot of advertising to ensure its success.

More parks, child friendly places so that the family want to come into hunter street

like speers point park. A large area dedicated specifically for familys, wanting to bring their children that is safe.

A pool facility with both undercover and outside pools with slides, for young kids and larger pools for the adults

markets and food and entertainment excellent, I think lighting would make people much safer of a night and get them out an d about and food.

Markets are great or even Chinatown.

Markets would be great along hunter st on a friday and/or saturday night in summer, like the markets they have at night in Darwin and cairns.

Mix the precincts up. There is no need to have 'twee' distinctive precincts. Maintain real businesses - private and public - and the accumulation of like businesses around them will take care of itself.

More dog friendly

More events. Medium and large scale events.

More family type entertainment and activities. Make the area safer for families. Provide more free parking.

More night time activity would make it feel safer, particularly if activities provided attract people of varying ages.

More pedesterian areas

More Landscaping (Much more)

More people out on the street means better passive supervision and a strong impetus to less anti-social behaviour

More public toilets

More recreational activities and free events to attract people, at various parts of the city, not always on the foreshore.

Things to attract all generations and backgrounds e.g. have a poets corner, a story telling corner, a soap box corner, buskers at different parts of the city, 5 min talent quest. How you would control the content of these I'm not too sure, maybe some sort of screening.

Free parking when these are on.

more shops

Most people prefer to be near the harbour foreshore as evidenced by the number of people who use the walk from Nobby's to Honeysuckle.

Speciality shops and destination shopping e.g. supermarket would bring people into CBD. When David Jones departs the CBD will suffer. Encourage the retailer to stay - an incentive for the building's owner to redevelop the heritage store.

A cinema e.g. Palace or Dendy would be fantastic providing world cinema. It would be a destination site bringing film lovers to CBD.

Move all night clubs to a designated street or zone so it will be easier to police and keep patrons safe.

Have an international dining theme to entice the local taste buds.

Must provide amenity for all comers.. "character" should occur in all of Hunter Street, not just in precincts!

My view is that the priority should not be to establish a major highly profitable retail area in the city, but to create a city that welcomes people for residence and recreation.

While that requires strip shopping facilities, there should also be street and public space facilities such as priority for bicycles and pedestrians, hire bikes, sculptures, bike racks for buildings, wide footpaths, footpath cafes, entertainment arenas, outdoor chess, children's play equipment, street pianos for public use (e.g. as in New York, and Denver Mall) seating and perhaps even adult exercise equipment. Perhaps we could also have a playground for aged persons (there are various companies now producing play and exercise equipment for them)

NCC tried markets once before and they had the wrong products. They were crafty and cheap imported rubbish. There was nothing to bring someone back again. Also, the corridor created by the mall means early mornings can be cold and windy. Not a pleasant experience. The fresh product markets however have succeeded because food will bring people back week in, week out! Cheap joggers and toys won't!

need to encourage safe outdoor participation

New units should be required to have double glazing so that the residents who move in to the citycentre don't complain about noise. In Europe everyone has double glazing so it is not a problem having cafes, restaurants and bars down below.

The more people in the street the safer it is !!!

Definitely need more cinemas. The Tower's seats are dirty torn and uncomfortable. I don't want to have to drive to the shopping centres to see a movie when I used to be able to walk [Showcase].

Newcastle / Hunter St needs to embrace the small bar culture common in Melbourne.

Little arty cafe/bars and alleyway bars flourish and encourage a different type of crowd to Newcastle's current Fri & Sat crowd.

Instead of teenagers bent on getting drunk as quick as possible, small bars attract a cashed-up older 30s arty/ intellectual crowd - yes, these people exist in Newcastle!!

Newcastle CBD needs to stop trying to compete with the large shopping centres and providing the types of things the big malls do not provide - atmosphere, heritage, and culture.

Newcastle has lost both its arthouse cinemas in the last few years. If the Royal (Not sure about the name, old cinema with stunning art deco facade in Newcastle West) would ever be re-opened by a business such as Dendy or the Twin Cinemas from Oxford Street, that would definitely create some positive activity with follow on business nearby.

A council development manager could do some networking between the owners and those two businesses to establish scope.

Newcastle is in a perfect position to make the most of outdoor dining, beachside and harbourside, and I think this is terrible under-utilised.

Newcastle lacks venues for contemporary performance ie studio theatre spaces like the Carriageworks in Sydney. Such a flexible space could be a showcase for live performance emanating from the School of Drama, Fine Art and Music at the university. The space should be flexible and possibly include a cafe, bar, bookshop etc. ie be a gathering place attractive to a young audience/clientele.

Newcastle needs to step up and live up to being the state's second biggest city. We can't have only three after 12am venues, spread too far to walk with no public transport or taxis. To improve the culture and variety of the city we need more diversity (like Melbourne) - small bars with music, restaurants, cafes open late in close proximity to each other so after hours Hunter Street will attract not just the beer drinking hot dog eaters, but the regular cultured person who also enjoys a wine, a dance and company of friends.

Newcastle NOW - most theatre shows do now get a good crowd (10 years ago there were more people on the stage than in the audience) - encourage small theatre productions - school groups etc to present their stuff in some city venues - this will bring families and people into city. Encourage range of theatre that won't compete with the Civic. This can also draw in workshop groups for making scenery, make up - singing & dancing groups.

Needs to be a safe venue near train/parking for families.

What is popular with young people is the circus venues in Melb. & Sydney - where young people can challenge themselves learning circus skills.

Perhaps a climbing facility in the same area which also an interesting venue for the young.

Bowling or roller skating venue would also be attractive

Provide venue for Chess clubs, Bridge, Writing, Cartoons - Publicise them so people know about them ie talks on local radio, tv.

Nice cafes, restaurants and food outlets in a pleasant surrounding will encourage large groups of people.

Niche retailing is the way to go. Need some big anchors but diversity is the attraction for the CBD.

Nighttime off Street Parking at Civic venues

nil

No comment

No further comments.

NO MORE MARKETS - DOESN'T NCC REALISE THAT THE FARMERS MARKETS, HAMILTON MARKET ETC ARE KILLING NCLE RETAILERS - GIMMICKY HAND MADE YES BUT WHEN IN DIRECT COMPETITION WITH NCLE BUSINESSES THEN NO.

none

none

Nothing come to mind at the moment.

Nothing else to add

Nothing. This stuff turns people away from town.

Once we could walk from one end of Hunter St to the other safely.

There is nothing to make one feel safe in the streets.

That is your first challenge

One thing that makes places very unsafe is a lack of people. If you can get people actively visiting and area then you will discourage the delinquent element. There also needs to be a change in the pub culture. I have heard young people visiting from Sydney say they do not feel Newcastle at night is a safe place. Drunkenness and fighting seems to be a accepted part of the culture. Attracting a large cross section of people and altering the "to have a good time I must get drunk" ethos would be a great start.

Open air music festivals eg One week we could have JAZZ, the next week we could have COUNTRY, then we could have rock etc but please no Heavy metal.

food festivals once a month would also be good.

Out door areas used by all with cafe and childrens play grounds.

Outdoor cinema would be great and other ways to tie the many people who visit the foreshore on weekends and nights with healthy activities in Hunter Street Like Music in the Mall on sunday afternoons advertised on the foreshore to encourage people to (Oh no! walk over there- since there are a number of good access points)

The winter Live Sites this year were a great series encouraging people around the city areas...even incorporating some of our local artistic talent. Great weaving together of areas. The last one in Civic park was so well attended.

We need more than night clubs to draw the very large university population into Hunter Street for healthy activities, especially fro international students who are a long way from home and will go home and could be ambassadors for Newcastle if their experience is a good one.

parking meters are a hinderence to people

going to the c.b.d when they can go to major shopping centres and park for free  
Parking needs to be as accessible as possible.

People are attracted by many things. You need to provide everything they need in the one place otherwise they just wont flock to that place. Big shopping centres like Charlestown and Kotara, are getting lots of people in because they are providing a one stop shopping experience.

Newcastle has the opportunity to provide a unique shopping experience, it has the beautiful surrounds of the ocean and beaches, but it doesn't have the retail back bone, to keep people in Newcastle for the whole day. People will come if they can do their shopping and then eat their lunch at small cafe's and then experience the beach, but all of this needs to be extremely well integrated, and at the moment, it is far from it. The use of an updated public transport system that travels through the mall and to the beach would be a great help to getting customers to shops and people to our beautiful beaches. The rail-line that separates the mall and the beautiful harbour would be wise to be removed. People don't want to walk up and down stairs just to cross to the harbour. People are lazy. They would much rather just be able to walk right across.

People have to feel safe and be able to get home

People need safe, clean, sustainable, healthy active transport. Copenhagen style fully separated push-bike lanes

People need to be encouraged back into the CBD.

At present the whole CBD is dirty, shabby and totally uninviting.

Improvement in lighting particularly in the MALL would have the effect of severely reducing anti-social behaviour. It is a well fact that where there is light, vandalism etc almost always reduces to almost NIL.

Secondly don't put restrictive conditions on businesses on how they conduct their business. BY this I refer to footpath use. Council and it's rangers/inspectors/fun nazis have created a science in finding ways to impede growth of businesses and stopping people from coming into town for fun.

The likes of Tony Brown and his loose group of NIMBY's also need to take a backward step and stop being obstructive.

The problem with most anti-social behaviour is not CAUSED by the opening hours of hotels and clubs. It is the cause of todays parents not being willing or able to properly teach and train their children. The lack of respect begins at HOME not when they come to town.

For sure some of the result of alcohol is what gets written in the Newcastle Herald, however the cause in most cases is lack of respect, ie self and others.

The city needs to transform itself. If it is going to not be commercial shopping as the primary activity, then move towards some passive entertainment with a small amount of commercial activity to support those few people left in the CBA after the likes of Tony Brown and his croonies have chased most people away.

Look at what they did to the coffee shop on Wharf Road. Olt has closed because a few people in the units on the Harbour did not like the look of a few chairs and tables interfering with their view.

There is your other problem. Forget about them, that is the noisy minority and JUST DO IT. People need to feel safe, but I believe more importantly they need a reason to be there. The more people, I believe the more inherently safe it is. Create a vibe. A reason for to be there

and people will 'own' and protect it.

I don't think Council should manage these events, but give that opportunity to others to make it happen. It is costly and I don't believe a core business for Council. But make permits and regulations easy to navigate and you will have multiple producers vying for select, patronised areas.

People want a place filled with speciality shops, the types you don't get in large shopping malls, eg. bridal, hobbies, bikes, etc.

A few art-house style cinemas would be nice like the old Kensington. Night clubs are good as long as they are spread around and not concentrated in one spot.

Bowling Alley, pinball parlours would be great. A few more brothels. We got to put them somewhere, it might as well be here in the city.

Speciality cultural grocery stores, like a China-town type of thing should be encouraged.

Buskers should also be encouraged. Licence them if you have to. Places for portable food stalls like in Asia would be nice.

People will come to the city with the facilities and most importantly transport solutions  
Plant more trees, build bike racks, slow traffic

Please leave Hunter Street off the agenda for a while From my observation Hunter Street is in the process of change and it should be encouraged. Major changes like moving the legal centre etc are unnecessary and may have a adverse effects, like the Honeysuckle Development which relocated business from Hunter Street and which, in part, contriuted to the West End to become temporarily "dead".

please please we must assessing this with alot of focus on tourism .we must run with our positive ranking on lonely planet places to visit.look at landmarks already there such as,sacred heart church,civic theatre.use these to include similar attractions eg:book shops which include plenty of relevant material specific to these with possibly cafe attachment.cafe's with wall photos and history of area/buildings/people.a wallsend cafe has some photos of the resulting local effects from june floods.variety of dining for peoples budgets.

Promotion of these changes will be absolutely critical to the success of the revitalization.

Image is very important and boarded run down building are an absolute turn off.

It would be better to demolish and put in seats, trees etc than have dumps cluttering up the street.

Encourage conversion of some of these derelict buildings to residential low cost housing in conjunction with the NSW Housing Dept.

Provide the basis and the rest will folow from Private Enterprise.

Public security and safety is paramount. Get rid of the abusive drunks

Public toilets need to be very carefully considered

eg the public toilets that were at the main bus-stop in Hunter street were revolting and became the key focus for the area because they were in such a public area of high traffic - frankly a block/outlet of public toilets should not be a talking point.

Public toilets should be accessible but discreet and the European system of having them manned (and therefore maintained) by an attendant for the duration of their opening hours will stop anti-social/undesirable activities (that make people not want public toilets) would be completely minimised.

If they were clean (and definitely not hideous self cleaning toilets) more people would use them.

If more people used them, again less antisocial shennanigans (including vandalism) would take place because there would be even less privacy.

Public toilets, street lights and cleanliness are all basics that should be provided by council!!!

re: cinema - an dandy or palace style cinema

Recover territory

1. Encourage high profile cafes / restaurants/cinemas/entertainment for the mall area at night and weekend
2. Improve lighting in mall area
3. instal CCTV and publicise locations
4. provide support personnel in mall area to guide and welcome visitors {similar to Gold Coast meter maids}
5. heritage signage with maps of Newcastle at various locations in mall.
6. Increase unit development and thereby increase the everyday population in the mall.

These and like actions will have the effect of recalibrating the streets for the everyday law abiding citizens.

Reduce or takeout metered parking at weekends

reduce the number of outlets selling predominantly standing up alcohol.

Alcohol should be sold with food.

Refer previous

Regarding public toilets, which I know is always a difficult area to provide, keep clean and safe, the public toilet provided in Laing Street, which is difficult enough to find, is only open for very restricted hours. Although it is a good, safe facility, you would need to be a pioneer explorer to find it and know that it was going to be open when you got there.

We need the toilets to be accessible and open at all hours when people are in the area.

Travel to country areas and the local park toilets are open, clean and accessible from early morning to reasonably late in the evening. Newcastle CBD needs at least that.

Regular weekend markets or niche stalls that encourage a mix of people into town. I live in the suburbs but work in town and the amount of times my friends say 'it has been years since I have been into the Hunter St'.

Relocate Tourist Information to a better location eg in the Mall area so it's readily seen and accessible

Remove the street in Hunter St (reduce/redirect vehicular traffic  
 replace the roads with grass. people can use the light rail system to get in and out  
 Restaurants & bars - this is where people go. Look at Darby & Beaumont Streets & Honeysuckle. Places for people to meet & eat - if there are additional free concerts etc, that is good. But people aren't going to be attracted to a place that just has a free concert & then they have to travel to another place to eat. Especially considering the cost of parking & lack of public transport.

Restaurants and cafes would be great along Hunter st, but only if the volume of traffic could be significantly reduced.

- Rooftop bar
- Jazz club
- Small/wine bars
- Book markets
- Night markets
- Embrace heritage

-Tourist walks based on famous Newcastle historical events. The ghost walk by the Maritime Centre is a great idea.

Safety - need to promote area as safe after dark, this may be achieved by increased patronage and monitoring of streets and alleys in the surrounding area too

Safety and security must be watched. Currently , because of drunkenness it might not be safe/pleasant to walk along Hunter St after 9.30pm

SAFETY FOR PEOPLE IN THE CITY

MOORE POLICE AT NIGHT

CCTV CAMER INSTALLATION

NO MOORE LATE NIGHT HOTEL TRADING

Save Laman St and the rail line. Bring local democracy back to Newcastle.

Save Our Rail.

Mall area to be pedestrian only (once again)!

Seasonal public art exhibitions relating to people and place...

Beach, city, surfing, shipping, industry, music...

Security guards to provide a safe environment.

see my last comments - let the land prices fall by introducing rules that force buildings to be used or sold and things will happen. No more failed markets etc please - forcing "character" onto a place rarely works.

See previos comments

See previous comments

Shift away from the current reality/weighting of night-time emphasis on alcohol and gambling activity (Newcastle CBD is in highest bracket for pokie numbers; alcohol availability (no. of outlets and hours) reduces night-time attraction of the area for large sections of the population.

Improve pedestrian access options between Hunter St. and river.

Promote knowledge/usage of rail/bus access to Hunter St. Create an interesting, welcoming character to rail stations and major bus stops.

Slightly longer parking. If we go to a film in Newcastle, the 2 hour limit is not long enough. A further 15 minutes would suffice.

Small bars are a fantastic way to introduce more life to Hunter St, particularly ones with live music and arts events. In my experience it does not increase alcohol violence or public nuisance because the purpose of the venue is more than just drinking.

Small bars concept would be fantastic.

Small cafe style dining with restricted liquor licence similar as developed in Melbourne in St Kilda and Lygon St etc,

restrict expansion of unrestricted nightclub/gambling venues, and enforce existing RSA guidelines which are largely being ignored.

solve to parking issue, try to use nearby parking venues, so a person can walk or catch a tram.

Some areas need to be cleared and buildings demolished. MUST GET RID OF RAIL and open up to harbour.

Something needs to attract you eg event and then there needs to be something to hold you, eg shop, dine, stroll, sit and watch passing parade

Multi functional spaces that attract a broad range of people

Distinct precincts with a theme and focal point eg like say a China town has a distinct feel, historical precinct that screams history with plaques on buildings with history of building small shops with different shops offering alternatives to mass produced from large chain stores and inviting to look around

An arts and craft precinct where you can watch people create, linger and buy

Take ideas from areas like Darby St, Beaumont St, eating precinct along Honeysuckle - where you do not know where you want to eat but know something will tempt you by strolling along the street

Build interest of history and place Heritage trails, guided city tours by bike or foot,  
Stop the "nanny state" reactions to vocal minority groups., ie moving the World Cup telecast from Wheeler Place to Civic Park because one person complained that there "might" be some noise. Get a grip, Newcastle is the State's second largest city, people who move into the CBD have to expect people to come into the city for all sorts of occasions.

Stop wasting money on new concrete and pavers and concentrate on maintaining and cleaning regularly what is already there. Chewing gum on pavements is particularly unsightly.

Plant more medium-sized hardy trees in Hunter Street but only with proper watering in the establishment phase and vandalism protection.

Suggestion to add "life" to Hunter St would be to encourage buskers. Believe Newcastle could "lead way" in Australia by holding annual buskers' festival. However, most important that buskers meet certain standards and be licensed as (professional) entertainers. Criteria should include originality and high degree of performance and presentation.

Essential that ALL bus stops along Hunter St are brightly lit at night. "Bus station" at junction of Scott and Hunter Sts is so "dingy" that poses "security" risk for people waiting (especially after 10pm).

suggestions.

Provide a spot in the Mall area for a China Town, or a permanent multicultural precinct, making better use of the side lanes and streets off the Hunter St Mall. Allow the entrepreneurship and energy of these people to kick start some atmosphere. It would also help attract foreign students to the Uni etc.

Heaven knows we need a better cinema in the city, the only one left is appalling, and derelict.

i liked the idea of attaching photographic images of shop interiors on shops which are empty, just to improve the street scape. It has worked well in cities facing our problem in England

supernova moved into the centre. nobody is interested in it where it is...and separate it from other useless historic displays. promote it and charge for entry. stimulate it with professionally skilled science educators and liaise more closely with schools to increase income and public exposure.

Support midnight closing of large pubs but allow later licence for small operator owned bars that may provide quiet live music, late snacks, after theatre cinema drinks.

Take away food markets,

The city needs more public transport at night, especially on Friday and Saturday nights and when large crowd activities are on in the CBD. Taxis can't handle the demand. More buses needed to disperse the crowd. This would reduce the anti-social behaviour because most people get aggro when they can't get transport and that's when they cause trouble.

the city should be a vibrant place catering for a number of different tastes. It is not suburbia. The council and state government should provide an initial incentive for events to draw people into the Hunter St precinct. The cultural precinct would be a good start with events at the Conservatorium, library and Art Gallery and Civic Park. Once, there is a critical mass of people coming into the city centre, there will be less need for the stimulus and the activities will be self-sustaining.

the council should buy all of the buildings from civic back to the existing defence force recruitment building create a park here (light rail would run through it). This would effectively join Honey Suckly, Civic Precinct, Darby Street and encourage movement.

The entertainments etc offered in Hunter Street must be unique to encourage people to go into the city. Family friendly events and cafes need to be offered, especially on the weekend.

The general streetscape of Newcastle West is poor, "the store" is an eyesore, make a concrete fix it before starting another poor idea like Maryville Markets. King St could be improved to reduce traffic on Hunter St.

The initiatives suggested could all provide a positive impact however I don't believe it is necessary to implement all of these measures altogether. Consideration needs to be given to the maintenance of the decorative elements. For example, flower beds.

The key thing is to get people to go there. To do this, there needs to be something to go to that does not attract anti-social behaviour.

Look at reasons why other areas nearby attract people (eg Beaumont St and Darby St)

The last question on night time activities is again flawed. The responses to this question are of low value due to poor question design.

Newcastle Voice please use the terminology recommended to council by John Montgomery being Evening economy. The night economy (~12pm to 6am) is a different thing altogether.

In addition to using the misleading phrase Night economy you also have placed cafes in with "small bars" which will not allow people to respond accurately, they should be separated; AND "restaurants - fine dining" is elitist and less likely to garner positive responses. "Restaurants" would be more appropriate.

Please remove this from your survey results

The mall could be a great place for new restaurants. But now it is accessed by vehicles and it is not safe anymore for people to seat and eat with children.

The Mall has become a "people place" with every shop open for business which are different to those you would find at the shopping centres.. Renew Newcastle has done a fantastic job to make this happen and we need Showcase Cinemas to open again for business

The conservatorium of music may provide students to play music...a city comes alive with music.

I held an event in Pacific Park with artists painting and selling their artwork, a poets corner and music provided by the conservatorium students. It was a fantastic day for the shopkeepers, visitors and local residents.

The markets that were being held in Hunter Street Mall were too close together (every week) they would be better being more spread out to keep people interested in attending and purchasing.

The more I learn about Newcastle the less progressive a city it appears to be. One of the big appeals of Brisbane in terms of student culture is Fortitude Valley. I would suspect if the people of Newcastle where the residents of Fortitude Valley it would be forced to close early and keep it quiet.

If Newcastle wants to build a balance of People and Places then great, but if it will only support activities that the mature aged crowd are ok with then don't call it People and Place options, call it Aged People and Aged Place making.

The more people access public places in the day and night the less likely you are to have anti social behaviour. Positive atmospheres create warm inviting areas and encourage participation in positive ways.

Encourage small businesses to take advantage of the slow trade times.

Greater disability facilities and access would be great.

The night-time activities need to be developed as a precinct to start with necessary services (transport, lighting, toilets, food, entertainment ALL provided - otherwise it's not safe for people)

The olive tree markets are fabulous and very popular. It would be great to allow artists/designers to have a cheap space in an unused building to sell their items on a regular basis.

The people and place initiatives seem to suggest a shot gun approach which will fail unless it is coordinated to a vision. Who do we want to attract and why? We can then answer the how. Unfortunately just saying and planning for having more cafes and bars is dead easy – the trick is getting the people and their money into the city to generate the revitalisation and vibrancy we harp for. We have a basis in the night time entertainment but we do everything in our power to send out negative messages and discourage it rather than think of ways to harness and encourage it. If I were to nominate an additional initiative, the night economy would feature despite the apparent shortcomings.

the physical image/aesthetic of the street needs to be improved to attract people  
The population of the inner city precinct has to be increased. The idea of the University moving to the city is excellent, but suitable accommodation is vital to keep people in the city permanently, rather than having a commuting population, both day and night. It would appear that concentration on residential development would be the key strategy.

the quality of markets impacts significantly - eg the red lantern markets are high quality and diverse they sometimes incorporate entertainment eg belly dancing performance

- the regular ones that occur during the week/end are tacky and boring

- higher quality and less frequently rather than 3 or 4 days in a row seems to work better

more green space shade and seating will provide more opportunities for people to come together both naturally and for public specific events

The recent changes to the mall are positive, the cars, the weekday markets and the impact of Renew. Extend it and provide green space - maybe only trees but grass would be great.

The red lantern markets held last year transformed the hunter st mall, imagine what could happen to the area and beyond if that was a regular occurrence? There was such a great mix of people and things happening, it's a great way to provide cheap/free entertainment for young people, and to showcase the diversity of the city. these are the events that build the culture of an area.

The Renew Newcastle project had such a positive effect on Newcastle. Bringing in some of the talented artists from the area gave the city an interesting atmosphere. An other big shopping centre with the same shops found in every other shopping centre around Australia would have been a big mistake. Newcastle could really focus on having something different to offer as a tourist destination.

The shared pedestrian/vehicle section through the mall is an absolute nightmare. Pedestrians still have no regard for vehicles. I acknowledge that it was a quick fix. However the whole area needs to be redesigned with proper kerbing so that the vehicle access is delineated from pedestrian access.

The shops closes early so I can only visit the restaurant places.

The shrubs along along Scott street near the railway needs to be removed and the footpath taken to the railway fence.

These shrubs are used as a public toilet both through the day and especially at night.

Any night of the week you can see people urinating in the shrub area.

It is also used as a garbage tip for empty bottles.

The spaces need to well planned with secure lighting, wide street footpaths that can cope with crowds and create areas of activity that attracts people but makes them feel safe and protected.

The success of melbourne in this area has largely been to the allowance of lots of dining facilities and licensed bars. I think that this would benefit Newcastle as well.

The whole area needs cleaning up & made to feel safer

There is too much emphasis on licensed premises and the closing hour for these is completely nonsensical. There needs to be more interests for young people without the influence of alcohol. As far as alcohol advertising is concerned, it is about time, like the tobacco advertising, that this is banned from papers and local sporting events and sponsorship.

There isn't any point in ripping up the existing railway line and making Hunter Street a second rate Charlestown Square which thankfully doesn't seem to be on the cards anymore despite Mr Broad's lunatic rantings.

Councils by promoting shopping centres in the suburbs are the reason for the city centre's decline.

Newcastle Council wishes to turn the city centre into a residential area. Why then are they so hung up about retailing there?

The parking meter regime and the nazi style enforcers has certainly frightened many people away like myself from shopping there. A ticket for hundreds of dollars is just not worth it.

I think Hunter Street's best alternative is to preserve as much of its former glory as possible rather than trying to revive it as a retail centre which can only be doomed to failure.

There needs to be more cross access between Honeysuckle, Hunter Street and King street. More overhead walkways over the rail line....more lighting and services/shops encouraging movement between.

Think that we need to clean our streets, upgrade our buildings but dont want them cheapened. This is a city not a place for creating markets for ferrals and other cheap cringe factor events. We need to put this city on the world stage.

This has been a very interesting survey, and I thank you.

I get vvery emotional about Newcastle and its future development. I moved here 4 years ago, and very keen to see it develop into an wonderful city. I must lose its region image, it has so much natural beauty, but it must revamp and enter the 21st century.

I believe we will get a fast train and it is now that we must think about the impact that will have in Newcastle. If we can plan wisely with the inferstructure, modernise it, people will flock in from the south. Stop the trains at Wickham, and allow the centre of the city to move down to the water's edge.

We have a great University in Newcastle, and it will grow, and hopefully Newcastle will become more of a University City. The export of coal will not be viable in about 5 - 10 years....that is good, as I hate the black soot that blows in my apartment on the Eastern breeze.

Maybe I have talked too much, but please, please make Newcastle a magnificent modern city, and only keeping the right heritage buildings.

To promote a people & place theme to attract visitors and residents there will need to be an improvement in available parking (preferably free), and also better public transport. A good option would be to promote a park and ride option, where facilities like Energy Aust Stadium, & N'cle Showground are used as free car parking, with free shuttle buses providing transport to and from the Hunter Street Region.

to provide as many amenities and activities to encourage a vibrant and social space within the city for all well bahaved people to enjoy

To succeed, it needs to be lively. It will not be lively, unless people want to be there. People will not go unless it feels safe, and offers something useful in order to attract their presence. Chinatown in Sydney is lively, safe, useful. It is not full of drunken, badly behaved people, or noisy music. Instead it is full of apartments, and useful businesses providing out of hours services to those who live there, and some larger restaurants. Everything else developes around those functions. There are a lot of shift workers in Newcastle, perhaps encouraging "out of normal hours" services would be popular (and I don't mean brothels etc). For example - all night chemist, overnight medical clinic, 24 hour supermarket, late night bookshop and cafe, open the library til later than other branches, late night hairdressers, 24 hour carwash and cafe, keep some car parks open all night at cheap rates, all night breakfast cafes, money exchange or late night banking, a Dendy cinema, comfortable surrounds and services for longhaul bus passengers travelling past or starting from the railway - somewhere that people working normal hours will find useful during other hours, but somewhere that is also worth going to for those who work shift work.

Toilets need to be simple and functional not the million dollar technological wonders that have been suggested. Need strong police presence with strong powers to remove those that threaten the safety / enjoyment of rest

Transport and/or parking again are the problems. It costs us over \$50 return for a taxi to a restaurant (from kotara) so it is just not worth the money to dine in town. There is no other real option if you want more than one glass of wine.

use an outdoor venue such as wheeler place for community-produced arts entertainmant, supported financially by Council.

use Bruswick Street Fitzroy Melbourne as an example - small funky bars, music venues, alternate retail.

Utilise Surf Clubs, there are 5 clubs which could greatly add to the number of people who do not live in the eastern suburbs to come and spend time and money. SUMMER brings people to the beach, these clubs are a potential HUB for young and old who love the beach, food, and summer. Queensland has a great set up. look to their clubs for inspiration!

Venues and activities for families in the evening. It would be wonderful to have some family entertainment which is unique to the CBD to bring people under 18 and over 30 into the city in a safe environment.

For example, The Store would make a great family entertainment venue offering all age concerts, under age discos, family dining - it already has a parking station that could be put to use. The David Jones site or other large unused buildings could also be used for this purpose.

The mall and hunter st could also feature different cultural quarters for dining and cultural experiences e.g. a spanish quarter with tapas and dancing venues, a chinatown, music and food from different countries which families and others can walk to and feel safe.

These sorts of experiences are missing in Newcastle and I think they would be popular because they are unique and do not have to compete with pub culture and eat streets which are already offered in Newcastle. For Hunter Street to come to life it needs to offer experiences that the Foreshore, Darby St, Beaumont St, and suburban malls don't already offer.

Visitors/tourists and residents of Newcastle want an 'event', a pleasurable experience at the weekends or for lunch/dinner. A memorable experience (to me) involves something to do e.g. getting shopping bargain or for a male partner, seeing an exhibition of historic photos or getting a sports bargain, or for older people, finding a good bookshop. having a good coffee or cup of tea and a decent danish or piece of cake. It doesn't have to be expensive, just good quality. Then one needs to be able to find a clean toilet easily, be able to sit outside under shade in the summer and a shelter in the winter. Then one needs to be able to get on a bus/train home with the bargains or a memory of a good time.

We desperately need modern facilities in there ...a great movie theatre would be wonderful and something to hold the daytime population after work for a few hours.

We desperately need a 3D/modern cinema in town, the current cinema in King street is a cultural throwback to the late 70's & is now in need of some serious \$\$\$\$. There is also the issue of secure night time parking for cinema patrons at the current site.

We DONT need more bars.

positive, passive attractions are long term benefits.

We MUST get rid of the 'cheap and nasty' factory outlets that GPT has dumped in Newcastle. They are not serving the immediate population of the city who then move their shopping preferences to other areas - so self defeating!!

The niche shops that are established eg baggas Pharmacy, The Room, Hunter 81, One Penny Black, Exhale are developing strong community support because they are owner occupied and have a real interest in offering high quality products with personal service and are keen to build relations with customers as opposed to the 'outlets' who simply want to get rid of surplus stock

The TINA festival made the city sing - again individuals with a common interest and offering niche quality products

Newcastle city can be a superb 'local' community along the lines of The Junction and New Lambton but with the advantage of its spectacular geography IF people can access the WHOLE area which means cutting the heavy rail and getting rid of the rail fences

We need a BIG THING (Like Coffs Harbour's Big Banana) Obviously this should be a coal ship. Buy one and stick it somewhere on Hunter St (remove a few eyesore buildings). It could contain Visitor Info, cafe, a lookout tower, an aquarium in the pointy end (its already waterproof right?) and generally be something to attract tourists to turn off the F3. Why fight it... we are a coal town. If you cant beat em, join em! Remember how popular we were when we had a coal ship lodged on our beach? Stick one on Hunter St and see if that works...!

We need to be mindful of vandalism - some suggestions previously provided were good but with the hanging baskets and planters these may be too easy for people to vandalise.

We need to cater for older people as well as the youngsters. Older people need ease of transport with regular toilet facilities. They are not able to walk long distances to transport or car parking.

Being well lit and safe environment is most important for families of all ages.

We need to continue to think outside the square for opportunities to encourage families to come into city centre, annual events are fine but not enough

We need to encourage people into the city "after hours" rather than endeavour to exclude them by marginalising night life. By marginalising we are attracting destructive elements. More people means more security. The last thing we need is more retirees dwelling in the city.

we need to have more control over the anti people who dont want changes. all they are thinking of is how it affects their little bit of dirt and not the community as a whole. council has to be more aware of what the people of newcastle want not .

WE want to see a place like Lygon Street in Melbourne or Hindley Street in Adelaide -relaxed, safe friendly place to go.

Small shops, parks, places for children.

What ever improvements are being considered to Hunter Street need to be done NOW not in the 2030 plan which is ridiculous. The town is almost a ghost town now and dirty, scruffy and not at all what I moved to Newcastle for. I find it unbelievable that the whole street has been allowed to run down - it is a very unpleasant street where ever one walks. The only positives are the renew Newcastle and that is NOT a council initiative. The council needs to do something immediately and not just get people to tick boxes as in these Voice surveys and then quote they have support for their ideas.

what happened to the University housing?

when things are on in newcastle more advertisements are needed because nobody knows about things until after the fact....which is very sad

Where are the public toilets in Hunter St??? That's how good the signage is and I could imagine the filthy state they would be in. Public toilets that are cleaned regularly by council staff with adequate lighting are essential. I would rather hold on than go to any toilet in Hunter Street at the moment. If you did go you would probably get harassed by drug dealers/users and you certainly wouldn't want your children anywhere near them.

The Hunter St area definitely needs more lighting and a scrub clean from top to bottom. As mentioned earlier, as a family there is absolutely no reason to go to Hunter Street in its current condition

Wherever possible to encourage development of new private businesses which operate at night time would be welcomed to improve the night life of the city.

While I put most of my responses to these suggestions in the positive category I would like to point out that many of them would have very little positive effect and I certainly would not like to see a great deal of money spent on them e.g. the ones about signage.

The different districts - do you mean like a China town? I think one or two districts could be interesting but I would hate to see Hunter St carved up too much.

Why not encourage commercial offices with adequate free parking areas for employees and recreation areas to provide a good work environment. These people would then spend money in the area. I know the council got rid of the central business district out of town, but look what happened. It solved the traffic problem but it also killed the town in doing so. It's the workers who earn dollars and pay rates and taxes so how about giving them a good work environment and employers will flock to rent the space. Thus revitalising our central business district. How about giving as much to working people as you do for unemployed.

Wider footpaths on at least one side of street to give the street more ambience for pedestrians and restaurant/cafe feel.

With a shuttle service either light rail or bus the attractions mentioned would be far more accessible. And or more cheap parking. Bike racks etc would help too.

With the increasing residential housing around Newcastle, there must be viable options for increased entertainment venues - but council should not be so tight on bars and alcohol licences when businesses want to open

With the uni moving into the area there's an opportunity to provide accommodation - renew Newcastle style retail - entertainment and dining. Turn it into a new darby street.

YES - Newcastle desperately needs an INDEPENDENT cinema - now that Showcase / Lyric was untimely closed.

No more Hoyts, Reading - just a good quality film space (keep Greater Union - it does well)  
You need to ensure safety of people if you are to encourage families into the city especially of a night !! Create and enforce no alcohol zones !! Create a safe place and the people will come and spend !!!

You need to incorporate more things to do with your pets in the Newcastle area and this can include Hunter Street. Newcastle Council keeps ignoring this, very frustrating!!!!!!!

Zero tolerance to loutish behaviour.

## Night time Economy (n=56 individual comments received)

subject	night_time_9_other
art	art galleries & events
art	art gallery/exhibition/performance space
art	Art houses/galleries.Along the lines of Renew Newcastle.
art	artists in residence
art	Artists studios and grass root local designers
art	Galleries Art & photographic with the emphasis on Newcastle and the Hunter
cinema	arthouse cinema
cinema	Showcase type cinema
clubs	clubs
clubs	licensed venues
clubs	Night clubs and modest dining
clubs	nightclubs
clubs	Nightclubs
clubs	up market night clubs
festival	Days for Breast cancer etc and allow stalls information etc. same with other awareness weeks CARERS. Have a certain OPEN area
festival	festivals
festival	Newcastle City CBD festival held within the City itself
niche retail	bicycle shops :)
niche retail	boutique retail, specialty and fashion
niche retail	creative, individual enterprise
niche retail	'Seconds' bargain shops
niche retail	shops which you don't get everywhere...gor eg., .new designers...
niche retail	Window shopping; lights ON
none	None of the above. These facilities are already available elsewhere in the city and it is MOST unlikely that any of these facilities would be built because operators could not compete with other more established facilities.
none	town square available for use over a variety of current activities ie watching australia in world soccer, australia day celebrations, Live shows
performance	live performance venues ie flexible theatre spaces
performance	Live theatre
performance	perfromance venues
performance	theatre
performance	theatres
quality	A safer enviornment to visit.
quality	all services and facilities need to be part of an overall co-ordinated plan
quality	better transport links
quality	family friendly
quality	free parking
quality	going for a drive and just looking
quality	grassed areas
quality	Hunter st.at night -NO WAY
quality	Look at Bay St Port Melbourne and High St Armadale
quality	more buses all hours

quality	More visible security
quality	safe entertainment precinct
quality	suburban tourism
	under 18yr old activities,supervised for safety.give them something to do so less chance of undesirable behaviour.survey what this age group might see as attracting them to a venue.
quality	dog friendly spaces and events
quality	Residential
quality	police/security
quality	premises for a shop-front police station near Civic until 11pm
quality	Security
quality	Too dangerous to go there at night!
restaurant	Restuarant precinct
transport	Off street parking at the Civic Theatre
transport	Parking
transport	public transport
transport	safe, clean, sustainable, healthy active copenhagen style separated push-bike lanes
transport	transport options

## Greenways (n=314 individual comments received)

### comment\_greenway

Support planting of trees however need to ensure trees selected do not require high maintenance or damage pathways/roadways over long run.

A city must have trees and greenery to be beautiful and a place where people feel comfortable and want to visit and stay a while. I think it is the saddest thing to see Laman St trees being removed. We need more streets like this to give the city its character.

A community market garden which produced food in the city would be a great use of any (even temporarily) vacant land.

a greener Hunter Street would be so refreshing

a greener newcastle will make for a more peaceful and eye pleasing city. Would certainly improve both the look and feel of the city. Love the idea of making more green areas, not sure if trees down the centre of the street will interfere with traffic but would look great

A tree-lined boulevard sounds like a good idea but don't cut off the sunshine, people love to walk in the sunshine. Recycling water for the trees and plants is a terrific and cost-effective idea. As much as I sympathise with the public dangers associated with the Laman St figs, no-one can deny it is a beautiful, iconic, memorable street and we will be poorer for their removal

Additional parks and designated public reserves are difficult to maintain and isolate the 'green space' away from the city. The use of street trees and integration of greenery into the streetscape is a more effective solution.

additional trees in the area become an attractive icon. however care has to be taken to ensure their ongoing maintenance. a lack of maintenance over time results in the situation currently experienced in Laman St. whilst the trees on Laman St are without question attractive had they been maintained over time to keep their size in check then perhaps they would not need to be removed currently. if sufficient ongoing care of the trees is budgeted for and in place then the trees could be an attractive addition to the street.

Care has to be taken to ensure that isolated nooks aren't produced. when dark isolated areas are created outside of public view this creates a security problem as demonstrated with the Hunter St Mall. all areas need to be open to all traffic (Hunter St Mall should be a 40km/h street not the shared novelty traffic area currently in place)

Newcastle already has a significant amount of greenspace the land could be better than using it to create additional parks. although these greenspace parks could be a good interim solution for what to do with the land resulting from demolishing some of the iconic derelict buildings between their demolition and their redevelopment.

Again you have given me a whole list of nice ideas but the consequence of them needs to be assessed before they can be even considered as a viable solution. Examples for this would be the planting of trees down the middle of the street - a nice visual but where do the cars go? The same applies to widening the footpaths - a nice thought but where does the extra width come from. I have not noticed that Hunter St footpaths were extremely jammed with people.

Again, why ask?

All new and renovated buildings of all kinds should be up to the latest technical methods of sustainability. It should be mandatory. Same with new housing areas outside city. Build to best practice available for heat/cold management, airflow, light from natural sources etc. Mandatory.

All plantings must be meticulously maintained to avoid a negative impact on the street scene.

All the 'green' options need to be in moderation. Most of the water tanks recently installed at the public schools are for show only and only connect to a tap that can be used to water gardens.....total waste of money because the existing buildings and plumbing systems in the schools are not geared to use grey water. trying to adapt an change older buildings would cost fortune and discourage development

All very exciting ideas

although energy efficiency and recycled water initiatives are good for the environment, they are not necessarily visible, and may not be fully appreciated.

Street trees always look good

although some of the ideas like using recycled material and capturing runoff for watering are good in themselves, people will not be impacted by where the water or materials come from. They will be impacted by more green space, more trees, and linking the various spaces with green corridors. It grates on me that I can't yet walk from the Cowper Street bridge along the river to Nobbys without detouring along busy and uninteresting roadways.

Am not sure of planting trees in middle of street. Would work if the intent was to create some sort of multi use space that would accommodate cars, bikes, public transport and people

Any "street trees" should include productive trees, as well as decorative.

Planting of deciduous nut trees for example would not only provide seasonal colour and variety, but the additional enjoyment and value that producing trees provide. Obviously trees that are not prone to attracting pests and vermin would be sensible. I'm not suggesting an avenue of peach trees for example.

Any memorable city or suburb has a lot of trees and gardens. These should be appreciated, valued and nurtured. New buildings should be encouraged to have roof top gardens. City should have underground power so our entire city scape is not shaped by Energy Australia tree contractors lopping at the cheapest rate. The fulfil a criteria adhoc way of street landscaping and the attitude towards the Layman St trees show there needs to be a well thought out integrated plan, and a value placed on street landscaping.

any type of streetscape improvement will be a positive

Anything you can do to make Hunter Street look more inviting to dawdle on, like more shade trees and benches, public sculpture, etc. is going to help, but only if these features are thoughtfully chosen and MAINTAINED. Look at the eyesore the barricades are around the lovely Laman Street figs. I don't know if those trees are still safe, or not, but the council has been diddling and fiddling with that streetscape for years now, and still hasn't come up with something attractive and inviting. The Art Gallery and library have had patronage drop off because you can't park near them anymore.

I don't know that putting trees down the center of Hunter street is practical unless you already are sure you know what type of trees would be well suited AND have the money to maintain them. Same with widening the sidewalks - that alone is just a money drain, unless you give people a reason to walk down those sidewalks as well. I don't like answering these question areas in isolation from one another.

Appropriate trees should be planted. Sustainability and practicality in planning are council's responsibility.

As stated prevoiusly Hunter Street is too long for a shopping strip, condence it get GPT to sell the buildings and concentrate shopping at the top of town and greenify that area

Be careful with plantings in regards to allergy and asthma sufferers.

be careful with street planting as we dont wont another laman st debacle

Be careful with tree plantings. Eventually trees become a nuisance. Roots damage roads and footpaths. Bird droppings and deciduous matter from the trees damages vehicles and produces a health and visual problem.

It is easy to install the plethora of tress. But to remove them, which eventually becomes necessary, engenders the Laman St waste of costly management resources!

Being 'green' 9i.e. energy conservation) sounds nice, but won't attract a single person into the city. Trees on the other hand have great asthetic value and would really add value

Better shade encourages pedestrian use, but must be accompanied with improved footpaths, pedestrian crossings and ramps at curbsides for prams and strollers. Greenways improve the appearance of the street, but should not encroach on limited car parking, nor create dark and dangerous areas at night. I would not support the placement of more flags. This has not improved the appearance of Hunter Street near the Mall and funds are better spent in other regions.

Bringing greenery into hunter street would be beautiful and open up the city. But we need to also bring the harbour into the area too and by replacing the railway with a green corridor of parks etc would be a positive step in the right direction. Hunter street needs to be able to be accessed from the harbour area more easily.

Buildings could have hanging gardens and green roofs, where grasses and other plants both thrive on water and insulate.

Centre street parking with tree planting for shade in middle of street.

clean it up

Colour colour colour

Combine tree clusters with outdoor dining/picnic/street entertainment/food stall areas.

Present these areas so that diverse groups of people feel welcome to use them and to share elements of their culture.

Community garden

### **Give each of the local schools a plot to manage**

Make sure that greenway options are not vandalised

Completely support green initiatives however not if they involve additional costs. Imposing onerous green conditions is likely to constrain development

Considering Newcastle's poor recent track record with trees - eg: Tyrell & Laman St figs, I'm not sure all this emphasis on new tree plantings around town is realistic. People here don't seem to appreciate parks or heritage much. It all seems to be about the beaches, bars and restaurants.

Convert to solar/battery LED lighting where possible.

Could recycled sewerage water be used for parks, trees, gardens and sporting areas?

Council needs to speak and LISTEN to businesses and traders re greening and take on board past mistakes to never be repeated again. We don't learn from past mistakes.

Why not hanging gardens?

Why green when we are trying to conserve water?

Council provides sufficient alternate areas of greenway. A decision has to be made - do you want a revitalised shopping precinct or do you want an abundance of trees that will do nothing to attract shoppers and eventually look worse than it does now.

Create a family park similar to The Strand in Townsville and at The Entrance on the Central Coast. They have areas for the kids to play which includes some water fountains which the kids can run through. Both of these venues have lots of people going to them on weekends.

Create the green corridor where the railway line is, by removing it, with light rail in its place. Create cycleways and plant low growing scrubs along the green corridor.

Cycle,cycle,cycle plus nice walking areas

Definitely more trees that give shade and are not too messy. But not overkill with trees and green areas.

Recycled buildings / recycled products and a community get back to green to promote local interest in environmental issues - e.g. school project to raise \$ to donate trees - council organises a horticultural landscaper (a Jamie Durie celeb maybe) to work with the kids

Discourage the drunken louts from Hunter St by restricting the opening hours of large pubs.

Do not anymore Planatus Species in the city

Do not create a green environment that my deter enterprise because of its excessive cost.

do not plant trees in middle of roads----look at the norfolks pines in front of new water board building in 20 years time--council will have same problems that now exists in laman street

Dont get too excited planting without good planning.....and while we are at, it leave Laman st alone!!!!!!!!!!!!!!!!!!!!!!

Dont overdo planting - water and maintenance become an issue.

Don't reduce the size of roads or parking to achieve more green. Leave the figs alone.

don't upset the resident by planting new street trees whilst still mucking around with the laman st figs. people are going to be very unforgiving about trees for a long long while over those trees

Efficient public transport better parking No charge

encourage, support (financially at first) Community Gardens with council officers providing support and expertise.

Encouraging green development is essential, however I am not sure it will necessarily contribute to a revitalising of the area. Increased development costs may even discourage them. And it does not fit with reducing council red tape to encourage development.

Enough of the greenery

First comes the project vision, then the bricks and mortar and the last is the paint.

Why are you considering the paint first?

Flower beds in front of shop windows - but these may also increase vandalism?

Focus on Deciduous trees to give shade in summer but allows sun in winter.

Use the hanging flowering baskets that are widely used in Europe.

Would be reasonably easy and economical to maintain - plenty of places to hang them out of the reach of mindless vandalism.

Needs to have adequate budget to keep up and repair if vandalised. Need to attack the graffiti. Use public to take photos of any body doing graffiti most mobiles have a built in camera

pay a reward for the best photos that lead to convictions.

**GET MORE CYCLEWAYS!**

Get rid of the railway line and the overhead power infrastructure from the CBD area to connect the harbour.

It is not only the railway line but the large area used to shunt trains - perhaps this could be rationalised if line is retained

Given the problem Newcastle City Council has had in the past with trees, it surprises me that they want to plant more.

Good ideas

Greater access to parks across Honeysuckle from Hunter st would be helpful

Green corridors are great as long as they do not create dark spots. Extra lighting and roving security.

Green is always good, plants soften the look of places. It does not need to be fancy, just hardy trees that will be looked after while they are small enough to be damaged by weather and vandals, and that will provide shade in summer without creating too much gloom in winter.

green is good.

improve visual appearance of the urban landscape.

plant appropriate trees that don't damage footpaths or drop fruit/flowers that become a nuisance - natives.

donate trees to the public, schools and charities so there is a sense of ownership and someone other than council have an interest in the health and wellbeing of the trees.

similar to the park at the junction and in town hall square - have seasonal plantings that are a point of interest.

Green our city and make it a leader in the use of recycled products and renewable energies.

Green spaces seem to be used if they are also connected to other uses e.g. concerts, cultural activities, kiosks, playgrounds

Green spaces, trees and residential development! Please! It will support the uni infrastructure and create a sense of place- perhaps a 'peoples marina' for small watercraft to visit the city from Maryville, Carrington, Stockton and Riches Hill by water - the extension of ferry services to the Linwood estate or into Throsby Creek would be pretty cool!

Green the rail corridor when the heavy rail goes.

Greening Hunter Street can only have a positive aspect

Greening Newcastle would be wonderful. One only has to look at the figs outside the art gallery to see what a positive impact trees have.

Greening of the city but especially the mall will not benefit from large plantings of trees. These are for suburbs and other greenspace

Greening sounds great, but the empty shops will still be there.

Greening the street scene is a positive step, but clean streets must be the basis for beautiful streets. At the moment Hunter Street just appears dirty at all times.

Greening/landscape activities should reinforce a deliberate strategy of drawing people to the area for a pleasant, positive experience that contrasts with the mega malls, same-old same-old fast foods, standard brand shopping in spaces designed to slow, crowds shuffling in artificial atmospheres (recognising they can be seen as a haven in hot weather).

Greenway ideas are good; however, they are not the main game. Business activity and the social activity that spins off it are the main games.

Greenway is a good idea.

Greenway options are admirable but Newcastle Council costing always makes these options a very expensive proposition. Newcastle Council should look into using the "work for the dole" workforce of young people who could put into place some of these green improvements with a view to teaching them about caring for their environment.

Greenway options need to be included in an overarching design otherwise money spent on lighting for example might easily be wasted.

Planners really need an extensive brownfields site and a clean sheet of paper.

The honeysuckle development provides a prime example of how not to revitalise Hunter St.

Greenways is one of the most important things to me. Newcastle has some wonderful trees and we need a new attitude to them. Please plant more and preserve the ones we already have

Greenways should have an added use as public use like seating, etc.

Have more public seating in the shade

Have solar powered lights in less intrusive colours. Native trees should be explored & a variety of different types that will sustain themselves, look nice & not die if one species gets a disease. Could the option of fruit trees be explored? -functional plantings?

Have to be careful that it will be safe at night in those areas

Have to reduce vandalism

Have to think of the space along Hunter St.

Prefer proper bike lanes, and good access.

The cost of tree maintenance and damage to footpaths is something we can do without.

Prefer parks and precincts with gardens and trees.

How will any of this encourage people back to the city centre. Seriously, you people are idiots. At worst, it could discourage people. If you want a green city, let's abandon the whole of the city from the beach to Stewart St and let nature take it back over the course of 20 years. What, the so-called environmentalists won't lift a finger to help achieve this? Well that wouldn't surprise me. No, the city is there, let's make it MORE like a city, not less!

Hunter Street doesn't need 4 traffic lanes.

Hunter Street is too wide which makes it look a bit bare. widen footpaths with trees and shrubbery would take the bare empty look away from it

Hunter street isnt wide enough for trees down the centre but through the centre of the roads of honeysuckle is very good.

cigarette butt towers (ashtrays) bolted to the sidewalks along hunter street for butts so they are not thrown on the ground. I have seen them in country towns but dont see them here.

Hunter street looks desolate - compare it to Darby Street, and you see why one is more pedestrian and diner friendly. Start with a given section of Hunter, and develop it, and when the businesses kick off, look at developing more of it.

Hunter street would look great filled with trees and a small creek., but it will depend on where they are located in Hunter street and the type of trees. Don't make the area too cold, with high buildings on either side and trees down the middle you won't have any sun. I think of the elderly who do feel the cold and who still shop down Hunter street

I absolutely fail to see how any of these measures would contribute to revitalisation other than through the activity generated when the work is actually being done. They are all desirable and worthwhile initiatives, but not in this context.

I agree trees are important, but not at the expense of a space for a cycle way.

I am against the removal of the moreton bay figs anywhere in newcastle - especially in Turrell Stand Laman - the excuses given by council have been proven to be inaccurate and to remove and replace with ugly trees that do not add character is insulting to the people of Newcastle.

Newcastle is renown for the figs - do not use "greening" Newcastle or widening footpaths as an excuse to remove these beauties. they must be retained at all cost. not removed for the convenience of the council.

I am all for continuing to green the city and incorporate seasonal plantings but given the debacle of Laman St and other suburbs it is patently obvious the importance of tree selection. What will the trees be like in the future, will they be cared for, will they look ridiculous with the centres cut out around power lines as it the current practice? What about utilities below the surface will the roots interfere, are the leaves going to shed and block drains? Green away it is fantastic to have a green city I'm all for it but please, please choose carefully what is planted and where. Factor in the ongoing costs of maintenance and what the trees will look like when they have reached maturity. Lets avoid another Laman St at all costs, the money spent on this one street is outrageous, lets not have that happening all over the city.

I am all for the GREEN options however with the mines below the ground and the long and difficult planning and approval process I believe these options should not be at the beginning. Maybe after some revitalisation occurs.

I am only negative about the trees down the centre of the street in regards to roots and healthiness. The trees down near the TAFE on Hunter Street looked really stressed these past few years and that is counter productive.

However it is a lovely wide street and generally trees down the middle could work well.

King street where it is wider is a much more pleasant street so if we can reproduce this in it's own way good going!

I answered 'don't know' to some of the options. I am a great lover of city ,but would have to see models to finally decide. Some of the pictorial representations for possible green areas appear to be rather shrubby rather individual trees.

I believe that planing trees down the middle of Hunter would only clutter the street, reduce vision.

I think the idea of more greenery, etc would certainly improve the bleakness, also please fix the footpaths so they look uniform. They look bitter and I have tripped once. Greenery softens an area, and with outdoor eating areas it could help Darby Street, e.g. competition.

I do love trees but some of the trees in hunter street hide the beautiful old buildings so I don't know that i would want them everywhere.

Special green spaces would be lovely seeing as how there is so many unused buildings.

I'm all for environmentally sustainable buildings and recycling water etc but I can't say that they would necessarily be a particular drawcard for hunter street unless there were a couple that were champions of sustainability and people could check out.

plant trees along the rail line. I am one of the people that believe the line should stay plus I love the historic newcastle railway station.

I do not think the major shopping complexes in the various suburbs rely on greenways to attract customers but it could work as I before mentioned. Do it well and do it properly on strategic unused empty building sites.. These sites could then be ideal locations for tourist and shopper toilet locations which could also include showers etc. Think tourists because they all think GOOD CLEAN TOILETS, plus green shade and seating. and the nearby shops will thrive.

I don't believe planting trees down the middle of Hunter street is a solution unless one side of Hunter Street is bulldozed etc as previously stated

I don't know why you are asking about recycled stuff as regards revitalising Hunter St. Whether you use recycled water (which I support) or dam water for trees is irrelevant to whether actually planting trees will do any good in Hunter St.

And I doubt that a seat made of recycled plastic is going to have any different effect on revitalisation to a virgin plastic chair.

Who writes these surveys? They could use some help at including the right questions.

I don't see the point of having a lot of green space to enjoy if getting TO the green space is difficult. Improve levels of parking around the green space areas to allow everyone to enjoy them, not just the people who arrive first at Nobbys car park.

I don't think Hunter street is wide enough to take trees in the middle of the road. A leafy Hunter street would be wonderful

I encourage council to look into planting fruit trees along sections / areas. I have seen this done with wonderful outcomes for their communities.

Fruit trees flower and scent, then provide fruit people will eat and look great with out the issues of size becoming a problem. again we need to look outside the square.

I guess the whole length could be a community common for gardening. Go hard!

I have over the years worked adjacent Civic Park, the foreshore park and Pacific Park and enjoyed all these spaces for lunch and leisure times

Th west end suffers for not having a vibrant green space: Birdwood Park and the strip in front of Marketown are somehow uncomfortable, threatening spaces (despite the wonderful John Turier artworks).

The Laman Street figs provide a wonderful backdrop for Civic Park, and I would prefer to see the avenue replaced rather than the single row.

I just don't believe you people.

First you cut down beautiful fig trees and now you want to plant them and what happens when they grow big and become a nuisance.

Please think about this carefully before running around planting trees everywhere in the streets and roads.

You have cut quite a considerable amount of trees down in and around the city.

I love trees but I need to be mindful what sort and where I place my trees.

I know its about HUNTER St but this park isnt far from there. May keep the activity down as well. Make it Family friendly

Make Islington Park water way nice, clean, then maybe little paddle boats for hire.

I love the greenway idea for Hunter Street

[I need to hear about research on traffic movements and whether we can afford to lose traffic lanes to Trees, cafes, or green transport options](#)

I note that the trees that have been planted along Hunter Street by the railway (between Derby st and Brown Street) have been planted opposite the railway fence brick pillars - i.e. to minimise the width of the pathway.

This makes it more restircted when 2 people pass each other or when I go for my daily run

I support a greenway for the city, but not if it means ripping up the railway line.

I think a greener leafy area would be much more pleasant and inviting.

I think a Hunter Street with wide foot paths, curb side tree coverage and angle parking sounds like a pretty nice place. Reminds me of Wagga Wagga (near their Library).

i think creating a greener city will create some great public spaces and give us something to be proud of

I think having trees and generally "greening" the area is great however what would be done about vandals who would destroy new plantings. I can just imagine that hundreds of trees and shrubs would be planted but within a week they would be vandalised. Without more lighting and security cameras it would be a total waste of money.

I think in the post BHP / post coal (hopefully soon) era, Newcastle has a great opportunity to become a global leader in environmentally friendly cities. There is no future in the coal industry. It is time to look at what will sustain Newcastle into the future.

In terms of my investment in property in Newcastle, I would like to see Newcastle promoted globally as a city that has transformed from a dirty industrial place to the clean, cultural hub we have the potential to be (Honeysuckle development is a good example.)

I think in this day and age, being green in all aspects of life is a very high priority. Whenever building or creating anything new, I think the green aspects always need to be considered and used. Newcastle should be seen as a city that is taking big steps towards a future that is extremely 'green' conscious. We have lots of beautiful buildings, and these need to be saved, but they also need to be saved in a way that is positive towards the environment.

I think increasing the trees/widening the footpath in this area could have the most positive impact of all. I think promoting the city as clean and green would be a wonderful idea. Green as in plenty of trees etc.

I think that Hunter Street needs to be made more attractive to highlight Newcastle's great beaches, cafes etc

It seems to be getting overrun with apartments, this could be an opportunity to bring out some night life by promoting local business like cafes/bars/restaurants

and introducing more of a culture like in surfers paradise. (not encouraging alcohol to a late hour but social interaction till 9:30-10pm when Hunter Street is void of people)

I think the options given are based on solid ideas. More trees and greenery would definitely be a step in the right direction of beautifying Newcastle. This is where our rates should be spent - making our city look less industrial and more warm and natural. Even New York has beautiful "green spots" dotted around the city other than Central Park.

I think we do not need the grand plans if we get the simple things right - the buses/cars/bikes pedestrians. All the greenways ideas will look nice, but I doubt they will draw people into the city

I understand the need to be green which is all well and good but I don't see how that will bring people into the city. To beautify the city by planting trees is a great idea but the expense of widening footpaths to plant trees, which will mostly damage the footpaths and roads down the track anyway, seems to be counter-productive.

Maybe small shrubs would be a better alternative?

I was wryly amused by this section given the Council's current obsession with removing beautiful fig trees.

The proposal to widen footpaths for tree planting is debatable because I would have thought footpaths were already wide enough for this. The only footpath widening I have seen lately, in King Street near the Tower Cinema, involved the Council perversely cutting down established trees.

I wonder how possible this is if the current council can't even sort out the figs in Laman Street. Too much community consultation and no action. Make a decision and get on with it.

**It is highly embarrassing to have to explain why Laman Street looks like Check Point Charlie with all its barriers. Getting into the Gallery and the Library is not easy and the wedding cars just drive along the street the wrong way anyway.**

identify water and energy efficient buildings as such, e.g. street signage with links to website, and invite the public and other business to inspect them. a flagship six-star green building, with a living external wall of vegetation, would be a showpiece and drawcard for the street and demonstrate that current best practice is achievable and desirable.

If Council makes development too costly by placing too many restrictions on materials to be used etc, development just won't happen, they will go elsewhere.

If pots are used to improve Newcastle, please ensure that police patrol increases as vandalism might happen. And please ensure that pots are of good quality or it could have a negative impact.

If the railway line is opened up, there will be a great deal of land to plant trees and beautify the city.

If trees are planted, they must be protected from vandalism. eg after Fat as Butter.

If trees are planted the right type of natives only not the "pretty" ones as the council has previously done wrecking footpaths and roads, damaging foundations etc

#### CONSULT THE FORESTRY

If trees are to be planted, more research needs to be done about the way these trees will grow. Some trees are unsuitable for built up areas.

If you have a look at the Honeysuckle plan before DCP 40 was approved there was a Town Square envisaged around Wickham Station and Cottage Creek did have a feature ....resurrect the previous plans for Honeysuckle which were proposed at a workshop held at Newcastle Customs House and attended by ALL sections of the community.

Plant appropriate trees not those that destroy footpaths and roads.

If you want trees go into a park, put a blanket on the ground and enjoy providing shelter etc is up to the owners of businesses in that area, having trees means birds etc, have a look in Kenrick street, opposite the junction hotel, shops etc, the noises of these birds and their droppings on cars etc, no I won't agree with tree, flowers in pots or similar is as far as I would go.

I'm from Melbourne and moved to Newcastle a few years ago.

I immediately noticed an enormous difference in the streetscapes of both cities. I'm used to tree lined streets being common, rather than rare.

During summer, these streets provide a haven when walking or cycling or even parking a car. I know when walking or cycling in Newcastle in summer, I mostly fry under the hot sun, which bounces off the buildings, concrete footpaths and dark roads. I long for more trees!

I'm not sure the Hunter Street needs to invest in greenway options. There are the parks, Honey Suckle and the foreshore that offer the room for this.

I'm unsure about the tree planting. Councils don't seem to plant the appropriate trees around streets and footpaths. Perhaps the European method of flower baskets could be explored?

Implement your Urban Forest Policy in its entirety

Improve the uneven pavements urgently

In keeping with promoting Hunter St as a pedestrian and public transport friendly area, increased trees and open green spaces would assist in bringing this vision to fruition. This would also help in creating safe and useable public space, and in attracting commercial ventures.

In regards to greenways i think it is best to incorporate the best asset Newcastle has which is the harbour, into Hunter St. If more street and eye level crossings were made from Hunter St through Honeysuckle and to the Harbour it would be a very aesthetically pleasing view. When walking down Hunter St now there are large sections that do not give visitors any sense of their location. Framing the harbour with tree lined streets from Hunter St would be a very good option i.e. from Steel St, Worth Place, and along the foreshore.

in the past council has planted trees and not watered them in the critical first 6 months

In the previous section they were all really great ideas! I love trees and think they can really hide a lot of neglect. Every street would look better with a tree lined look.

Increase after hours security presence, i.e. Police or private security firms to protect all of the trees that we have planted from the cretins in society that are hell bent on their destruction.

Make Hunter Street and Alcohol Free Zone from one end to the other.

Increasing tree planting and green spaces would need to be done in an integrated way to ensure it is not at the detriment of pedestrian/cyclist/public transport movement.

Instead of taking the fig trees out in Laman Street, close the street to traffic to have a beautiful connectivity between Civic Park and the Library and Art Gallery area

Its all good and its what Newcastle needs - more green space and less concrete bitumen - it softens the space - makes it more people friendly and naturally cools down the place on those very hot summer days

just follow through on the thoughts already provided!!

Just remember that trees get bigger and grow roots, harbour birds who poo on the ground.

keep it clean and fresh

lots of colour and greenery - needs to look cared for and vibrant not half dead and dusty

keep laman st figs

Keep the fig trees in Laman Street

keep the Laman St figs

Keep the views of the harbour by not ripping up the railway line and replacing it with developments such as the Crowne Hotel. I get clausterphobia in that street now.

KEEP TREES OUT OF THE ROAD SURFACE. While you're at it, leave the Laman St fig trees alone.

Keep trees, don't remove them.

Newcastle's future will rely on being green smart and innovative. dont stick your head in the sand and not encourage this. give people incentives to create a greener environment...

community garden spaces like the one at the end of the trainsheds/figtree are brilliant ideas. utilise wasted space by making more of these type of areas. its a great way for community to come together!!!

Korea Slovakia Yemen Windale

Lead the way with public buildings to showcas how, on a large scale, small scale ideas can work. Eg, solar, wind turbines, recycle water from tanks. Public displays of actual eco type infrastructure will keep these topics in the eye on each and every trip to Hunter St. SO much better than using short term advertising. Have recycle bins along the st also.

Leave the Layman street trees alone

Less concrete and more greenery sounds good. I don't have enough specific knowledge about trees to know what would be best in regard to the types of trees & plants that would suit the streetscape.

It would be a matter of maximising the space with increased pedestrian use, and consulting with the city greening experts and arborists about risk management and time management issues to care for the green spaces.

Like a wateland with so few trees. That makes it look industrial.

More trees, better vista better feeling, want to return, better shade enjoy returning.

Look to Melbourne, they seem to be able to manage trees a lot better than NCC

Love the idea's however trees in the middle of the street are extra for cars to run into

Maintain foreshore as primary focus and expenditure for public.

Make area more dog friendly

make heavy rail area a greenway and park

Make Hunter Street Green and Clean

Make it prettier and more relaxing, more of a place to just be.

Make showcase display of working / building green and a centre where people can come to see the latest ideas, workshops, to see in action how it works and projects to inspire and encourage. School kids for excursions to see these things as well as adults.

Make sure that the plants etc, have a long life & do not damage existing infrastructure.

make the exiting rail a green corridor to link the harbour and Hunter St

More garden beds and shrubs - cost effective tree plantings (not requiring maintenance) Public art.

Vines, feature walls, integrate public art with plants.

More green areas for families with some shade trees.

More green BUT watch the leaves. They create havoc in storm events.

Water access for business and residents to help them care for plantings would help - could be done with allocated keys or something so it couldn't be used for vandalism.

Seating, dog watering posts, bubblers, bike racks associated with some plantings would be good.

Traders tell us you need to consider how trees stop retail branding so an alternative signage strategy would be good for business.

more plants and big business to contribute more

More trees and open green spaces will always attract more people. Better investment than buildings in attracting visitors.

More trees and shady places and less litter would help

n/a

Need for alinit4d inclusion of trees etc in the precincts.

Need to be careful about the type of trees planted so that people can't hide behind them. Don't want people shooting up in the bushes. Lighting also need to be really good.

Needs to sympathetic to the natural environment and native species and not imported plants and landscaping

New buildings with greater natural lighting and solar heating. Recycling of all garbage which should have separate bins for paper, glass, plastic, etc, and easily accessible to the public.

New public spaces can only be effective if they are policed well and kept free of undesirables. Closed circuit TV could work.

Nice to have trees. However it depends on what sort are planted. I would not like to see a repeat of the Laman St debacle which has wasted much of Council's time and resources

not too many trees.

not qualified/sure

Not sure where or what Cottage creeks

Obviously if the rail line was removed hunter st would instantly look "greener".

Obviously trees create a lovely atmosphere

( hence the strong public opposition to Laman street tree removal) It does seem ironic for council to be considering planting trees elsewhere at this point in time!

OK - here's one that ties in with the Greenways theme: DO NOT MUTILATE THE AESTHETICS OF NEWCASTLE BY CUTTING DOWN THE LAMAN STREET FIGS.

Whatever ridiculous motive is pushing this agenda, let's be open about it. Let's get over this issue once and for all: the Laman St Figs are an important part of Newcastle's heritage, and a place of quiet, soul-enriching beauty. They are NOT Old, Not Dangerous, and Not In The Way of anything for the Newcastle people (although it seems they are perceived to be in the way of one or two people making a quick buck).

Can we protect the precious things we already have (without having to spend anymore time, effort and funds on this debate) as we are building a wonderful future?? Please??

Once again all pretty obvious suggestions

open spaces so people can enjoy the harbour and beaches

parks a great all high rise development is not

parks or green areas are a great way to encourage families with young children to come along. there doesn't have to be play equipment (often expensive and prone to vandalism) but maybe something that is suitable for young children. green areas should also just be available for everybody to enjoy - young people often don't have anywhere to go but hang out that park and that's ok.

People love shaded areas and open spaces. Trees soften buildings.

Please choose appropriate trees rather than have the Laman Street problem.

Look at European cities that have green spaces with lots of trees and space for communities to enjoy and meet.

Places for families which are safe, to picnic freely and enjoy whatever is going on! Upgrade outdoor playgyms and areas for children, with more picnicing and bbq facilities close by, which can cater for Sunday crowds.

Placing trees and grassed areas that will be continually maintained by the council will help to bring people of all ages into the area as it is more inviting

Plant appropriate trees.

Plant more fern trees and palm trees to give it a tropical look for the city.

A large water feature in the middle or at the top of town. Having it run by solar and also replenishing the trees around it with recycled water.

Plant native trees only. Instead of widening the footpath to accommodate trees it would be sagacious to provide dedicated and separated cycle paths instead.

Plant only those species of trees that will not cause damage. Preferably natives. Once planted, maintain them. Use smaller shrubs where the location lends itself to them.

Plant trees down centre of Hunter St. - if we're not bringing back to trams to go down that street - yes. Hoped the trams would loop Hunter down to the beach and back up King St.

Problem: don't make it too difficult for cars to get through or park - look at the disasters most Malls have had.

I don't know re planting different types of trees in different areas - London Plane Trees and Jacaranda trees are beautiful shade trees in the summer and are spectacular - and reflect the seasons - they do need additional maintenance re seasons.

PLANT TREES SUITABLE FOR INNER CITY

AND CLOSE TO SALT AIR

ADD A LOT OF COLOUR

AND ALLOY FOR LACK OF SUN IN MOST STREETS

Planting a variety of tree's - could this increase maintenance of the various types versus a consistency in type? I am not sure why I felt that was an unknown. More suitable tree's is a great thing. But so is clean and consistency

Planting trees is always a good move. It provides shade for pedestrians, makes the area attractive and interesting to look at, and has air purifying benefits. Planting different trees in different areas would be interesting. Centre trees would be difficult if the road is not wide, although centre trees with drive through centre parking (instead of kerb parking, would be an excellent initiative. Trees in cities always seem to encourage pedestrians to come out and enjoy the ambiance, (when it is perceived as being safe), so provide good lighting for late night strolling, and places to sit and enjoy the breeze or the passing parade.

Please no more London plane trees. They are horrible and impact my life terribly with asthma and hayfever. The only time I get asthma is when the little ball things are exploding on those trees. I have to stay away during that stage of the tree's growth cycle. There are plenty of attractive trees to choose from! Why not go the jacaranda like Grafton!

[please plant trees down the centre of Hunter. There are four lanes.](#)

[one for angled parking, one for two way cycling, one for trees, one for motorised transport](#)

Pot planting would be less intrusive than larger trees.

Potted colour is very popular in many overseas countries.

Present state of Cottage Creek a disgrace. Imperative it's cleaned up and beautified in view of commercial/residential development along both banks.

Having trees down centre of Hunter St would need median strip with gardens. This would certainly enhance appearance of Hunter St but could have adverse effect on traffic flow if footpaths are widened.

Providing some connection to the original landscape of Hunter St through greenway options would serve to green the area as well as reconnect people with nature in the city and it would be a great way to link green spaces and the city's heritage

public green spaces sound great am just concerned about the safety aspect

-Put in trees to hide the railway line.

-Flowers add colour and vibrancy. But they need to be added in a way so idiots don't vandalise them.

Putting more demands on developers such as requiring recycled materials would discourage not encourage development. It also needs to be car friendly as, like it or not, that is how most people will get to the inner city. Parking accessibility and cost is the main reason that people prefer suburban shopping malls to the city so this needs to be freed up.

Questions seem to have a conclusion that tree planting is essential. I am concerned that tree planting will take time for results, potentially cause problems for drainage, sewer and foundations longer term whereas the use of shrubs and smaller plants will give an earlier result with less cost and impact on other uses

Re Cottage Creek; look at the 'beauty' of Styx Creek through Islington Park. It is a lovely area, a small 'refuge' from the city. Even though it has been built, it is still a nice waterway. If that could be done for Cottage Creek, it could make a world of difference for residents, but also for mitigating possible flood issues.

I wouldn't plant multiples types of trees. I would have Council's arborist select a hardy water-friendly species that has single trunk, lots of foliage, not too tall that it has to be cut through for cables (which look ridiculous) - or conversely super tall that cables go under or underground, hopefully native etc. The same tree in all areas might keep costs down, but also create a 'signature' for Newcastle. Much like the fig trees signify Laman Street (I won't offer my opinion on that)

Improve grating on stormwater drains. Maybe small street garbage catchments that 1 or more residents commit to clearing. I think we need to create community about this not every man for him/herself.

recycled water for all inner city gardens. Recycled bins on each city corner  
reduce the traffic

Refer to previous Parkway

Regardless of cars and trees not always "mixing" for some drivers the increased presence of trees will reduce the carbon footprint for the area.

More importantly, tree plantings and lane reductions would lead to encouraging drivers to leave their cars at home and using public transport. Parking availability is too free presently and needs to be reduced to force the public transport option to the fore.

Remove the train line - replace with tram line/greenway. Keep green areas well lit at night. Put more lights in that park on King Street.

Remove unsuitable trees and replace with more suitable types - eg Figs in Laman St

See Previous Comment

In addition all the costs for tree plantings would be better used to encourage business to return to the city i don't think setas and trees will bring back business. This is all negative thinking and we need aggressive forward thinking.

We dont need agreeenie city we nedd a vibrant city with lots of people and the services that will keep them here.

See previous comments - council needs to ACT NOW

sensible selection of trees so that they don't have to be chopped down in a few years or pull up the footpaths etc

Slowing traffic down to put trees down the centre of the road would have to be the most stupid thing I have ever heard of.

We have to make it easier for people to access the CBD not harder. We also have to encourage people to re-develop the CBD not make it more complex by imposing naive restrictions like requiring the use of re-cycled materials. We are talking about the real world not some "green" fairy land. Small areas like Crown St have a lovely feel as long as the restaurants, cafes and retail shops are there to bring people to them. Art galleies, specialty shops, local craft ie paintings, ceramic and timber artisans. Increase tourist type attactions. People will then use the green area for meeting, lunch etc Small Pocket Parks here and there, provide two or three bench seats, also provide a free water drinking bubblers [design a unique cast iron one special for newcastle- have a local Competition, get the public involved. When it is seen at various locations , people will say and know its Newcastles own.] Now this is a challenge for council to take up the idea /

Some of the greening options to improve the city would involve reduction in Street parking in Hunter Street (e,g, cycle lanes, widening footpaths, trees in centre of Hunter Street). Much of the city is plagued by day parking by workers. (Some park for 3 or 4 hours at a time and then move the car to another park.)To reduce the parking need the city needs to improve the public transport services, increase the cost of metered parking and limit the period during which cars can be parked in areas adjacent to Hunter Street (including Cooks Hill and Newcastle East.

Some of these are technical questions I dont know anything about. As there is no height above sea level, how would you store rainwater for recycling to water trees?

Some sort of reward/recognition for property owners who generate solar energy on their not inconsiderable rooftops.

Sorry do not have a green thumb.

**STOP CUTTING DOWN TREES IN THE FIRST PLACE!!!!**

Stop damaging and/or cutting down the citys grand old trees we have and start maintaining them properly. Trees in the public space are poorly managed generally and must be treated with more respect

street trees only cuse damage to walkways and expence to council

Sustainable building could go alot further than just using recycled materials and being water and energy efficient.

CBD could set some world-class standards for sustainability and provide tredchnical and financial support to developers to help achieve targets.

It would help create an internationally recognised, unique identity for Newcastle CBG

Take a look at Tamworth's Peel Street

The best greenway option is to get rid of the railway line and create a green corridor within the existing rail corridor. There should never be any sell-off of Public Land to diminish the footprint. A light rail system along with cycleways would provide a stunning greenway option for the joining of both of the city precincts.

The City area is quite a green area already. Consider the controversy surrounding the fig trees in Lamon St. We need to have trees in areas they are sustainable, not planted in areas they will require high maintenance, and are out of their natural environment, such as down the middle of a street.

The city should purchase sites opposite the intersection of Auckland and Union Sts and create an open space park and view corridor.

The footpath is already wide enough for the ped traffic that is around now and in the future.

Putting trees down the middle of the street - can be done but will be very expensive

The greenway options suggested may be useful, but how would they fit into state legislation that governs the bulk of development? Would adjustment of the LEP and DCP be enough to include such options?

The idea of greening Hunter Street is an excellent one, but how serious is the council about doing it when it is prepared to axe the city's most valuable avenue of trees in Laman Street.

Get serious about greening the city, and save what we have whilst adding new green areas.

The last item should have come first on the previous screen

The main comment I would make about creating greenways would be the follow up and care to make sure that plantings survive.

The one thing that sticks in my mind re hunter street is the unpleasantness on a hot windy day. It is hard, dark, unforgiving.

Trees and green space would provide a simple and significant change to the feel of the street.

The planting of a Jacaranda and improvement of the area in front of Civic Station is an excellent start  
The planting of deciduous trees where drainage is a problem is causing flooding through out the low lying areas.

The planting of extra trees, etc will improve the look of the area and will make being in the area more pleasant. However, the use of recycled water and the construction of environmentally friendly buildings is noble and a great idea - it will not affect the revitalisation of Hunter Street. The current buildings need to be repaired, updated and tenanted before we think about those sorts of improvements. First things first!

The planting of Plane Trees is both destructive to infrastructure and the environment> Get rid of them  
Take a visit the Wagga to see What they are capable of

Your next question is obtuse I need to move on

The planting of trees should also include the prevention of removal of existing trees - such as in Laman St.

What we are seeing in Laman St seems to be a trend that will continue if allowed.

The suggestions have covered most of the options.

Our daughter lives in Vancouver and the streets of downtown are a sight to behold. Plus they have Stanley Park which surrounds the whole of the CBD. We are fortunate to have King Edward Park which is a credit to the Council as are other green and park areas within the city. My wish is that the fig trees in Laman St remain. Unless their roots are damaging essential plumbing services, I feel there is ample walking paths on the other side of the street to allow for loss of footpath access under the trees. The trees that have been planted in suburbs are causing trouble with drains and overhead power lines and they look to be about to lift the pavement in some places.

There are a lot of public spaces along Hunter Street. Activate these and make them accessible. Plant trees down the middle where there is not enough room on the footpath or you wish to slow traffic or block a poor outlook.

There aren't many cars using the streets, other than just driving thru, so 'greening' the area would improve the area visually so people might be encouraged to walk around rather than the current walk offering only old, ugly, graffiti covered, empty shops.

There is such thing as too many trees along a main street. Dedicate particular areas as green zones and increase density in others.

There is sufficient open spaces already. Mixed urban activities is required with appropriate landscaping options, particularly ones that cater for children and people to enjoy life in.

There need not be wide streets for vehicles. Trees planted down the middle of Hunter street would enhance the look of the city but not interfere with traffic flow.

Shade trees that are easily maintained should be considered.

Any green lawns, parks etc with seating where visitors can sit to relax would be highly appealing to lots of visitors.

People safety and security should be paramount in all decision making.

No alcohol areas whould be very appealing to families wanting trouble free visits to the city.

This section of your study is pandering to the noisy green minority.

For sure incorporate scenically attractive developments but don't let it become the measure that all future developments must attain.

If my information is correct all buildings must comply with environmental requirements in the building codes now. Don't go trying to force extra limitations on them.

Planting of a few more trees realy will not make the CBD a better place to come to.

Tree planting within a border marking a dedicated cycle-way along the curb side would be as aesthetically pleasing as street-centre plantings, and potentially less hazardous to traffic.

trees along the length of Hunter street would add to the look of this rundown street

Trees are for people who have run out of ideas.

Trees are great but often have a habit of making the footpath rough and unsafe for the elderly to walk on. If seats are placed under the trees they are often covered in guano

Tree's are great but they take up a lot of space and are often poorly selected for the areas they are put. This means reduced parking/bike paths/foot paths as well as breaking up the roads due to invasive roots.

Focus the trees on the parks and areas where it suits and look at alternate ways of sprucing up the concreted sections of the city. No point growing nice trees if you are just going to waste money chopping them down when they get to big or their roots destroy the roads.

Trees are lovely down a street, but need careful selection. In Leura they have ones that loose fibers and cause people to sneeze etc.

Incredible that the council has closed Laman St cos of the trees !

They are beautiful trees and give the street a lovely effect.

trees are part of what makes Cooks Hill so desirable - more trees can only be a positive move for poor old Hunter Street.

Trees can be a positive but equally a negative. The planting of trees requires a suitable maintenance program not just the plant and forget attitude that this council adopts. Drainage and building leaking from blocked drains and gutters caused by council trees in Newcastle is a huge problem

I am all for greening the city but ZERO regard is made for where the trees will be in years to come and council refuses to remove and replace specimens when the time is right.

The Lamien Street figs being a classic example where they definitely have become unsuitable for where they are and now its impossible to remove and replace them.

Newcastles Hunter street and surrounding areas have trees which are requiring heavy trimming and pruning to make them suitable for where they are located.

Floral displays and Shrubs are far more decorative and eye catching than slap dash tree plantings trees down the centre of streets and roundabouts significantly erode pedestrian and vehicle traffic safety by obscuring views to oncoming traffic and pedestrian movement. More trees in public spaces by all means

Trees in the middle of the road will increase accidents as they are potentially a major traffic hazard and you would be brave if you hung around trees for the shade in the middle of the road.

Trees offer shelter and shade, as well as being attractive and pleasing to the eye. It is important that any plantings undertaken be done exclusively with indigenous trees so as to avoid the negative environmental impacts associated with planting imported/exotic species (including Australian plants not originally from the Newcastle region).

trees provide a feeling of establishment.

newcastle deserves it. Not just cheap rubbish buildings with no style - let's be brave

Trees require vigilant maintenance

Trees that loose a lot of leaves such as plane trees are a bad choice for drainage systems and the seeds cause slip hazards for pedestrians. Trees that shed fruit and buckle pavement and kerb are also not a good choice. The figs near library look good but are not practical for footpath planting.

Trees will get damaged so keep them to the open green spaces

unfortunately nature doesn't interact with the streets well so maintenance will be high with too many trees. mabey better less but bigger and older varieties with interesting trunks hardy and slow growing ?

Unsure how you will green up the city without losing areas for traffic, this being road and pedestrians.

Would need to see a plan on how this can happen.

Urban water gardens are effective, attractive and environmental.

use native species may get

the birds to follow

use the expertise of horticulturalists so areas can be chosen to place trees without having to make major changes to location requiring more cost .drought resistant,low maintenance,cost saving in any way now and for the future.

## USE THE SPACES ALREADY THERE

- turn on the fountain at Pacific Park!
- rid parks of bindis
- install watering systems in major parks
- maintain / improve seating in parks
- use indigineous native plants (whats the obsession with Norfolk Pines?)
- create an indigeneous native botanical garden

Very large tubs could be used along the footpath with sizeable shrubs. This would provide greenery without the roots digging up the footpath at a later time.

We are currently losing trees in the area (eg King Street) for probably good safety reasons, but it is essential that a large scale planting programme be initiated in Hunter street. This will do more than anything to upgrade its ambience.

We dont want more trees to create the Laman St issue

We need to maintain the two lanes into town.

We want more parks, greenways and spaces for dogs and their owners. This could include Hunter Street

Well-researched options re: tree type/appropriateness and planting are essential as are integration of retail/business and greenway development

When planting trees they should be Australian Native and should be colourfull and attract native birds !!

While all of the "greenway" options are worthy options and worth considering in any redevelopment plans, I'm not sure how much they would contribute to revitalising Hunter St on their own.

While I appreciate the necessity to talk about the different themes that have emerged I believe that there needs to be a wholistic integrated vision.

Within such a vision redevelop some of the currently built areas as open space. Use tax payers dollars to buy the land back if necessary. Once again vision, political will, commitment to building community consensus, more political will. Big pictures take time. Commit to a vision beyond management contracts and election cycles.

Why bother planting trees when the Council will cut them down when they are grown tall and beautiful

If trees are planted make sure they won't be vandalised or unsustainable

Public art and colour ( look at how this has been handled overseas) in buildings etc can also liven up the city.

Why does it need to be more green? If you want green, rip up the rail line and make a green corridor full of trees.

Widen footpaths for tree planting... at what cost?

More green spaces?

HOW ABOUT PROTECTING THE ONES THAT WE HAVE!!!! Why pose these as public questions whilst planning on the removal of the city's finest green space "Laman St". The recent removal of street trees in King St. How hypocritical!!!

If there is an environmental conscious... protect the figs, put recycling bins in the streets and stop the destruction.

Widen the streets to accommodate tree planting and seated areas and create as many green corridors to Honeysuckle and King Street as possible.

Widening footpath for trees is not desirable, but planting more trees nearby footpaths would be great. Widening Footpaths is not a option with current traffic levels.

If Rail services are improved and buses removed or shifted to King Street then I can see widened footpaths and trees making a vast improvement towards making Hunter Street a more pleasant and enticing place to walk, shop and relax.

With all the trees, plantings, change of flags and bunting going on all the time there would be no room for people, cars or bikes so what is point of the first part of the survey?

With or without rail there needs to be more attractive transport options

More direct access from Hunter street across to the water. Hence linking green space and paths from there to the foreshore would encourage activity across the area.

There should be access directly through from hunter health to honeysuckle and foreshore.

working toward foreshore parkland from hannell st to lee wharf would effectively make west hunter street part of the foreshore rather than be separated by multiple barriers of buildings

With the removal of the fences of the rail in some places there can be extra space for cycling and green space

With the trees planting, Nelson st , Wallsend is a good example.

With trees planted down the middle of the street, it's a perfect opportunity for a safe, clean, healthy sustainable active transport copenhagen style separated push-bike lane.

Without development these measures are a waste of time and money. Get rid of the RAIL!!!!!!!!!!!!

Would be great to do more tree planting - BUT DON'T LET COUNCIL CUT THEM DOWN - IT really brings people down - like King Street - seeing chopped trees with Council signs hanging off them - really ugly - this issue with Laman Street figs - the amount of people I talk to who are dead against this Council for this decision - if we green up Hunter street - the plants need to be looked after and not destroyed - people are getting sick of this.

Yeh Trees

You are not addressing the issue and are flitting around the edges. You need someone of a large corporate to propose the a GPT type scenario. Playing with trees will not revitalise Newcastle.

You can make the city more greener with more trees and gardens with the use of green energy to create Newcastle as a guide to the City of the future, and more welcoming as a tourist hub.

You have to be careful when planting trees because it will be counter-productive if they shed leaves and make a slippery surface when it rains or expose roots that will trip people up or drop seed pods that people can turn their foot over. I say this because much as I love trees and they give much needed shade in the Summer and shade cars too, I hate having to feel unsafe because I am watching my feet worrying if I am going to slip over. This anxiety prevents older people from visiting areas, people with prams and young children won't come and therefore the experience may be negative not positive. I refer you to Federation Square in Melbourne which is architecturally very interesting but my goodness, those rough flagstones they have laid are very hard to walk on after a while.

You want to encourage people back into newcastle by enticing with greener fields people still need to get there Parking is still a problem widen the steet less car park

create more car parks + get rid of the Dodgey

Parking meters I would prefer to go to a shopping centre & relax then going into newcastle & worrying about how much time I have left on a meter

You've got to decide whether to plant trees down the middle or to have wider footpaths and trees on either side.

I go for the latter as medium strips can be no go zones for people even though they look good.

Street trees are extremely important. People will go where there is shade, especially in Summer.

It must be recycled water if we're serious about conservation and the future. I'd also like more native species introduced. Try using species that were once common in the area before the whites came.

Manicured gardens always look good as do grassy areas which are also good for sitting and watching or listening to entertainment.

## Short-term Suggestions (n=383 individual comments received)

### subjects

action

action

action

action

action

action

action

action

action

### short\_open

A Bomb

All areas need improvement

Do not have enough planning skills to imagine this through

do not stuuff about with short term ideas waste of money. Get PlanA and work towards it

Don't try and spread the limited resources to thinly by taking on too much. Do a excellent job in 1 or 2 areas rather than half a job in 4 areas

Focus on low cost improvements in each area to get as much change as possible in all four areas.

Get going and start

how could it NOT add up to 100 % when it is calculated automatically?

Hunter Street is not that bad. Just get on and clean it up without the negative reporting.

Reduce the number of surveys and get on and do the obvious

- I do not believe the council is genuine in wanting to do something. No decent council could have sat and let the deterioration occur and just let developers make money building extremely unpleasant places like the huge mall at Charlestown. It is now up to the council to show they actually want to do something to improve the place and not just money for themselves. No amount of survey filling in is going to remedy the place - the council need to act immediately to show they are genuine.
- Short term - get the David Jones closure altered so there is a decent retail outlet for intelligent people not just shopping malls for the masses. Clean up all the filthy unused premises and give very low rentage so they are filled with something.
- I await evidence that the council are doing something in the short term and not just making money.
- I don't see a lot of benefit in short term improvements. Get cracking on the master plan for the whole CBD.
- I think all areas deserve improvement equally.
- If you want to make Hunter street a show piece for newcastle then the whole street needs to be revitalised or you are wasting your time and our money.
- In the short term come up with a genuine and REAL long term vision and strategies to implement such a REAL vision. Stop living in fear. Stop supporting the communities fear and show some real leadership. Stop ad hoc wasteful spending in an attempt to assuage community anxiety and do something REAL.
- It's a long term project.
- Knock down the derelict buildings, and grass the block. Charge the developer or recoup later. JUST DO IT ! ANYTHING WOULD BE BETTER THAN WHAT IS HAPPENING AT THE MOMENT
- Leave it.
- money should be equally divided between all of hunter street areas
- Review funding sources.
- When you say "Council" that means the ratepayers of the City of Newcastle.
- Wallsend Ratepayers may say that they want Nelson Street Wallsend enhanced rather than Hunter Street.
- Introduce special levies for all Hunter Street ratepayers. Let the people that will benefit directly assist in paying for the enhancements.
- Short term bring in the bulldozer. Unless some body is prepared to spend mega bucks in fifty years time Hunter St will not look much worse than it does today.
- Short term is a waste of money. big vision - big idea big money big success
- Stop listening to Tony Brown
- That is the most ridiculous question yet. How can I tell where to spend money when I don't know what is proposed.
- It occurs to me that this questionnaire is only about getting statistics that suit you.
- I have given the same amount to each precinct not because I think that is where the money should go but because I couldn't get past the question without filling it in!!!
- The problem with this section is that what you are asking is for a short term fix.
- The problem with all levels of government and their employees is that they have no long term aim.
- The short term fixes will always end up costing \$ms more that implementing an

effective long term strategy.

action There will be a much greater impact if funding is centralised to achieve one impressive area rather than spread a little funding too thin. The improvement of the central area will then be positive and allow a flow on to other areas.

action to attempt to improve Newcastle to the extent where we can be proud of the premier street in the second largest city in the most important state in Australia  
To be honest, short term isn't on. that's just like politicians promising the world, just to stay in power for a few years, and nothing happens!!

We're here for hundreds of years, not "short term".  
This isn't a quick fix thing.

It needs big, long term planning/implementation to succeed, with a SINGLE authority to oversee EVERYTHING.

This authority would take submissions from all the stakeholders/players that would contribute to the overall project!! If I started a project without thinking hard about it LONG TERM, then, half way through, it's not right-undo it-start again = planning nightmare!!

Too many entities (people) think they all have the answers according to their own experiences, whether they have expertise or not. Every one has their own agenda. So, in the end, nothing gets done because everyone wants it done their way.  
HDC tried, nothing happened!  
GPT tried, nothing happened!  
Steffen Lehmann (uni architect) tried, gave up!

CCC (City Center Community) tries..good intentions/hearts in the right place, bits happen, not nearly enough happens!

Vocal (negative) minorities confuse/halt everything!  
Local (negative) apathy confuses/halts everything!  
They ALL contribute/play a part in it all of course, but should allow the SINGLE AUTHORITY to make the overall, properly informed qualified decisions, with qualified people, at arms length, to make the right, informed planning process work. That's the hard bit; Abiding by the referee!

action NEWCASTLE VOICE = THE REFEREE?? Nothing else seems to work.  
action True improvements will take considerable time and \$ to develop and complete  
Why are not the councillors making decisions. why are you getting everyone's opinion?  
that is why there is nothing happening, council is trying to please too many people.....just do something! Anything, it is appalling

action Your previous question I strongly disagree with the pathway and the option available to move on.

action The next question also sucks

Have property owners, including NCC clean up any vacant properties and keep them cleaned up.

Increase timed parking and allow multi- precinct use of parking tickets from the top of town to the west end.

Double the time limits on current timed parking - 1 hour becomes 2 hours, 2 hour becomes 4 hours.

central A greater effort to the cleaning of all areas of Hunter Street from Pacific Street to the western end and side streets located within the mall area.

central I do not consider the outdoor eating areas in the Hunter st Mall have any appeal to a tourists and certainly do not add to the beauty of the city and should be eliminated or not extended.

central I drove down the Mall for the 1st time since it was changed. I don't feel it works. It is half done. Open it up propoerly as it was before the Mall or make in back into a Mall.Either one would be better than it is now.

central Make a real road through The Mall???

central Paint council buildings, and upgrade the cbd pavers. steam clean footpathe from Darby to Pacific sts

central revitalise the markets - less crap and better quality gear

Since David Jones is closing next year, there should be more encouragement for small businesses to enter Hunter Street rather than the multinational businesses. It would be good to see more young people encouraged to set up their own future small business in the empty shops rather than the multinationals. This can be done with education programs run by government itself who can assist these young people in setting up their own businesses.

There should also be market stalls, more events happening and overall Hunter Street should now be promoted like Hamilton and Darby Street as a cosmopolitan street with boutiques, cafes, fine dining etc.

central The young people however should be deterred not to promote art on empty shopfronts that looks like vandalism/graffiti. It does look ugly and detracts greatly and makes Hunter street look empty and derelict.  
The mall is disgraceful.

With shops having clothes in the streets

people sitting on most of the footpath

and now the road is there - There is very little area for pedestrians to walk and where there is the pavers are all over the place.

Look at the mall now. We have boulders, tables and chairs, trees, clothing, books, shoes, videos and then the markets.

It looks like a crazy bazaar. Where do people walk. Have the lord mayor walk there on a busy day like school holidays.

central A nice tidy area for eating outside that doesn't encroach on pedestrians. We used to

be able to walk in the middle of the street where it is flat but that is now gone. It looks dirty and the trees that are planted there are and allergy disaster in spring and if the wind blows the leaves are everywhere and the pollen gets up your nose and causes allergies.

The most important thing is to return as much of the street as possible into a mall and encourage the use of the mall by pedestrians and some good eating facilities who make use of this open space.

This will be the beginning of bringing people back to the city.

central Short sighted things as opening up the mall are what brought the city to its knees and it is a long hard road back. This should be done with business and council partnerships first and lets make our city great again.

The one thing that would make hunter st more user friendly to me would be to have some shade or cover at the bus stop outside the hunter mall chambers in scott st. It is in full sun all day, all year round as it faces north and there is nothing to shade it - i sometimes wait in the shade of the bus stop sign itself!. i don't know if it is thought that people can wait in the entrance area to the building - but you can't actually see the buses coming from there, and if you don't signal them, they don't stop. having to wait at this bus stop for my return trip puts me off visiting the mall in summer during my lunch break.

central This is not very short term and is really just an observation - I actually walked the length of hunter st between stewart avenue and darby st last week. the southern side of the western most end is really awful. There are so many aged buildings that either seem to be unoccupied or are occupied by activities with a very low margin and hence the condition of the buildings looked poor. on the northern side as you more east i think i saw two adult retail shops (on the ground floor - which seems unnecessary) very close to several bridal shops - is this one stop shopping? However, as least the buildings nearer the civic were in better condition.

central Until GPT resell the buildings try and keep the area graffiti free and the streets clean Work on forcing GPT to sort out their empty buildings - preferably sell - no more concessions for them.

central Civic needs work the most. It has the most potential for restaurants and other retail operations.

civic Don't leave out Darby St to Stewart Ave. It needs residential and business Owners of buidling in Hunter Street should be required to maintain their properties to a high standard rather than let them become derelect. Ones past repair should be demolished.

civic Civic precinct would be a great starting point for restoration, redevelopment and beautification. Civic Arcade is a disgrace as is shop frontage from Auckland Street to Civic Theatre.

civic Paint council buildings, and upgrade the cbd pavers. steam clean footpathe from Darby to Pacific sts

Plant trees in Wheeler PLACE UGLY HOT PLACE

civic AND ALLOW CAR PARKING AT NIGHT FOR THE THEATRE

Try and removed boarded up windows fix broken pavements and seating... plant trees that are appropriate

The Civic Station is an Art Deco area and the garden outside Civic Station has had a tree planted in it recently that does not fit in with Art Deco features.

civic Bring back the street sweepers to keep the city clean.  
 I feel that we should be concentrating on the eastern and central part or hunter street.

east The street is too long for a city type development and the western end should be demolished and redeveloped totally.  
 I feel the Civic area is already developing with its accessible and close proximity to new developments on Hunter St and Honeysuckle. I would like to see the west end better connected to Honeysuckle to enable small business to move back into this end, and to see additional housing in this end of town. I would promote additional spending in Civic as it can be seen as the 'leader' of what can be achieved more rapidly. More accessible as it is, it will be greater utilised.

east The eastern tip has huge potential by needs new transport and infrastructure to be a standout.  
 I think that the east looks great and ongoing maintenance is all that is required at this stage.

east The mall area is really starting to improve so I think this should be the initial focus then the west end and both working towards the Civic precinct.  
 Make the development process for small bars, cafes and restaurants easier to set up within determined precincts. Newcastle currently has Darby St, Beaumont St, and The Junction as dining precinct so there is definitely room for expansion in Newcastle East near the beach and either civic or in Newcastle West. These types of business produce people and pedestrian activity which has flow on effects in creating a positive atmosphere. The development process in general should be made simpler. and stronger measures should be placed on building owners to maintain their properties.  
 The Renew Newcastle Project should also be invested in significantly as they are doing great things in promoting the future of Hunter St.

east Make the most of the good bits - like Civic and parts of the East End - build on them as a start to show people what can be done.

east more artisan/niche/boutique retailers (not just cheap junk/outlet stores!) in the Hunter mall area and east end.

different & better marketing of the area (e.g. calling the eastern part of Hunter St "the east end" - this could be for example the "trendy" end with lots of bars/cafes, or you could have "the west end" as a different cultural precinct or something)

east promote outdoor eating throughout summer, continue the markets (more frequently during summer), Hunter Mall festival (like the Darby St festival) to promote people using the area.

New public toilets.

demolish the empire hotel

more trees/more markets/less rent

make owners of empty buildings do something with them WITHIN 12 months or their lease gets turned over to someone else.

and please get the state govt to do something with the PO now they own it. honestly would have preferred it to become an upmarket venue. at least then something would have happened to it.

Jodi bought it and now, guess what...nothing is happening!!!

east

Shame East End stops at Pacific. How ridiculous! I know this is about Hunter Street, but seriously, it should go to the beach. Fools.

east

What has the most potential is where the money should be spent.

east

The East end holds our heritage and two of the best shore break beaches in the world. It should get the bulk of funds and developed in to the city's tourist strategies.

east

utilize the post office building

east

with all the development in the north and east sides of hunter street, i feel that starting from Newcastle station and developing back towards Civic is a better option than developing all at once. This will promote businesses and people into the area in both the short and long term, rather than having pockets of renovated and developed areas

east

1. Let the development world know that Council will consider and approve their applications in say 30 days and have set up a team.

enterprise

2. Serve some orders on owners to clean up and paint.

1. Speedy DA approvals for the restoration of any of the older building in Hunter St.

2. Removal of the paid parking metres, time zones can still apply.

3. Any council owned building on Hunter St (if any) should be restored.

4. Police crackdown on drugs, graffiti and unacceptable social behaviour.

enterprise

5. If possible, move more university student housing into town.

A drop off point at the walk way across to the foreshore , that "no stopping" point on Hunter st could be a no park but drop off point to reduce traffic having to go all th away around into the foreshore when people could just walk over then.

penalise shonky and empty building owners if no effort being made.

Fix the traffic block in king st in the afternoon.

angle parking in darby from opposite the park.

Lots more trees but benefit takes time.

Stop cutting down more trees, espeically the beautiful figs at the art gallery. That is stupidity when one want a better environment and attractive scenes to visit.

more restaurants in Hunter st outdoor.

Move the Art gallery or Library to david Jones site which already has such good parking adn that would increase people to that area too once DJs goes. Both can have activities and classes going on.

enterprise

A variety of shops is needed if anything is going to happen in Newcastle.

- enterprise I don't believe that one developer like GPT is a good idea - they weild too much power and only have their own interests at heart - look at how Charlestown is being managed.
- enterprise Address derelict buildings in Hunter St, these deeply affect the aesthetics of the CBD and have an immediate impact on the perception of the city from Visitors etc..
- enterprise Adopt building facade improvements and footpath repairs.
- enterprise All derelect building should be made to clean up or be sold( not sure how you do that)
- enterprise More incentives for people to look after and maintain buildings.
- enterprise Allow more businesses to set up in unoccupied buildings !! Look to encourage people into The City by keeping the streets clean and offering some short term entertainment, Livesites do a tremendous job !!!
- enterprise Allow quality not quantity in all enterprises.
- enterprise Any money that can be spent from the Special Rate Payers levy which is already collected and quite substantial should be used to beautify this area not just separate NCC funds.
- NCC has encouraged artists to move into empty shops for low rates or free I believe how about some art events which foster theis healthy relationship.
- Arts festival- painting Newcastle maybe linked with Live Sites, The Loft (there is a painting St Louis festival) TAFE, Watt Space, NRAG and those artists who have moved in. Are there outside works which they could create n specific areas to enhance the looks and advertise their craft?
- Use colourful fabric/flags to mark the crossover points into Hunter St from Honey suckle up. Place signage at these points saying what is over there and make it interesting for more people to explore.
- Think about where people already come and why and try to widen that. The Civic Theatre has some great nights where they are full I'm sure Darby Street restaurants benefit from these where in Hunter Street could be promoted in the ticketing? Special deals for Civic Theatre goers etc?
- enterprise The outlets we have in the Mall are little known so they could be marketed better to young people- do The Loft have activities there in the opemn sometimes? Attract a major tennant after DJ's goes for that store.
- enterprise Encourage people to come to shop in the city by offering free parking or longe parking, or a central free parking area with shuttle buses to the shopping area or restraurant area of Hunter street.
- enterprise Can empty businesses be decorated with boards which are turned into artworks?
- enterprise Empty buildings are depressing.
- enterprise Clean all the graffiti - it makes the most beautiful of cities ugly. Encourage the owners of buildings to tidy up their premises and get them occupied - but not with \$2 shops!! Preferably with good quality retail shops and specialised business ie. IT, Media, call centres etc, University campuses.
- enterprise Newcastle is desperate for an "extreme makeover".

	Clean the street
	Fill empty shop fronts with any thing interesting.
	Invite schools to decorate empty shops with student projects.
enterprise	Invite TAFE students to trial their studies/field work and practicals using Hunter Street as resources.
enterprise	Cleaner, cheaper rents, targetting boutique businesses
	Cleanliness and tidiness
	<ul style="list-style-type: none"> <li>• demolition of decrepit structures</li> </ul>
enterprise	<ul style="list-style-type: none"> <li>• resealing to sections of the roadway</li> </ul>
enterprise	Cleanliness, lighting and encouragement to existing and new tenants
	Continue with re-new Newcastle projects - encourage local landlords to clean up / offer their buildings to re-new Newcastle
	Encourage local investors to purchase / fund smaller scale projects of renewal to the area. Buy a building - get it safe and presentable then rent to local small businesses at reasonable / affordable rates
	I personally and many other small business owners I know would be enticed to set up and operate our businesses in Newcastle's CBD. I have gone through the process along with other complimentary businesses to find a venue for our businesses. As a cooperative or individual operator of a small business - especially in the creative arts - we find it impossible to secure premises that are a) clean and presentable b) at the right price c) have safe surrounding areas / access day and evening
enterprise	Continuing schemes such as Renew Newcastle to fill the shop fronts
enterprise	Council can immediatly clean up their own assets. the old museum site is a disgrace. evn if you sell it at a loss or enter into a joint partnership - do something - it is the gateway to the city.
	create signage identifying the gateway to Newcastle.
enterprise	if you are going to have precincts - then identify them with signage. no point to consider them precincts if no one knows where they are.
enterprise	crackdown on building owners / to keep and maintain their buildings this should not always be the councils responsibility.
	Deal with neglectful building owners.
enterprise	Plant trees

Demand that owners clean up the buildings' facades within a very short timeframe, or start legal proceedings against them, and give artists or community groups ultra-cheap leases if the buildings aren't leased within a very short timeframe. Also, do not let anyone buy buildings from now on unless they understand there will be immediate legal consequences for allowing their buildings to fall into disrepair and become a blight on the community.

Put in solar panel street lights EVERYWHERE so that it isn't so blinking creepy to walk down Hunter Street at night.

- enterprise
  - Add people to the police forces, so you can get police patrols regularly, at night on Hunter street.
  - demolish and convert to open space the empire hotel now it is in state control dont wait for a development plan. the site shouldnt be left as a greyfield site until a development is confirmed.
  
- enterprise
  - street surfaces/unused buildings need to be cleaned. a run with the pressure washer up the west end's surfaces would give an almost instant freshen up to the area at a very low cost. particularly focussed on removing outright graffiti and keeping some of the interesting street art that exists.
  
- enterprise
  - demolish derelict buildings
  - decorate empty buildings
  
- enterprise
  - pot small trees in areas where we can expect building or footpath changes, plant trees where more permanence is expected
  
- enterprise
  - Demolish the old Store and S&W Miller buildings. They are an eyesore and could be replaced with temporary green areas.
  - Demolition of derelict buildings as long as the temporary use of the sites is viable, rather than being left as bomb sites. This could involve public liability issues for safety: currently the public liability is aesthetic and economic.
  
- Reduce 4 traffic lanes to 2 - room for more parking or dedicated cycleway, both of which could be combined with trees.
  
- Bill Posters should not be prosecuted but encouraged within constraints (such as dedicated walls or pillars). Public promotion of entertainment is evidence that the body is still alive!
  
- enterprise
  - Continue support for Renew Newcastle.
  
- enterprise
  - Demolition of rundown buildings owned by Council or the State government. The spaces would create interest and change existing view lines and help encourage greater discussion of what could be done with the sites while at the same time removing eyesores.
  
- enterprise
  - derelict buildings need to be demolished and if not developed immediately utilise the land in the interim for car parking or green space
  
- enterprise
  - Deteriorated facades and abandoned buildings are 70% of the problem in Hunter St. Finding the answer to these problems will represent a great step towards improving Newcastle.

- devising 4 precincts is a typical NCC way to unnecessarily complicate the process.
- start small and buy one property at a time. then, when council owns as much as possible devise an overall plan including all the desirable elements to attract private capital investment.
- enterprise  
enterprise simply focussing on rate revenue put NCC into the situation of having hunter st as it is now.  
Dismantling buildings that are definitely past their 'use by date'!  
Do the normal maintenance and clean the place up. Remove all bill posts, graffiti, murals and old signage.  
Heavily prune all the trees where they obstruct the light.  
Give all property owners \$100 for each under awning light they install  
Remove all for sale and for lease signs.  
No fake businesses in empty shops.
- enterprise  
enterprise do what has to be done to keep david jones  
Encourage activities and shops that are different to the big boring shopping centres.
- enterprise  
enterprise Factory outlets, arts and artists of all types  
Encourage DFO stores into Hunter Street, to revitalise the CBD with a unique shopping opportunity, then encourage residential development.
- enterprise  
enterprise Encourage more lighting, business or markets.  
Encourage viable long term businesses to occupy vacant tenancies. Compel with legislation, property owners (including Newcastle City Council) to maintain buildings and facades. To remove squatters from vacant premises.
- enterprise  
facades of buildings repaired enough to look presentable.vacant or not.better lighting.great tourism office to showcase the many and varied holiday experiences available in our region.we must!! do anything that can attract people to holiday in our region.the cruise ship stop overs need to grab visitors in a major way to not only want to return themselves but pass on why others MUST visit us.
- no more paving,just keep everything clean.
- brainstorm please! don't let any underhanded people get there own way for there own benefit.sorry to be cynical but it's true.
- enterprise  
camera surveilence and major lighting to decrease crime,esp senseless beatings.as a reg. emergency nurse i have seen to many of these occurances and the devastating affects on families.  
Facilitate more art projects in empty shops.
- enterprise  
enterprise Improve appearance and upkeep of building fronts.  
Fill empty buildings improve night trade more small business incentives cheaper rent...

Filling the empty shop fronts with start-ups or displays.

Give city charities a window or shop to encourage volunteer participation.

Lifeline, Meals on Wheels, RSPCA, Christmas Card shop could all have attractive displays that could be approved and would enhance the work of Renew Newcastle.

It is most important that volunteers be encouraged.

Also would bring people into the city.'

Coming into Christmas get the various ethnic groups to display their cultural tokens of Christmas - the multi-cultural Christmas tree festival at the YWCA in Cooks Hill used to be spectacular. Would give people a destination and increase patronage to the shops. Also put more foot traffic around to make the area safer for all.

enterprise MOST IMPORTANT: work with police to have a shop front station in the mall. Works in other big cities.

enterprise Fix the facades on the old, vacant buildings. Make them at least look like they are being used. Clean the street - its filthy. More pedestrian crossings.

Fix up buildings with flaky paint and shabby shop fronts ASAP.

provide incentives to keep DJs in the city and pull in other businesses (I know easier said than done.) How about an Ikea shop - lots of people I know go to Sydney to shop at Ikea.

Finish off the road works in hunter and king streets ASAP

enterprise Ensure that the railway gates are closed for the minimum length of time that they need be.

enterprise Fix up Council owned properties, brighter lights, better parking, safer place for pedestrians.

enterprise fix up shopfronts knock down the empire site

enterprise General reonvations of old buildings to help improve the look of the place  
 Get businessess into unoccupied buildings.

enterprise demolish the Empire Hotel !

enterprise Get rid of the dilapidated buildings and provide better lighting. Make owners of buildings responsible for keeping their premises in good repair. Clean up graffiti on buildings

enterprise Get rid of the tacky art work hanging off buildings. Clean up the old shop fronts.

enterprise Get the Landlords to clean up their act with their empty shops. It makes our city look sad. A clean empty shop might just attract a new tenant.

Give the tenants/residents some pots of paint.

enterprise Too many sets of lights in Hunter Street

General street planting

Maintain graffiti removal program and litter clean up

Persue owners to clean up vacant premises

Encourage use of vacant buildings by start up businesses - eg Renew Newcastle

Allow parking in front of Tourist Office

Conduct a review of parking restrictions in the CBD to increase the number of parking spots - eg put lines on curb to show where to park - critically question every no parking/no standing sign to confirm its need. Charge owners who have more than one access to their property for lost parking spaces. Relax dimensions for proximity to corners and property entries to increase places particularly in low speed areas. For example in Wolf St opposite DJ's - why cant there be more angle parking places - shift bollards a bit? Generally I think there is a lot of wasted parking spots by bad practise and inappropriate signage

enterprise

Progressively install Closed Circuit Surveillance to dissuade antisocial behaviour

enterprise

Have another earthquake so we can start again. Relax planning laws. Make it a business-friendly (and therefore customer-friendly) environment.

Have property owners, including NCC clean up any vacant properties and keep them cleaned up.

Increase timed parking and allow multi- precinct use of parking tickets from the top of town to the west end.

Double the time limits on current timed parking - 1 hour becomes 2 hours, 2 hour becomes 4 hours.

enterprise

A greater effort to the cleaning of all areas of Hunter Street from Pacific Street to the western end and side streets located within the mall area.  
 how long is short term?

enterprise

Commence cleaning the areas and encouraging shop owners to paint their shop fronts. Start the greening process as trees take years to mature.

enterprise

Hunter Street is almost terminally ill! Clean up some of the old buildings, invite investment by relaxing some of the crazy building restrictions, and you might actually get some help from the Private Sector. Otherwise whatever is done will only be a cheap makeover.

enterprise

Hunter street is still the main feature of the city. People will visit Hunter street and walk the street (or ride bicycles) to visit cafes, outdoor entertainment and outdoor take away eating. Some selected shopping should be mixed with lots of residential areas.

I think I am out of my league in answering the previous question as I am not up to date with funding allocations.

enterprise

Perhaps a cleanup Hunter Street and the demand that the owners of the derelict buildings fix them up pronto or else!!!

- enterprise If David Jones cannot be retained, develop a strategy to have the vacated spaces at that part of Hunter St. occupied and active while medium/longterm strategy developed and implemented. Do not allow strata titling of large blocks if that pre-empts more strategic development.
- enterprise improve landscaping
- enterprise do something about derelict buildings.  
 Improving facades or covering them up, even if the building behind it was still in a poor condition.
- For example when I was overseas I saw building being renovated and the top floors where covers in sheeting (looked like a type of shade cloth) with pictures on them. So when looking from a short distance away it looked like a building was already there as the sheeting had a picture of a building in the correct proportions.
- Have regular security patrols to stop graffiti.
- Encourage building owners to allow small business to occupy spaces of empty building at a small rental price with the view they will need to vacate at short notice if a higher paid tenant came along. Maybe this can be incorporated with other government incentives e.g. the NEIS scheme.
- Introduce rewards for dobbing in a graffiti artist or some vandalising facilities. Increase cameras in town, this may not stop a crime but will make it easier to identify people who did the crime.
- enterprise Speed up development approvals and also add a time restriction of when the renovations need to be started by and completed so we don't have all these empty buildings everywhere.  
 In revitalising, start where there is most activity already. We can't afford to let any more of the city die.
- enterprise Once there is a master plan, start working on refurbishing some of the old buildings that are now deteriorating. We don't want big new buildings, we want the character of Newcastle to remain by rescuing what we have.
- enterprise Incorporate the Srt Gallery in the special area planning
- enterprise Knock down Civic Hotel site and Jolly roger site.
- enterprise Knock down old shops and eyesores and leave as vacant greenfield sites  
 knock down derelict buildings  
 facelift underused buildings  
 encourage new business with pepper pot rents  
 cycle lanes
- enterprise planting

- Let new businesses with unique things to offer (eg recently graduated fashion/design students, photographers, artists, cafes that will freshen the place up [not JUST big chain stores that are everywhere and will not necessarily bring anyone back to the City when they can go to Kotara or Charlestown], have really cheap rent/assistance).  
Have bands play in the streets  
Have more seating and planting  
Let cafes have seating outside
- enterprise  
Instead of using the railway to let big developers use for housing, give them the land behind the facades that is falling down, not in use. Housing will not make people come to the city centre for anything.  
Level sidewalks
- more cameras for night time trouble
- make owners fix their buildings we have beautiful facades on some of our buildings.
- dont modernise the buildings on the outside.
- the empty buildings need to be rented out to stop trouble,vandalism and deterioration, even if they are rented for short term accommodation at a minimal weekly fee.
- offer empty buildings to charities etc, to get people inside them.  
turn some of those abandoned buildings into parking
- enterprise  
enterprise  
enterprise  
enterprise  
enterprise  
PARKING PARKING PARKING AND 2 HOURS ON THE METERS IS TOO SHORT SOMETIMES AND TOO BLOODY EXPENSIVE  
Make all the building faces looks nice, there are so many run down looking buildings.  
Make owners clean up their abandoned buildings. Make developers consider the history of Newcastle in their plans for the city.  
Minimal spend to improve existing facades / empty shops with the poorest appearance (requires negotiation with owners).  
More art and cultural shops at low rents in used shops. Close venues early where there is excessive drinking. More tree plantings.  
More cleaning of streets and public facilities.
- enterprise  
Closing or major crack down on the Crowne Hotel. My office is just near there and there is frequently vomit etc on the foot path. I understand it is currently closed for renovation so perhaps that will help. I also understand there has also been some attention given to this pub.  
Planting, increased free parking or reduced metreing.
- enterprise  
More Renew Newcastle type use of MT spaces.
- enterprise  
enterprise  
UNsure of Definition of Short term?  
Most buildings need a face-lift  
-Music in the mall
- enterprise  
-Increase parking time  
-Promotion of what is there

-Fill more empty spaces

-Keep it clean

RELAX LIQUOR LAWS - 99% of people are decent.

FREE TIMED PARKING - two hours then fine people

FREE OR LOW COST DIRECT BUS ROUTE BETWEEN SHOPPING HUBS OF GREATER NEWCASTLE

MAINTAIN PACIFIC PARK - turn on fountain, create shaded seating areas  
 MAINTAIN SAND STONE STREET GUTTERING - especially historic east end.

HUNTER STREET MALL POLICE BOX - friday saturday nights  
 ALLOW MOTOR BIKES TO PARK ON THE FOOTPATH - this is allowed in the centre on Melbourne surely we have enough space? It would increase car parking and number people in city centre at zero cost.

TRANSPORT SIGNAGE - direct people to the train station, taxi ranks, bus stops, bike paths and direct foot routes to Darby street and harbourside areas.

ENCOURAGE PUSH BIKES

- create places near pubs and cafe's to store and lock up pushbikes.

enterprise - create bike paths that link major shopping areas of greater newcastle (charlestown, Kotara, Newcastle City Centre)

enterprise "Nuke the site from orbit - it's the only way to be sure." Seriously, council should divest itself of all landholdings in this disaster area, and help to provide developers with a clean slate. Hell, they can't do a worse job than the debacle at Honeysuckle.

enterprise Obtain occupancy in empty shop fronts.

enterprise Hunter street looks abysmal.

enterprise Offer free rental for a period to get shopowners in, and prosecute owners who neglect their buildings

enterprise Offer incentives to improve shop front design

Provide reasonable rental rates and assistance for small business, schools and charities to use office space.

Investigate access issues.

enterprise Encourage cleaning & revitalising old buildings, footpaths and signage.

Order the clean up of the derelict buildings or pull them down. Get them into a state where they can be developed and occupied.

enterprise Ensure the street is clean and tidy.

- enterprise Out side seats should be kept clean, more bus shelters, toilet facilities, more outdoor seating towards Darby street and to the end of Hunter.  
Owners of buidling in Hunter Street should be required to maintain their properties to a high standard rather than let them become derelect. Ones past repair should be demolished.
- enterprise Civic precinct would be a great starting point for restoration, redevelopment and beautification. Civic Arcade is a disgrace as is shop frontage from Auckland Street to Civic Theatre.  
PAINT BUILDINGS  
LET OUT BUILDINGS AT A CHEAP RATE  
SELL BUILDINGS TO RAISE MONEY TO  
REVITALISE CITV AND INPROVE IMAGE
- enterprise FOR TOURISTS AND DEVELOPERS  
Please fix the derelict and falling down buildings from the West end and Civic. If they cannot be fixed knock then down and plant trees!!!  
Provide an allowance to building owners to revitalise shop fronts and facade.
- enterprise  
enterprise Repainting all facades would be revolutionary for the appearance of the street.  
Redevelopment of old buildings such as the old corner hotel now a rack and ruin renew newcastle has been fantastic to create a sense of vibrancy and potential change. it makes you want to visit and explore hunter st. monthly weekend and evening events could be a good way to attract people. markets around the marketown shpoing centre could be a great way to create a different atmosphere - there is a lot of foot traffic through there to spotlight.
- enterprise renovation or knock-down of decrepit buildings and facades. if heritage listing of these is a deterrant for owners to maintain them, review local heritage guidelines, especially for 19th century commercial buildings
- enterprise Reopen Showcase cinema.  
Clean the street.  
Increase buses over The Hill  
Busshelters
- enterprise Repaint/Cleanup store fronts. Get any form of tennants into the stores in a similar vein to the renew newcastle project. Give people a reason to want to walk down or shop on hunter st. There is no point making changes to the street if you cant get tennnants in to the stores, no one wants to go in to newcastle pay for parking and find there are no shops to look at.
- enterprise Require owners of closed or "abandoned" shops to install attractive "facade", also owners of businesses with "drab" appearance to "smarten" them up.
- enterprise Rezoning the remainder of Honeysuckle for low-medium rise residential and hospitality-related developments only.
- enterprise Government intervention to try and ensure David Jones Hunter Street Store does not close.
- enterprise Shop frontage painting and signage so it looks like an integrated site.The 4 different precincts could have different colours around a central theme
- enterprise Shop fronts need to look more attractive, graffiti to be removed  
shop fronts used as art spaces /
- enterprise short term tenancies in a range of empty buildings

short term: incentives to improve building facades. pass legislation to make owners clean up their buildings or have them demolished and purchased by the council  
 ack project such as renew newcastle and help facilitate future projects

enterprise - encourag

Since David Jones is closing next year, there should be more encouragement for small businesses to enter Hunter Street rather than the multinational businesses. It would be good to see more young people encouraged to set up their own future small business in the empty shops rather than the multinationals. This can be done with education programs run by government itself who can assist these young people in setting up their own businesses.

There should also be market stalls, more events happening and overall Hunter Street should now be promoted like Hamilton and Darby Street as a cosmopolitan street with boutiques, cafes, fine dining etc.

The young people however should be deterred not to promote art on empty shopfronts that looks like vandalism/graffiti. It does look ugly and detracts greatly and makes Hunter street look empty and derelict.

enterprise

Some system in place where derelict buildings are not allowed to deteriorate to the point they currently are. Could council and owners of the buildings work together to ensure that the buildings are somehow put to temporary use if original plans for these buildins fall through. Could we be offering short term cheap leases for commercial use, storage or volunteer and community use? Anything that would make the buildings appear used and not abandoned would hopefully cut down on vandalism and help maintain a half decent appearance.

The current refurbishments to the shop facades in the mall are a great improvement keep up the good work, it's amazing how much difference a new shopfront and a lick of paint can make a difference.

enterprise

somehow convince a big "destination"shop/business/attraction to come to the area - subsidise rent in a big way . if you can somehow get something to come in, others may follw. Maybe a big entertainment centre, concert venue.

enterprise

Something needs to be dome about the no. of derelict falling down and empty shops that seem to be the norm of Hunter St particularly in the west end

enterprise something needs to be done about the derelict buildings

enterprise Start to fix the facades of buildings.

enterprise State/local govt and private sector funding agreements

enterprise stop approving ugly building designs and foster more cultural events

Stop treating graffiti like art - boarded up buildings which have graffiti painted on their hoardings do not look any better - it looks as if the city is condoning vandalism. The uninhabited buildings should be monitored, and secured so that squatters can't move in (and burn them down). Provide free parking. Encourage Renew Newcastle businesses - it's one of the few things the city has going for it at the moment. Keep free bus services.

enterprise

enterprise Take over old unused buildings, pull then down and re-plant as green park areas.

The first issue is to tidy up the area, clean empty buildings, demolish damaged ones.

Improve accomodation availability and increase restuarant numbers, the dockyard area and foreshore are Newcastles pride, I always take vistors there when in town, however it is almost emabarising to drive up Hunter street to get there as the west end is almost a ghost town of delapidated buildings.

I think Hunter st should be designed on the a piece each of the Foreshore, Beaumont St and Civic Park

enterprise  
enterprise  
enterprise

Tidying up the derlict buildings if only from the outside boarding if nothing else.  
To construct new and modern buildings.

Trees and pretty seasonal flowers regularly planted right throughout the area. Junkies and street thugs will no doubt smash the pots, but just keep putting them back with new ones and eventually they may give up.

An immediate scheme is required to bring in heaps more startup businesses into the area. You can't transform the area without it being fully occupied with tenants and caring residents. I would try to establish a funding deal very very quickly where you could make it super attractive to new businesses to setup shop in the area. I for one would be interested. This will on doubt carry a huge cost in the beginning, I.e. government having to subsidise rents or something similar.. But from there, you will have more fully occupied buildings and the tenants will actually take some price in their office, maybe put their own pot plants out the front, re-paint/renovate their offices and gradually the place starts to look like a city again.

enterprise  
enterprise

This is the key, the buildings need to be fully occupied so that the area is busy with more normal people and less junkies/thugs.

use the community by asking for volunteers to paint build etc. Working bees....

enterprise

What about some of the shops being rented out for Ops shops, Recycles clothing, Places for Seniors to get help.

enterprise

When retailers open a shop, ensure that they are required to keep their section of the street clean and tidy!

enterprise

While I think the transport issue needs to be sorted out first so that other improvements are planned around this, I think large unused buildings which are lying vacant could be put to better uses which can bring prople into the city. These uses should offer cultural experiences which do not exist elsewhere in the CBD and surrounding suburbs. e.g. all-age family venues, under age discos, multicultural precints, live concerts/music/performances, bowling alleys, comedy clubs etc. Venues which don't focus only on drinking alcohol.

greenways

clean it up, remove graffiti and scrub it clean, restore civic pride immediately, use resources to clean or bulldoze buildings, encourage people to move into the CBD and create an infrustructure,use contractors to to this , work for the dole projects for greening areas

Clean up the shop fronts.

greenways

Improve the parking to give people somewhere to park if they do venture in.

greenways

Start 'greening'.

Community gardens and market gardens are quick to set up and look great.

greenways

Deal with neglectful building owners.

- Plant trees
- demolish derelict buildings
- decorate empty buildings
- pot small trees in areas where we can expect building or footpath changes, plant trees where more permanence is expected
- greenways
- greenways
- don't remove the Moreton Bays in Newcastle
- Further short term and achievable initiatives include:
  - Planting trees and greening the precinct
  - Widening footpaths and creating pedestrian friendly commercial strips to support local shops
  - Expanding the free civic bus times and route
  - Creating a dedicated cyclelane and reducing car flow
  - Promoting safety initiatives and working with police to ensure night-time economy is safeguarded from negative impacts of crime and anti-social behaviour
- greenways
- Continuing to work on the removal of the heavy train line with a vision to promoting better public transport and physical connection between Hunter St, Darby St and Honeysuckle/waterfront.
- Graffiti removal
- greenways
- traffic calming and street trees
- Greening is the quickest option and it takes time to make its contribution so we need to start. Planting in the Railcorp space at the end of Darby Street would get rid of a horrid view corridor.
- Smart poles with banners and flower baskets would be a good strategy at key corners.
- Colourful edges to major corners - such as mosaic walls would help to mark changes and precincts.
- A program to seed-fund or underwrite rentals by coops etc could keep property tidy and generate activity.
- Little pockets with shade, seat, innovative lighting at night for safety and effect.
- Public toilets at a couple of key spots.
- Punitive measures for landholders who try the demolition by neglect strategy for heritage facades. Maybe charge them for the cost of the devalued building and rates that affect other landowners?
- greenways
- greenways
- greening, signage and fancy lighting (like Carrington) - something distinctive but functional

Hunter street one way with king street one way in the other direction. Use additional space for tree planting and cycleways. Create incentives for empty building owners to join renew Newcastle program through rates savings. Encourage residential retrofits and redevelopment along hunter street. Slow trains to 15 kms an hour and develop more acces to the harbour. Ensure no buildings over 3 stories in honeysuckle - keep view corridors to the harbour and allow 60%+ greenspace. Push for funding of light rail infrastructure. Use additional ppublic spaces for events.

greenways

Hunter Street seems to look a bit better. I think it is the trees and there seems to be less junk around.

greenways

Moving the overseas passenger ship terminal back to where it was would be a great move.

greenways

I would like to see a major tree planting, widening, repaving and landscaping footpaths as a first step.

Plant more trees

\*Upgrade facades

greenways

\*Artworks or fresh paint on disused buildings to make them look loved and add vibrancy to the place

greenways

Reduce it to one lane in parts and plant some trees in strategic locations e.g. corner Auckland, Merewether and Darby sts.

greenways

Start tree planting near the mall area and work west along Hunter Street.

greenways

street tree plantings, bike racks

To landscape Hunter st.with the tree plantings & start to configure the precincts by the landscaping.

To restore or paint our early historical buildings, I think that would restore the character of our city along with a sense of pride shown in our history.

I don't think the bollards used in the Mall are in character with our heritage, they look entirely out of place and detract from the whole heritage of Newcastle, what about bollards that reflect our maritime history instead? We must sell our history.

greenways

I don't know whether the drive-thru mall is a necessary option. [I believe a tram system would be great in the mall & moving people between precincts.]

greenways

Trees and lightin then level footpaths

Trees and pretty seasonal flowers regularly planted right throughout the area. Junkies and street thugs will no doubt smash the pots, but just keep putting them back with new ones and eventually they may give up.

An immediate scheme is required to bring in heaps more startup businesses into the area. You can't transform the area without it being fully occupied with tenants and caring residents. I would try to establish a funding deal very very quickly where you could make it super attractive to new businesses to setup shop in the area. I for one would be interested. This will on doubt carry a huge cost in the beginning, I.e. government having to subsidise rents or something similar.. But from there, you will have more fully occupied buildings and the tenants will actually take some price in their office, maybe put their own pot plants out the front, re-paint/renovate their offices and gradually the place starts to look like a city again.

greenways	<p>This is the key, the buildings need to be fully occupied so that the area is busy with more normal people and less junkies/thugs.</p> <p>water feature in the Mall, also some play equipment to encourage families</p> <p>Lots of spring and summer colour</p>
greenways	encourage community events to use the space for informal performances
none	none
none	None at the moment
none	Nothing can really be done until the rail issues are settled, revitalisation of shopping precinct and other precincts such as legal, university, etc, are created. Only then can the real improvement take place and revitalisation and beautification develop.
none	Nothing should be short term.
none	Right now the time is for ideas, planning and decisions. That's short term.
none	Long term is for building. Why waste money on short term projects?
none	The only thing I'd do short term is to switch off parking meters to bring people back (with 4 hour limits to stop workers).
none	Next, I'd give struggling businesses a rate holiday.
none	Next, I'd suspend costs and delays on development approvals.
none	plan
none	Please be as specific as possible.
none	the last graph was confusing - and i'm confidently apt with information, the internet, and have studied stats and surveys at university.

Demand that owners clean up the buildings' facades within a very short timeframe, or start legal proceedings against them, and give artists or community groups ultra-cheap leases if the buildings aren't leased within a very short timeframe. Also, do not let anyone buy buildings from now on unless they understand there will be immediate legal consequences for allowing their buildings to fall into disrepair and become a blight on the community.

Put in solar panel street lights EVERYWHERE so that it isn't so blinking creepy to walk down Hunter Street at night.

people and place Add people to the police forces, so you can get police patrols regularly, at night on Hunter street.

- people and place
1. Speedy DA approvals for the restoration of any of the older building in Hunter St.
  2. Removal of the paid parking metres, time zones can still apply.
  3. Any council owned building on Hunter St (if any) should be restored.
  4. Police crackdown on drugs, graffiti and unacceptable social behaviour.
  5. If possible, move more university student housing into town.

Any money that can be spent from the Special Rate Payers levy which is already collected and quite substantial should be used to beautify this area not just separate NCC funds.

NCC has encouraged artists to move into empty shops for low rates or free I believe how about some art events which foster their healthy relationship.

Arts festival- painting Newcastle maybe linked with Live Sites, The Loft (there is a painting St Louis festival) TAFE, Watt Space, NRAG and those artists who have moved in. Are there outside works which they could create in specific areas to enhance the looks and advertise their craft?

Use colourful fabric/flags to mark the crossover points into Hunter St from Honey suckle up. Place signage at these points saying what is over there and make it interesting for more people to explore.

Think about where people already come and why and try to widen that. The Civic Theatre has some great nights where they are full I'm sure Darby Street restaurants benefit from these where in Hunter Street could be promoted in the ticketing? Special deals for Civic Theatre goers etc?

people and place The outlets we have in the Mall are little known so they could be marketed better to young people- do The Loft have activities there in the open sometimes?  
people and place Better lighting and especially security cameras and police or security patrols regularly.  
Better parking

people and place More landscaping

- Bicycle lanes
- Bicycle racks
- Bike hire facilities
- Tree planting
- Encouragement and enlist building owners to maintain their buildings and keep them and the footpath clean
- Street Chess facilities
- Relax requirements for buskers to register for nominated locations
- Reduce speed limit to 40klm
- people and place In areas where parking limit is 3 hours or more, reduce the limit to 3 hours.
- people and place By removing The old buildings and growing trees and more gardings just tidying up the
- people and place city.
- people and place cc cameras for safety
- people and place Clean and freshen up - always looks grimey
- people and place Improve footpaths, incorporate plantings and angle parking to improve streetscape and
- people and place make an interestin place to walk and be
- people and place Clean everything. Water blast it, scrub it clean it. Everything looks so dirty. Give
- people and place building owners incentives to paint (reduced rates for a year). Pay good buskers to be
- people and place there.
- people and place clean it
- people and place clean it up
- people and place clean it up, remove graffiti and scrub it clean, restore civic pride immediately, use
- people and place resources to clean or bulldoze buildings, encourage people to move into the CBD and
- people and place create an infrustructure,use contractors to to this , work for the dole projects for
- people and place greening areas
- people and place Clean it, scrub it. get rid of the smell.
- people and place Then keep up the maintenance.
- people and place Clean it. Remove the parking meters.
- people and place Clean the place up.
- people and place get rid of old buildings
- people and place Improve accesss to Honeysuckle
- people and place Clean up old buildings. remove graffiti
- people and place Clean up the streets. Street sweeper used often, graffiti removed and generally make
- people and place the street look as if it is weel cared for.
- people and place Cleanliness, lighting and encouragement to existing and new tenants
- people and place Clearly identified and clean public toilets every 1500 metres or so. I am aware of some
- people and place of the cost and vandal downsides, but they appear to work well in many cities, including
- people and place Paris.
- A relevant and interesting development I saw opposite the attractive Village Square in
- Healdsburg, California was provision and servicing of a suite of public toilets at street
- level within the boundaries of a hotel/motel.
- people and place I presume this was a condition of development of the hotel, and worked well.

- people and place Colourful Banners, public art  
continue with the artistic pursuits in shop window frontages. Keep Hunter St clean and safe and ensure lighting is good. I think the Lonely Planet people are smart thinkers - Newcastle has the "bones" to make an interesting "alternative" type of artistic looking city - we have the Conservatorium and Uni buildings in town and a good musical and artistic population. Keep Live Sites going. Maybe have a look at Wellington in NZ for ideas. I lived there years ago and found it a charming city with quality pubs, cafes etc. and a beautiful harbour and an interesting community (different to Auckland) maybe they have some bright ideas for us to learn from - Lonely Planet seem to like them as well.
- people and place Demand that owners clean up the buildings' facades within a very short timeframe, or start legal proceedings against them, and give artists or community groups ultra-cheap leases if the buildings aren't leased within a very short timeframe. Also, do not let anyone buy buildings from now on unless they understand there will be immediate legal consequences for allowing their buildings to fall into disrepair and become a blight on the community.
- people and place Put in solar panel street lights EVERYWHERE so that it isn't so blinking creepy to walk down Hunter Street at night.
- people and place Add people to the police forces, so you can get police patrols regularly, at night on Hunter street.
- people and place Encourage private land/building owners to paint, tidy up their area, But to be more specific make them do it or be subject to fines or a levy on their rates will apply to carry out this action. Also if any building is now beyond redemption, site should be cleared. NOTE It is understood that owners can claim tax benefits deductions on any commercial/residential building regardless of condition, If site becomes vacant land they can not do so, It would be prudent to force issue and may be site will change hands[too costly to keep] and be developed by NEW owner and not be lying dormant for years, hence we achieve our goal of building a new vibrant city .
- people and place Endeavour to generally clean up the buildings
- people and place and encourage the opening of new business to provide reasons for people to visit the city areas
- people and place ensure streets are clean, engaging with owners and business operators and selected street furniture.
- people and place footpaths and trees and signage
- people and place General beautification.
- people and place General cleaning of buildings and leaning on owners of buildings to do something to improve appearance of derelict buildings or remove them.
- people and place Get rid of parking meters  
Get rid of council owned eyesores  
Stop ignoring the people Keep the heavy rail  
Have transport timetables that match the public requirements and the are married together so the you can get on/off one and get off/on the next
- people and place get rid of the inadequate Bus interchange at Newcastle RAILWAY station  
Get rid of very poor graphic art. Use some of the \$600,000 City Centre budget to clean up signage, by signage grants to businesses as is done in other successful main street programmes.
- people and place An audit of why shops are not being leased

- people and place Get the unsavoury individuals off the street after dark; community safety is a high priority and this will inturn will help to reduce crime and assaults.
- people and place greening, signage and fancy lighting (like Carrington) - something distinctive but functional
- people and place Hose the footpaths down and then sweep the gutters each morning. Demolish the old Empire it is an absolute eyesore and a haven for the idiots who pervade our streets throughout the night
- people and place Improve security, safety and accessability to the region at all times
- people and place Increased use - events, markets, renew Newcastle, fun runs....anything that gets people using the space in creative, healthy, positive ways. These are achievable in the short term and reliviely low cost.  
 The use of the space makes it more attractive to commercial interests.  
 With increased use of and engagement with the area, council should encourage a higher end retail market. Darby Street is a good example of a well developed commercial area.
- people and place Keep encouraging/supporting Renew Newcastle.  
 Support outdoor eateries, especially as the weather gets better.  
 Go light on parking tickets, especially late afternoons/evenings and on weekends: if people get ticketed they may not return. Maybe post friendly warnings rather than fines.
- people and place
- people and place Keep it clean and free of vomit and urine.
- people and place Keep it CLEAN and make it safe.
- people and place Keep it clean.
- people and place Keep it clean. Encourage businesses to empty properties by offering low rents. Make it safe
- people and place Keep the cleaning crew going in regularly.
- people and place Keep the shop facades and footpaths clean - free from grafitti, and human waste.
- people and place Lighting, security cameras, cleaning
- people and place Low level pedestrian access between Hunter St and Honeysuckle/Foreshore
- people and place Make area more dog friendly
- people and place Make the development process for small bars, cafes and restaurants easier to set up within determined precincts. Newcastle currentl has Darby St, Beaumont St, and The Junction as dining precinct so there is definately room for expansion in Newcatsle East near the beach and either civic or in newcastle west. These types of business produce people and pedestrian activity which has flow on effects in creating a positive atmosphere. The development process in general should be made simpler. and stronger measures should be placed on building owners to maintain there properties. The Renew Newcastle Project should also be invested in significantly as they are doing great things in promoting the future of Hunter St.
- people and place markets, events etc
- people and place

More creative use of space. Discourage driving - less car parking at street level - the city gets too cluttered. We need buildings creating activity, not street level car parking. People can park in council car parks or park and ride. Encourage a large park and ride facility at Newcastle West/Hamilton -Tudor St near Hamilton Bus Depot.

If knocking down the Civic Hotel and surrounding properties, use the space temporarily as a Community Garden, a small soccer field (construct some goals, paint lines), put in some temporary pot plants, temporary street art, benches, day beds, set up a coffee cart and chairs, a beer garden and band space etc.

people and place  
 people and place  
 Renew footpaths, plant trees and shrubs, encourage more Renew Newcastle projects until EVERY vacant space is filled.  
 more lighting and security to make it safer at night to walk  
 Move forward on cleaning and reviving the appearance of Hunter Street facades. Stop drawing businesses away from Hunter Street and revive then my linking Hunter Street with Honeysuckle. How many workers in Honeysuckle would like to cross the rail into Hunter Street and Marketown? Many, I reckon. Hunter Street languishes because the HDC seems intent on making it so. Let us crossx the rail at many places and you'll soon see Hunter Street revive. I believe that the Water Board building has recently been refurbished and occupied by Pacific National: how good is that! Let them cross to Honeysuckle for a coffee and a walk on the waterfront and you'll soon see both places benefit.  
 people and place  
 More visible security including Council Rangers having the authority to issue fines for littering on our streets and beaches. The state of the beach after a busy hot day is an embarrassment.

More rubbish bins which are more readily accessible may assist but may not be effective.

Less fast food outlets may lessen the litter as it appears the public tend to eat and throw containers wherever they are sitting or standing or from their cars.

However, there is no point in having rules and regulations in regard to littering, graffiti or other forms of vandalism unless the law is enforced. There appears to have been some inroads made into the graffiti problem thanks to the Hotline set up by the Council.

people and place  
 More machine cleaning of streets and footpaths. The Mall is most unattractive and some of the paving around cafes along the foreshore is all stained and very dirty. Businesses should wear the cost of cleaning related to their business practices.  
 -Music in the mall

-Increase parking time

-Promotion of what is there

-Fill more empty spaces

people and place  
 people and place  
 -Keep it clean  
 open it up to the harbour  
 Painting of Buildings to remove Graffiti.

people and place  
 Plant more greenery.

Encourage more cafes in hunter street mall

- people and place  
people and place

Markets such as Farmers markets initiated  
Pedestrian overpasses over the rail line to encourage people to walk across from Hunter Water, Sparke Helmore, GHD, NIB, PWC, etc etc, to spend \$\$ at lunchtime.  
positive signs/posters
- people and place  
people and place  
people and place  
people and place

Pull out weeds, clean the footpaths, have more bins, wash down windows and generally make the place appear more appealing.  
Remove graffiti, dispose of rubbish, wash pavements.  
remove on street parking and parking meters and plant trees in the middle of the road  
rename - 3rd world street
- people and place

SEcurity to maintain order - ie stop the window smashing, vandalism etc  
Immediate penalties for having derelict front entrances - either board it up or fix it up.  
Really sorry about spelling!
- people and place

Security  
Lighting  
Free short term parking - bring more people into town  
Extend trading hours
- people and place

Shop sidewalk canopies to be lighter and permit light through as well as provide weather protection, Tinted glass or perspex would brighten everything up and probably lessen lighting costs for the shops. Wider footpaths and plentiful angle parking would be great but you don't want to lose traffic access or flow. If shops can't be occupied owners should be encouraged to at least brighten them up and maintain them. Better lighting (maybe solar) to improve security and maybe cut the bureaucratic red tape to allow more business in.
- people and place

Simply make sure the foot paths are kept clean in the short term, with more and varied tree plantings to come in the future.
- people and place

The first priority should be to clean up building facades and keep the streets themselves as clean as possible.
- people and place

Lighting and cctv (safety) should be next.
- people and place

Beautification (eg tree planting and banner/flags and wider footpaths and green + town square areas) should be the next priority.
- people and place

If it is safer and more attractive more people will come in and support and generate increased activity.
- people and place

The widening of footpaths in the Civic and West End precincts will help to encourage outdoor dining and pedestrian use of the area.

There are a lot of Hunter Street retailers that are no doubt just making ends meet. I would imagine supporting them in making Newcastle more beautiful would make the area appear much more friendly. This could be achieved in many ways, one I think is already being addressed via renew Newcastle (putting people into vacant buildings), another could be to offer grants or to subsidise professional graffiti proof sign-writing, yes it is commercial and would produce more signs but they would be clean, clear and colourful. I would imagine it might also be an idea to encourage people in businesses that neighbour dilapidated buildings to contact those building owners to negotiate arrangements for those trading in the street to put signage over the buildings that would both protect the dilapidated building and provide a boost to the nearby business. I am not sure but I believe there is some signage that is metal and can be graffiti proof.

people and place

This is a priority really.

people and place

Keep it looking good. It should look like people are proud or want to take care of it. The way you'd keep your own home or business offices looking clean, fresh, tidy. Places can still be 'old' or 'lived in' and be well cared for and well loved. Take older public buildings or churches, you see they are old or used, etc they are still maintained with dignity and cared for.

1. Speedy DA approvals for the restoration of any of the older building in Hunter St.
2. Removal of the paid parking metres, time zones can still apply.
3. Any council owned building on Hunter St (if any) should be restored.
4. Police crackdown on drugs, graffiti and unacceptable social behaviour.

transport

5. If possible, move more university student housing into town.
- 2 rows of angle parking in the middle of Hunter Street from Darby to National Park Street.  
Retain parallel parking on the sides.

Place concrete parking 'bumpers' strategically to discourage street racing during hours of reduced use.

Create skate board 'refuges' in adjacent side streets/culdesacs - consult skate community as to viability.  
Consider Peel Street Tamworth.

transport  
transport

A decision could be made on the rail line.  
A drop off point at the walk way across to the foreshore , that "no stopping" point on Hunter st could be a no park but drop off point to reduce traffic having to go all the way around into the foreshore when people could just walk over then.

penalise shonky and empty building owners if no effort being made.

Fix the traffic block in king st in the afternoon.

angle parking in darby from opposite the park.  
Lots more trees but benefit takes time.

Stop cutting down more trees, especially the beautiful figs at the art gallery. That is stupidity when one want a better environment and attractive scenes to visit.

transport

more restaurants in Hunter st outdoor.  
Move the Art gallery or Library to david Jones site which already has such good

parking adn that would increase people to that area too once DJs goes. Both can have activities and classes going on.

- A segregated cycleway.
- Bus priority lanes for peak hours.
- Major expansion of Renew Newcastle.
- transport Make owners of unsightly derelict buildings or construction sites cover the buildings with a picture of a building (as they do very successfully in major cities in Europe).
- transport A strong focus on integrated public transport to reduce traffic volume. Park and ride facilities. A street fair?
- transport Allow both way riding by cyclists in the Mall
- transport Attract a major tennant after DJ's goes for that store.
- transport Encourage people to come to shop in the city by offering free parking or longe parking, or a central free parking area with shuttle buses to the shopping area or restraurant area of Hunter street.
- transport Better parking
- transport
  - Mare landscaping
  - Bicycle lanes
  - Bicycle racks
  - Bike hire facilities
  - Tree planting
  - Encouragement and enlist building owners to maintain their buildings and keep them and the footpath clean
  - Street Chess facilities
  - Relax requirements for buskers to register for nominated locations
  - Reduce speed limit to 40klm
- transport In areas where parking limit is 3 hours or more, reduce the limit to 3 hours.

Bike paths, as described.

1) draw a line 1 m out from the cars. Paint the road between this line and the kerb red. This is the danger zone - OK to park cars, pedestrians can access their cars.

2) Paint another line 1.2 m further out. Paint the road between the two lines green. This is the bike zone. It shares the traffic lane, but bikes cannot be overtaken by motorised vehicles.

transport  
transport

3) The rest of the road is left as is. Reduce speed limit in the whole inner city zone to 30.

Central road parking and landscaping (such as in Port Macquarie)  
Change traffic activity to encourage bus transport, train and bicycles.

Perhaps free all day parking near Hannel street.

transport  
transport  
transport

Bike hire exchange throughout hunter, CBD and other beaches of merewether/bar  
Consider making Hunter/Scott Sts one way, & maybe making King St the alternate one way, to help with the traffic load, & introduction of all the facilities previously mentioned.  
Consider traffic flows - one way into the city, and King Street out of the city.  
Copenhagenise the whole length. Reduce driving lanes from 4 to 2. Drop speed limit to 40. Convert existing car parking lanes on both sides into cycle lanes, on both sides.  
Halve number of car parks, to make way for big trees and bicycle racks. Add pedestrian crossings on every block.

Remember, road taxes only pay for the tar. They do not recompense us for the land stolen for car use. Hunter Street existed before cars were around. It was built for people who weren't too lazy either to live here, or walk here. Now they can cycle!

transport  
transport  
transport

And do all this quickly, while we are on the Lonely Planet top 10 cities to visit list for 2011. Their readers will come here via train, and next be looking for somewhere to hire a bicycle.

Council could support the retention of the rail corridor as an operation train service.

**CYCLE WAYS!!!**

Dedicated cycle lanes

- Frequent bus service linking activity nodes

- Improved public transport at night time to allow people to get home, and therefore encourage a greater mix of people going out at night

transport

- Improved permeability between foreshore and  
Dedicated cycleway.

Draw new businesses into empty shops.

Live Sites events; school events eg. bands & choirs for Christmas.

transport  
transport

Build on the backpacker / Lonely Planet reputation - what do these tourist like about Newcastle?

Design a new cycleway.

- transport Directional peak hour clear ways of parking areas for dedicated cycling lanes.  
Establish free bus service from inner suburbs eg Broadmeadow, Adamstown, Mayfield during business hours and ban private cars from Hunter st. Cut off service of alcohol at midnight.
- transport Fee car parking no meters first three hours free to come inline with major suburban shopping centres
- transport Fix up bus shelters, make sure there's enough room for pedestrians & cyclists (even during road works) - at the moment there is hardly any room for pedestrians & cyclists on hunter st nr perkins st. And clear bike lanes, eventually moving towards copenhagen style bike lanes.
- transport Fix up the city so that people can walk around. If the city isn't walkable, nothing else matters.
- transport Free parking
- transport free parking
- transport Free parking - especially for local residents if we are to view this area as our local place to shop.
- transport Get rid of all parking meters.
- transport Get rid of the cars - especially in the Mall
- transport Get rid of the parking metres
- transport Get rid of the parking police
- transport Get rid of the rail line and get GPT back on board!
- transport Get rid of the rail line.
- transport Get rid of vehicles from Mall.
- transport More frequent street cleaning in Mall.  
Give the tenants/residents some pots of paint.
- transport Too many sets of lights in Hunter Street  
General street planting
- Maintain graffiti removal program and litter clean up
- Persue owners to clean up vacant premises
- Encourage use of vacant buildings by start up businesses - eg Renew Newcastle
- Allow parking in front of Tourist Office
- Conduct a review of parking restrictions in the CBD to increase the number of parking spots - eg put lines on curb to show where to park - critically question every no parking/no standing sign to confirm its need. Charge owners who have more than one access to their property for lost parking spaces. Relax dimensions for proximity to corners and property entries to increase places particularly in low speed areas. For example in Wolf St opposite DJ's - why cant there be more angle parking places - shift bollards a bit? Generally I think there is a lot of wasted parking spots by bad practise and inappropriate signage
- transport Progressively install Closed Circuit Surveillance to dissuade antisocial behaviour

	<p>Have property owners, including NCC clean up any vacant properties and keep them cleaned up.</p> <p>Increase timed parking and allow multi- precinct use of parking tickets from the top of town to the west end.</p> <p>Double the time limits on current timed parking - 1 hour becomes 2 hours, 2 hour becomes 4 hours.</p>
transport	<p>A greater effort to the cleaning of all areas of Hunter Street from Pacific Street to the western end and side streets located within the mall area.</p> <p>Hunter street One way into CBD improved streetscape widen footpaths. tree planting, fresco dinning and kiosk takeaway food,busway.</p> <p>King street one way out of CBD multilane plus busway.</p>
transport	<p>Access between Hunter and King 2 way</p> <p>Hunter street one wAy with king street one way in the other direction. Use additional space for tree planting and cycleways. Create incentives for empty building owners to join renew Newcastle program through rates savings. Encourage residential retrofits and redevelopment along hunter street. Slow trains to 15 kms an hour and develop more acces to the harbour. Ensure no buildings over 3 stories in honeysuckle - keep view corridors to the harbour and allow 60%+ greenspace. Push for funding of light rail infrastructure. Use additional ppublic spaces for events.</p>
transport	<p>I am sorry but I feel it is useless answering this question because nothing will happen unless the rail line goes.</p>
transport	<p>I say we need to provide a loop from Newcastle East to Darby St which enables visitors to jump on and off a bus or tram and experience something interesting to do/see/interact with e.g. art shows, theatre, puppets for kids, circus skills, etc. followed by a cup of coffee/tea/fruit drinks etc and a small snack eg cake, bread, pancake, pizza slice followed by walking to shops where men/women and children can buy items of interest to them e.g. gardening, manchester, toys and then people would like to have a healthy lunch( with or without alcohol) but of a reasonable cost e.g. sausage sandwich/salad sandwich/ falafel roll and then to hop on a train/bus to get home safely. That is my idea of a good Sat/Sun afternoon or all day activity. Older people can do these things too if they are centrally located and there are sheltered places to sit down and comfortable seats.</p> <p>Improve and encourage bicycle access.</p>
transport	<p>Encourage small businesses to utilise empty shops, attract outlet shops.</p> <p>Improve the turning lanes by lengthening and signage and reduce through traffic to a single lane.</p> <p>Make the bus stops distinct pull off areas and possibly raise the kerb to make it easier to board. Provide good quality shelters for waiting passengers and possibly extend the roofing out to partially shelter the bus as well, so passengers are protected from inclement weather.</p> <p>Develop a fully enclosed and serviced train/bus interchange.</p>
transport	<p>Approach Rail to increase foot level crossings to Honeysuckle.</p>
transport	<p>In the wider section angled parking to increase parking spaces could be tried.</p>

- transport
- Keep parking costs down. Retain free parking at weekends. Continue encouragement of art and community use of vacant buildings.
  - Level sidewalks
  - more cameras for night time trouble
  - make owners fix their buildings we have beautiful facades on some of our buildings.
  - dont modernise the buildings on the outside.
  - the empty buildings need to be rented out to stop trouble,vandalism and deterioration, even if they are rented for short term accommodation at a minimal weekly fee.
  - offer empty buildings to charities etc, to get people inside them.
  - turn some of those abandoned buildings into parking
  - PARKING PARKING PARKING AND 2 HOURS ON THE METERS IS TOO SHORT SOMETIMES AND TOO BLOODY EXPENSIVE**
- transport
- Liaise with City Rail to install level crossing across railway line like they have in other cities eg San Fransisco - one near Queens Wharf, and underneath other existing overpasses.
- transport
- Or at least improve overpasses so they are accessible - look at what Perth and Melbourne do with round bike/walking paths to get over freeways eg the one near St Kilda Pier
  - Loose the parking meters so shops can get drop in customers. make some spots 1/2 hour parking.
- transport
- A free mini bus looping the city like Perth has in 3 colours that are clearly definable to tourist and locals.....
- transport
- make user freindly parking options available
- transport
- Move the rail

RELAX LIQUOR LAWS - 99% of people are decent.

FREE TIMED PARKING - two hours then fine people

FREE OR LOW COST DIRECT BUS ROUTE BETWEEN SHOPPING HUBS OF GREATER NEWCASTLE

MAINTAIN PACIFIC PARK - turn on fountain, create shaded seating areas

MAINTAIN SAND STONE STREET GUTTERING - especially historic east end.

HUNTER STREET MALL POLICE BOX - friday saturday nights

ALLOW MOTOR BIKES TO PARK ON THE FOOTPATH - this is allowed in the centre on Melbourne surely we have enough space? It would increase car parking and number people in city centre at zero cost.

TRANSPORT SIGNAGE - direct people to the train station, taxi ranks, bus stops, bike paths and direct foot routes to Darby street and harbourside areas.

INCOURAGE PUSH BIKES

- create places near pubs and cafe's to store and lock up pushbikes.

- create bike paths that link major shopping areas of greater newcastle (charlestown, Kotara, Newcastle City Centre)

transport

Off road or clearly marked cycleway into town through hunter st or king st.

transport

Free Trains from hamilton into town.  
On Hunter Street:

transport

Allocate a bike path NEAREST to the footpath. Paint a unbroken line to designate the width of the bike path, this will start a decisive introduction for the accomodation of bikes to Hunter Str. and one lane for cars and parking.

transport

PARKING FACILITIES AND FREE AND FREQUENT SHUTTLE BUSSES

transport

Parking....Parking....Parking. Offer free parking or at least 15 min free parking

transport

PLAN to get rid of the railway station, increase pedestrian access from hunter st to foreshore, continue to encourage people to hunter st via livesites

Plant trees

Reduce car lanes

Widen footpaths

transport

Dedicated Cycle ways

Pull out the Parking Meters entice people back into newcastle put on free events I object that my rates are used for the up keep for Newcastle foreshore for the convenience of its community yet on Public holidays Bands are put on & I have to pay to go into the foreshore my rates pay for my priviledge to use this yet I am refused on certain public holidays where bands are placed but then there is also the parking problem

transport

Rapid bus transit lanes; a good clean up; plantings.

transport

Remove parking meters. Have timed spaces.

transport

Remove the railway line and replace with a dedicated bus and cycle route

transport

Removing the dangerous parts of cycle infrastructure. Bollards, and bike pictures in the car door death lane head the list. A bollard in the middle of the shared cycle/ped path is great to stop cars, but deadly when a cyclist hits it at speed.

Confusing "bike lanes" in Newcastle: The bike pictures on the roads in Newcastle are in the wrong place. Most are in the car-door-opening-death-zone, encouraging people to cycle where they will get hit by an opening door, or worse, swerve into traffic trying to avoid the door. Unsignposted "bike picture lanes" are too narrow & Road Rules 153, 144 & 247 advise not to ride in them. So cycle safely & legally (away from parked cars) in left of left hand lane.

transport So the bike pictures making the road more dangerous should be removed by sand blasting them off the road. For the council and RTA to be able to tick a box saying they have put something in for cyclists should be stopped, and proper safe fully separated/segregated Copenhagen style lanes should be installed.  
Reopen Showcase cinema.  
Clean the street.  
Increase buses over The Hill  
Busshelters

transport Reprogram traffic lights to allow for better pedestrian crossing over Hunter Street - the waits can be inhibitive long. Allow 15 minute free parking for people who just want to drop into a shop briefly. Provide more bike parking possibilities. Provide bike lanes.

transport Re-surface the street  
transport Save Our Rail!

Maintain as much view of the Harbour as possible!

transport Upgrade parkspace near wickham Station create more rail line crossings.  
transport simply trial a separated bike lane by putting in a low cost barrier.  
Stop treating graffiti like art - boarded up buildings which have graffiti painted on their hoardings do not look any better - it looks as if the city is condoning vandalism. The uninhabited buildings should be monitored, and secured so that squatters can't move in (and burn them down). Provide free parking. Encourage Renew Newcastle businesses - it's one of the few things the city has going for it at the moment. Keep free bus services.

transport Synchronise traffic lights with Railway crossing gates.  
transport The one thing that would make hunter st more user friendly to me would be to have some shade or cover at the bus stop outside the hunter mall chambers in scott st. It is in full sun all day, all year round as it faces north and there is nothing to shade it - i sometimes wait in the shade of the bus stop sign itself!. i don't know if it is thought that people can wait in the entrance area to the building - but you can't actually see the buses coming from there, and if you don't signal them, they don't stop. having to wait at this bus stop for my return trip puts me off visiting the mall in summer during my lunch break.

transport This is not very short term and is really just an observation - I actually walked the length of hunter st between stewart avenue and darby st last week. the southern side of the western most end is really awful. There are so many aged buildings that either seem to be unoccupied or are occupied by activities with a very low margin and hence the condition of the buildings looked poor. on the northern side as you more east i think i saw two adult retail shops (on the ground floor - which seems unnecessary) very

- close to several bridal shops - is this one stop shopping? However, as least the buildings nearer the civic were in better condition.
- transport Transport solution (rail line) needs to resolved so that planning can be integrated
- transport Trees, parking, reduced through traffic and decent bike paths
- transport Waste of time and money unless rail is removed!!!!
- transport What if it was made one way.
- transport Yes, open up the spaces to dogs and their owners. Subsidise the Renew Newcastle program and get new businesses in there. Get rid of paid parking would be the biggest improvement and biggest impact
- transport You'll get instant patronage if you abolish paid parking. Time limits ration parking. Fining people for parking when there is negligible public transport strangles the life out of an area.
- transport A concerted clean up of the section from Stewart Ave to Union Street. When I have visitors from out of state of overseas I make sure I never bring them along that stretch. We take King Street until we get to Union St and then I show them the town.
- west Buildings in Hunter St, particularly West end, need improving, to improve negative perception of that area.
- west Clean it up!!! Especially in the west end...this is the entrance to the city. Tree plantings.....maximise the existing public areas to be attractive and comfortable places to be....encourage business!!!!!!
- west Clean it up. It always looks a forgotten street, especially the area from Civic to Stewart Street, it is a mess. It is embarrassing to drive past it, never take visitors into the area.
- I am sure some smart Landscape Architect could design a budget design.
- west Please get rid of the dreary and unkept mess.
- west Clean up Newcastle West and tell the police where it is.
- demolish and convert to open space the empire hotel now it is in state control dont wait for a development plan. the site shouldnt be left as a greyfield site until a development is confirmed.
- street surfaces/unused buildings need to be cleaned. a run with the pressure washer up the west end's surfaces would give an almost instant freshen up to the area at a very low cost. particularly focussed on removing outright graffiti and keeping some of the interesting street art that exists.
- west
- west demolish derelict buildings that can't be used anymore, and replace with either car-parks or green parks, would be a great short term solution to give hunter st west a facelift.
- west Help the state government with progressing the demolition of the old squatt that they just bought. After demolition spread a little topsoil over the lot and throw some grass seeds on it and get council staff to mow it. It is going to take several years until the site will be developed. If it could get put to use as a bit of public open green space, that would be an enormeous upgrade of that stretch of the Street.
- The resulting temporary park may be big enough to have a live site cinema screening on it in celebration of the loss of the eye-sore.
- west Just demolishing the buildings and putting up a chainwire fence around leftover rubbel will not make a huge difference.

- west  
Hose the footpaths down and then sweep the gutters each morning. Demolish the old Empire it is an absolute eyesore and a haven for the idiots who pervade our streets throughout the night
- west  
Hunter St between Hannell st and Auckland St's is an embarrassment. The council owned building (the old boxing gym and Empire Hotel) on the corner of hunter and steel st should be levelled as a matter of urgency. The facade of the building with Hunter Healths Kalidescope mural (eye sore) should be removed and the buildings facade restored to a professional standard. Hunter st needs to be a priority investment area, by both private enterprise and council. The derelict buildings have been allowed to fester too long.
- west  
I do not have the answer, but the main problem in the west end is the people getting their methadone first thing in the morning, then just hanging around causing trouble for the rest of the day.
- west  
Behaviour is not necessarily criminal, however it is constantly anti-social and intimidating. This is the root of the problem.  
I feel the Civic area is already developing with its accessible and close proximity to new developments on Hunter St and Honeysuckle. I would like to see the west end better connected to Honeysuckle to enable small business to move back into this end, and to see additional housing in this end of town. I would promote additional spending in Civic as it can be seen as the 'leader' of what can be achieved more rapidly. More accessible as it is, it will be greater utilised.
- west  
The eastern tip has huge potential by needs new transport and infrastructure to be a standout.  
Knock down the Empire Hotel in its entirety. To keep the facade for heritage reasons is a total waste of money and in the end the building will not have street appeal. There are too many buildings in Newcastle that have kept facades that just don't look any good. We have the opportunity to revitalise our city and we have people stopping it through heritage. We need a bit more give and take in this subject. If the facade will look great and won't cost a squillion to update (ie the Newcastle Baths for example) then by all means keep it and our heritage. But if it costs a fortune to keep it and keep it maintained and it doesn't have street appeal, why keep it?
- west  
west  
Knock down the old "empire" building (I believe it has been approved)  
make west end more attractive
- west  
west  
Improved parking is the biggest priority as without this everything else is wasted money as people just get frustrated driving round looking for a park so give up going in - if people won't go in there's no point revitalising.  
plant trees and demolish star hotel site and old boxing site  
New public toilets.  
demolish the empire hotel
- west  
more trees/more markets/less rent
- west  
make owners of empty buildings do something with them WITHIN 12 months or their lease gets turned over to someone else.  
and please get the state govt to do something with the PO now they own it. honestly would have preferred it to become an upmarket venue. at least then something would have happened to it.  
Jodi bought it and now, guess what...nothing is happening!!!

- west                    Something needs to be done about the no. of derelict falling down and empty shops that seem to be the norm of Hunter St particularly in the west end
- west                    Start by developing/improving upon the areas which already attract people ie the railway station and country bus pick up area; Noahs hotel, and the gateway from the north into Stewart Avenue. These are areas that most visitors see, and they may be stimulated to return and explore further if they look interesting and welcoming.
- west                    Starting from 'the store' up to the old ducks nuts hotel, there needs to be a bulldozer put through the majority of those buildings down the west end of hunter st. They are an eyesore and it makes our town look old and run down and females walking there do not feel safe with vagrants around there.
- west                    The cnr of Stewart Ave & Hunter Street is one of our most prominent intersection & at the moment it just reeks of decay ... fix it NOW.
- west                    I'd like to make the old brewery/museum site our new Visitor Information Centre & Industrial /Commercial Exhibition centre. It has ample car spaces so RVs & caravans can safely park, go to the V.I.C. & get all the information about our wonderful region without the worry of parking their vehicles.
- west                    The East End is ok, with many natural advantages and doesn't need a great deal of assistance. All parts of Hunter Street west of Pacific St are in major need of help however.
- west                    In the short term - get some tenants into the empty buildings, make it easier for bars and eateries to set up, plant some trees and provide other street landscaping.
- west                    All of this is only window dressing, however, until the train line is cut, the dingo fence comes down and we join the old part of the city to the new vibrant quarter at Honeysuckle
- west                    The lower end of Hunter Street should be revamped first, it is the first impressions visitors get when they drive into Newcastle
- west                    the west end is a eyesore. any sort of redevopement would be rushed through council .
- west                    The west end is in dire need of help. The empty buildings along hunter st - primarily at the corner of Stewart Ave and Steel St need remediation ASAP.
- west                    This whole section is an eyesore - with the exception of TAFE and the HNE Health Building (which looks very out of place - given the state of the buildings around it).
- west                    This section needs more hotels/other accommodation, small bars, restaurants, video/other shops etc.
- west                    the west end is the greatest eye sore and should have the greatest expenditure. Vacant building in disrepair should be demolished even if there is no development proposal.

the west end is the public face of Newcastle. from the pacific highway, industrial drive (airport) and train line. IMprovement here will have greatest influence of the greatest amount of through traffic - improving our image, creating a sense of place and inspiring redevelopment.

\* There are large land holdings in the west end that provide opportunity to make a huge difference immediately. S&W Miller and The Store just need a push and it could be catalyst for turn the city around and leverage off connection to Honeysuckle.

\* The Post Office must be redeveloped NOW! It should consider the future residential and cosmopolitan future of the east end and provide for an entertainment/restaurant venue and not commercial.

west

The west end is the ugliest section while the remainder generally looks ok, therefore fix up the west end first.

west

The West End of HUNter Street is a disgrace and sad welcome to the city. It also makes newcomers feel unsafe. Now that more hotels are coming in this area, guests feel unsafe walking home along Hunter Street.

west

west

Union Street top Stewart Avenue is the area most in need of revitalisation.

west

West end Hunter street must be done first. More overhead access from Hunter street to the harbour. Make larger buildings into specialised arcades

west

Newcamen to Pacific Sts are well used, with cafes, heritage buildings. More important to improve further west.

## Long-term Suggestions (n=280 individual comments received)

**subject**

**long\_open**

A concerted effort to have all buildings along Hunter St occupied in one way or another.

Ensure buildings are well maintained and cared for.

An integrated transport system and a good thorough overhaul of the traffic system in the inner city, plan for increases in traffic - lets not end up with grid lock, no Sydney style traffic please. Stewart Avenue and Hunter St intersection is allready a nightmare.

Good signage, more public toilets, good paths, roads and cycleways.

Improve our clean and green image along Hunter St incorporating open spaces with seating, artworks, sculpture and restaurants.

action

Aim for a clean vibrant city centre (which is basically Hunter St) that is easy to move around in and a pleasure to visit.  
a long term plan that focus on all 4 areas will be important

action

the idea of different precincts maybe the way to go - needs more discussion and should not be too rigid

- An overall PLAN for the Hunter Street area and assistance to property owners to refurbish their land by removing all the hindrances and delays that stop all progress in the City.
- action This is not difficult to achieve but will not occur without sound leadership in which the City is totally lacking.
- action As mentioned all areas are equally important.
- action As per previous comment - I think short term expenditure may be a waste.
- action as per short term suggestions.
- action Ask me after short term improvements have been completed.
- action Attach a small yellow sticker to each chair. Distribute chocolate shaped like a swarm of jellyfish.
- action Create an identity and a vision for Hunter Street. At the moment, it is a street without a soul.
- If the economic life blood of the town centre is to service the empty nesters in well-appointed apartments..then the business and services need to reflect that.
- If the activities around a working harbour is worth developing, then the vision for Hunter Street need to support that
- If having tertiary education in the CBD is worth pursuing, then that needs to be factored into the visioning of Hunter street
- What are the strengths that is around Hunter street now and in the ten years to come?
- Have a vision, facilitate and implement supportive strategies for business and services to come. Nothing thrives on its own..have a few anchor establishments, be it the University, the mariner, the empty-nesters....build businesses and services to make it work for them and the town may thrive with them.
- action
- Cycleways, accommodation/housing zones, separate business/education/entertainment zones (business in the day, entertainment at night)
- Bus lanes and a far improved transport network - better signage and bus/train information for visitors using public transport.
- Establish a combined State Transit info office with a council Tourist info centre - including cafes and an attractive public space.
- Make spaces welcoming so that people linger and stay calm - not moving about quickly as is in Sydney CBD or NY. Bring a range of people to the city - not just business people.
- action

- Development, new building construction.
- Improved transport and parking options.
- Government investment and creation of precincts.
- Residential development, high density.
- Through the development process, encourage new businesses to start up.
- action encourage activity and responsibility as soon as possible and at all times discourage procrastination
- action forward thinking with developments.
- action there are too many stretches with nothing going on.  
Get rid of your councillors, they are only interested in themselves.
- action Bring in consultants, academics, the community and actually listen to their ideas. But most importantly, implement their ideas for god sakes. Like listen to us when we say we want more dog friendly spaces!!!
- action I believe these surveys to be nothing more than window dressing. Whilst ever our councillors and politicians are too gutless to make the hard decisions on the rail line than nothing will change.
- action I think that a long term visionary plan for the whole of Hunter Street needs to be developed rather than piecemeal sections.
- action I think the East End is fairly nice and probably doesnt need a hell of a lot of work and of course the prices of property up there is huge and so will always have people keen to do stuff up there (ie developers) - council really needs to work on the Civic Area straight away though.
- action I think the plans presented capture the priorities well. congratulations!!
- action If the top end of town develops well I think the rest will follow. A progressive improvement maintained down Hunter Street in the long term is the key to success.
- action Just about everything needs to be improved; Safety with lighting and crossings, better transport options throughout the day and night, more entertainment, such as cafes/bars, bowling alleys, etc, more casual shops such as Cold Rock Icecream in the mall, more unity between the built environment of Newcastle, and our best assesst, the beaches and Foreshore.
- action Just get on with: at least getting rid of the walls along the railway line or getting rid of the railway line and putting in a transport corridor.
- action This is a similar issue to surf house-a tiny but noisy minority don't want change.
- action Common sense dictates that we move on and make changes with the railway.

- Leave that to the professional town planners I guess, but we need to look outside Newcastle for ideas. How about checking out New York, Amsterdam, Wellington, Melbourne. I think open up some space between Hunter and King with green space and beautiful trees for workers to enjoy the open space at lunch time but ensure lighting is good so the yobbos don't ruin the space at night.
- action I remember seeing a big space in Amsterdam which had a really big skate ramp in it which was a great attraction for tourists to watch really talented skaters, but I guess that's happening at Bar Beach anyway. It just occurred to me at the time that it was a way of bringing life into the city and encouraging young people to participate in life within the city during the day Not just us oldies.
- action Let Honeysuckle take over. They've done a great job on the Foreshore and have shown they can get things done rather than bogging things down in process and catering to minority opinion.
- action Light rail into city, possibly from Broadmeadow, residential living with cafes/restaurants, with a DFO precinct.
- action Lighting, good footpaths trees start-up businesses, ped x-ings
- action Loaded answer. If you don't get it right you can't move on
- action Make a start. There have been too many discussion groups and consultants involved.
- action Think big.
- Not sure what this question means.
- The HOLE CITY needs immediate attention/infrastructure funding in the millions to get it right. Has the Newcastle Council got what it takes to get on with it??? Yeah , right.
- action Take the politics out of the equation, and stuff gets done.
- action Nothing in particular, just keep doing some thing
- Now we are talking.
- Set up a group of developers and business people who will oversee planning for the City. Government bureaucrats MUST not be allowed to control it. The group would need to have some council representatives on it.
- There should be NO State Government representative at all. Even the local State and Federal Members of Parliament should not be on it. They are classics for finding ways not to do but put up excuses why something cannot be done.
- Remember, you can make excuses, you can make money however you cannot do both.
- The whole of Hunter Street should be looked at as each apartment being of equal importance.
- Some areas will develop quicker than others, eg the proposed law court precinct.
- The whole CBD is in need of a make over. It will not happen overnight we all know that. It will take years however if we continue on in the current way nothing will happen. The street will continue to waste away.
- action



- \* improved connectivity to foreshore (vehicicle and pedestrian)
  - \* more shop top housing
  - \* more residential
- enterprise
- \* more restaurants and late night venues to improve safety and surveillance.
1. Building a multi story inner city car park, not under civic park!
  2. Supporting public development with easier processes of approval, without jeopardising heritage buildings.
  3. Clean and safe public toilets in convenient locations.
  4. Clean, safe and sheltered bus stops.
  5. Bike lanes in Hunter St.
  6. Lighting the streets well at night.
  7. Crackdown on graffiti, drugs and anti social behaviour.
- enterprise
- By focusing on the above y'reur providing enterprise with the tools they need to do the rest!  
A BID model of management implemnted ASAP and given responsibility for the restoration of the inner city.
- enterprise
- Give the power back to free enterprise and restrict council management fiddling. A central entertainment area and civic centre needs to be promoted. It makes sense that this should centre around a new art gallery, town hall and parks which do link with well established areas.
- Other parts of Hunter street once given early support should thrive from private development but there needs to be government investment in the central area as proof of us being a ligitimate cultural centre.
- enterprise
- Developers will not do this for us.
- A freeze on demolition of all pre-1950 buildings unless there are major problems with the building's integrity and a total freeze on modifications to heritage buildings which compromise their heritage qualities.
- Incentives to developers to recycle old buildings e.g., lower fees and rates.
- A height limit of eight stories on new structures in Hunter Street.
- No more sales of heritage buildings in the CBD by any tier of government.
- enterprise
- enterprise
- enterprise
- Address derelict buildings in Hunter St, these deeply affect the aesthetics of the CBD and have an immediate impact on the perception of the city from Visitors etc..  
After rail removed, help and encourage development.

- enterprise all of what is said. Perhaps lower the commercial rates for this area to encourage putting workers and shops there. Beware of quick fix strategies that make bucks for developers but long term eyesores and lower cultural quality, such as the Museum debacle for Con but huge loss for us all
- enterprise As I have said before, bring more people in to live in town and it will revitalise itself. By this don't mean build more apartments for the wealthy but utilise all the existing upper level space going to waste.
- enterprise As mentioned previously, clean up the shop fronts, entice small business and big business back into town.
- More parks with lots more trees - one thing I find unbelievable (having small children) is the lack of shaded children's play areas in town - given our "sunburnt country" status.
- Encourage our youth to respect our town - get rid of the graffiti problem with tougher penalties. CCTV cameras are great for this. They are used extensively in the UK and are very effective at catching culprits.
- Cycle lanes and bus lanes will help traffic flow or better, perhaps even lower congestion.
- enterprise Farmers markets to be held in the mall or even in Wheeler place to draw people back to town centre.
- enterprise Bring people back to Newcastle either with legal, university or residential development with accompanying services, transport etc. to maintain the interest in the area and promote tourism to Newcastle not just the vineyards.
- enterprise bring university faculties into town
- enterprise Bulldoze the lot and create an open green haven with shops, restaurants and open corridors to Honeysuckle and King Street.
- enterprise bus lane, cycle lane, more green spaces, NO DERELICT BUILDINGS
- enterprise Cafes/ restaurants on 1st levels like Swanston St in Melbourne
- enterprise Centralise the centre of the city around the Civic area which integrates well with Honeysuckle.
- enterprise It even would be ideal to end the rail line here, solving a lot of the complaints but still allowing access to the city core.
- enterprise Clean up the streets, remove graffiti, encourage owners of buildings to restore them to former beauty, make more parking available and free to encourage people to the city.
- enterprise Concentrate on redevelopment of West End as believe that this will evolve as Newcastle's "new" CBD, especially if rail-line is cut at Wickham and transport interchange built there.
- enterprise Condense shops & build residential
- enterprise Convention Centre and hotel complex to link foreshore with Hunter Street
- enterprise Demolish west of Union and redevelop with medium density housing
- enterprise Develop the precincts as planned
- enterprise encourage appropriate business/enterprise
- enterprise promote area etc
- enterprise Encourage Factory Outlets in the mall - this will keep the place busy. Do extra clean ups - regularly.

- Encourage increased use of office space for charities, small businesses, schools and the university.
  - Explore the possibility of using space for TAFE & university housing and lectures.
  - Clean, renew footpaths and update signage and shop fronts.
  - Offer incentives to clean and revitalise existing shops and offices.
  - Continue to provide a safe environment in Hunter Street, by working with businesses and the police to manage crime.
- enterprise
  - Encourage more residential activity. Low, medium and high cost mix.
  - Strongly encourage and assist Ncle Uni to develop city campus and housing.
- enterprise
  - Encourage retirement style housing development.
- enterprise
  - encourage people moving in the city by providing housing
- enterprise
  - Encourage private tourism and entertainment enterprises.
  - Encourage residential development at the eastern end of the street near the beaches and shops/business deveoplment along the more centralised western end of the street.
- enterprise
  - Encourage small business and development into the city.
  - Not rely of big businesses to bail the city out of trouble especially when it means closing down existing facilities e.g. rail lines.
  - Allow develop over the top of the rail line.
- enterprise
  - Avoid having massive wind tunnels by have lots and lots of high rises in the city.
  - There must be a happy mixture to make the city interesting.
  - enhance the historical aspects and buildings
  - Establish the precincts eg education, creative arts cultural, legal
- enterprise
  - Encourage more residential in the west end
- enterprise
  - Find ways to bring more businesses into the street - aim at keeping them there.
  - Council needs to make decisions regarding the street quicker.
  - Free parking zones at west end
  - Lighting
  - more businesses
  - Security and safety
- enterprise
  - Traffic islands to help people cross where crossings are not available
- enterprise
  - get big business to spend their money and develop, stop small people from getting in the way.
  - Hunter st west of Union St should be for Residential and limited commercial use.
  - The street is too long for everyday shopping, so concentrate this use to the Mall.
- enterprise
  - Perhaps plant trees down the western end and "pretty it up."

enterprise

Hunter Street will develop, just support it. I notice that the council knocked back the nightclub at the Kensington, help introduce a clamp down on drinking times. The Government declined the opportunity of turning the post office into a licensed premises and similarly at Nobbys. The council has become a hindrance to enterprise. There will never be a GPT type shopping Centre.

enterprise

I am not sure what is happening exactly with the west end but I feel as though the four blocks at the intersection of Stewart Av and Hunter St would be a great place for the Newcastle University to have its city campus. If the University Campus were located in the Newcastle CBD I think it would bring great vibrancy to the city and I think Newcastle West is the best place for it to be located considering the large blocks that are almost vacant and the areas access to train station/bus routes. I also believe that buildings are allowed to be higher in the west and though I am not advocating 20 story high buildings I think this would allow the University to build adequate buildings of suitable heights to meet their requirements. The Council should do everything it can to facilitate the move of the University to the city. A legal precinct in that area will not bring vibrancy - students bring vibrancy not lawyers.

enterprise

Additionally, a legal precinct already exists and functions in Newcastle. If Hunter street is going to be truly relevant again it should be totally developed then the city has something to hang its hat on

enterprise

In my opinion I am glad that GPT pulled out of the CBD. This will make Newcastle wake up or stay the same apathetic group of people who will support Councils and Govts treating us like Crap / fools.

In the long term, the same strategy stated in my comments with short term plans should be further encouraged and if successful, then people should be encouraged further to set up restaurants etc. It would be nice to see more wedding function centres in the centre of Newcastle as well as affordable hotel accommodation.

People with hotel/hospitality trades should be encouraged to set up their restaurants/hotels in Newcastle with the guidance of government schemes to promote Newcastle as well as create more employment within Newcastle rather than rely on multinationals.

enterprise

In the long run, it would be good to see more Newcastle-run businesses to be set up even though this is a strategy that needs to be looked into carefully.

enterprise

Increase of residential (shop/restaurant top) buildings with some open space to let people escape the traffic.

enterprise

Increased residential living above business premises where there is no existing office space

enterprise

It is important to bear in mind that Charlestown Square and Kotara redevelopments have drained the retail life from Newcastle centre. Small scale, individual shops, residential developments, and educational development will be needed to give it life - but it will NEVER regain its former preeminence as a shopping centre.

enterprise

It must have well maintained buildings, as many green areas as possible and easy access. There must be an interesting mix of unique retailers, cafes, fine dining and take away with safe clean areas to sit. The area needs to be unique to bring people from the suburbs.

enterprise

ITS THE OWNERS OF BUILDINGS WHO HAVE THE KEY

enterprise

Just encourage development and try to dilute the density of methadone clinics in the west end.

enterprise

Just getting the owners of the vacant shop to clean them up and keep them looking presentable.

enterprise

Keep Dj's.

- Land Trusts and Land Bank again could be successful, sustainable and innovative . There has been a lot of interest in the USA in those established there as they were so stable throughout the GFC.  
Maybe historic interpretive signage I think you mentioned that already...Most of your ideas are good and I think I've added enough.
- enterprise
- Long term improvements should consist of high rise development in the west end whilst preserving the heritage/old world theme in the east end. The areas between should reflect a transition between these two distinct precincts. Paris which has REAL heritage areas is configured in this way with a modern sector of large buildings complemented by buildings which are centuries old.
- enterprise
- Long term might include going single direction between Stewart Ave and Darby Street for Hunter and King Streets. thereby providing opportunity for more streetscape, angle parking, trees, on-street dining cycleways etc. Plus improve thoroughfare as there would be fewer and shorter stoppages at intersections.
- enterprise
- long term more high density residential development along hunter st with the caveat on all residential development that they include suitable sound dampening. double glazing on all windows both provides insulation and energy efficiency improvements but also solves noise issues that arise with residential developments are in mixed use areas.  
with more people living in the area it'll encourage more businesses.  
An open attitude to more bars and restaurants in the area. the current model of simply turning off all of Newcastle's night life hasn't improved the city if anything it has been a backwards step in many regards. these businesses need to be suitably managed but present one of the two catalysts to rejuvenation.  
Hunter st mall reopened to traffic to remain as a niche retail area. most of newcastle pc 2300/2302 retail is niche. the model of opening kotara westfield in newcastle cbd isn't inline with the current development. it would only be adding to an already saturated market in the region. looking at the existing retail many niche businesses exist - newcastle west is a perfect example. adventure sports, bridal, asian foods, tattoos, artisan bread these are niche industries that people are prepared to travel to. one open to traffic this area has the potential to become the next darby st. it is close to ever increasing residential development. all it needs is to remove the safety stigma of the mall which is only perpetuated as a result of not having sufficient through traffic.
- enterprise
- enterprise
- enterprise
- Lots of outside dining, small bars, entertainment and markets  
Make it illegal to own a building for more than 6 months without using it.  
Make the approval of projects as easy as possible and stop pandering to the Greens who will make our city a place of the past.
- The heights of city building must be changed as developers are not interested in building which make little profit or take too long to recover their investments. We must take us into the 21st Century or we decline further until we see the way forward as other cities have seen. Most of those cities with the courage to assist development are moving ahead faster than us and our tired old city is dying fast.
- enterprise
- enterprise
- enterprise
- More residential buildings, less car traffic.  
More residential stuff  
move "city" focus to the west end- leave the east end to the retirees. as long as restaurants/bars/cafe's are encouraged to move west
- enterprise
- Move council offices down to the west end (the museum/store sites would be good) and use current council offices to expand cultural and education facilities.
- enterprise

- enterprise Move the Library to the old Post Office incorporating a tourist information centre and cafe. Use the old Library for Art Gallery space rather than needing to fund and build new buildings!! This could then be accessed by a light rail stop and easy access using the free bus service.
- enterprise Newcastle West increase the Tafe prescence move some of Tighes Hill and Hamilton TAFE to Newcastle West. More small business, alfresco dining, encourage the TAFE students
- enterprise No development higher than the Cathedral and bringing the Foreshore and City Centre together
- enterprise Now that David Jones has decided to close in Hunter street, and more residential buildings are to be built/resurrected, the city will need to be more like Darby St, Beaumont St. Good restaurants, cafes, piano type bars, small places with quiet music etc. I believe that this will bring people back into the city. more people means that there are more to witness/stop fights and unsocial activities. If possible, put more police on the beat again.
- enterprise Now we are talking.  
Set up a group of developers and busines people who will over see planning for the City. Government bureaucrats MUST not be allowed to control it. The group would need to have some council representatives on it.  
There should be NO State Government representative at all. Even the local State and Federal Members of Parliament should not be on it. They are classics for finding ways not to do but put up excuses why something cannot be done.  
Remember, you can make excuses, you can make money however you cannot do both.  
The whole of Hunter Street should be looked at as each apt being of equal importance.  
Some areas will develop quicker than others, eg the proposed law court precinct. The whole CBD is in need of a make over. It will not happen overnight we all know that. It will take years however if we continue on in the current way nothing will happen. The street will continue to waste away.
- enterprise People will come to town for niche ideas, not shopping centre bland places
- enterprise plan for social centres, business centres and industrial centres to be separate but accessible
- enterprise Public transport that is attractive to everyone not just the lower income locals. A public transport system we would be proud of showcasing to international visitors as well as use ourselves. Cleaning the facades of the buildings and the street. Smaller cafes and bars (like those in Melbourne)that discourage the binging mentality currently linked to larger pubs and clubs in Newcastle. Encourage beautification through more street art.
- enterprise Pull down old buildings that are never going to be able to be refurbished and make parks.  
Make part of hunter street an arts precinct.  
Develop more residential properties.  
Could we have more accommodation venues in the city? I don't actually know how well the present ones are used.  
Don't exceed the council height standards. That new block of flats on the old hospital sight ruins the skyline when looking back from Nobby's breakwater.  
provide more tours of the harbour.
- enterprise GOOD LUCK..
- enterprise r.edevelop all of council owned buildings. improve footpaths
- enterprise rebuilding of mall area and west and east of hunter st to encourage patronage
- enterprise Redevelopment into apartments and A grade offices - if old buildings cannot be profitably redeveloped some of them have to go.

- Redevelopment of buildings, more infrastructure such as free transport - in any form! Incentives for large and small business, covered footpaths to assist pedestrian comfort from the rain/ sun, increased plantings, seating, community art projects (of a professional high standard).  
There is no reason Newcastle city can not be a vibrant, energising bustling hub of activity and culture.
- No one wants the city to remain how it is currently. I would love to see it develop into a place frequented by all walks of life with a variety of businesses, entertainment venues, music, bars, restaurants and meeting places.
- Newcastle has a wonderful backbone, some of the older buildings are beautiful - the old police stn and across the road the facade above the Rock Shop and neighbouring shops, the turret above the pawn broker at 557 hunter st is wonderful, the TAFE building (same architect?), the water board building, the Royal, Bank corner and the cute little place squished between Fat Ink and Foleys at the crossing in the west end.... then there are the buildings closer to town, and in the city. These buildings should be highlighted and embraced.
- Redevelopment particularly for residential purposes to provide a critical mass to activate teh area. Some type of improved permeability between city centre and the foreshore, either through removal of the train line or providing more at grade crossings that are of higher amenity. Improved public transport to residential areas, particularly at night time.
- RESTORATION OF HISTORIC BUILDINGS  
REDUCING/ELIMINATING FEES CHARGE TO RETAILERS FOR USING THE FOOTPATH  
ENCOURAGING SMALL BARS, CAFE'S AND SPECIALTY RETAIL  
ALLOWING EXTENDED TADING HOURS FOR ALL BUSINESS  
FREE TIMED PARKING  
WELL MAINTAINED SOCIAL PARKS (ie well watered with no bindis, cooking and eating facilities)
- Restore the former post office and make it the post office again - the focal point of activity as it used to be.  
[It would be scandalous to use Commonwealth money to remove the railway line.](#)  
Canberra should be petitioned to accept its responsibility to restore and reopen the post office at its former site.  
All our money goes to Canberra now and all they do is destroy communities and heritage.
- retention of low buildings which should be repaired/painted - owners should be required to carry out timely repairs etc. Discouragement of highrise. Tree planting should be a priority.
- Revamp the entire Street. I have said it many times; please a plan for residential, good restaurants, and selected retail shops. A medium size market e.g. the ground floor of David Jones store, with modern apartments above.  
Keep the design "cool". I have seen plans for the area presented by Newcastle Uni. Architects and other international architects and developers. The last presentation in the Con Hall, was stunning. We can do it.  
Step out of the industrial city persona into a clean beautiful and much sort after place to live, work and play.
- revitalise and make use of the city's landmark buildings (i.e. post office); remove the heavy rail line so that hunter st can access the foreshore easily; reduce meter car parking fees to encourage visitors rather than discourage them.

- enterprise Same as for short term. Just make it more of a specialist venue. Specialist shops, specialist attractions and events. Make it more like Melbournes art scene.
- enterprise Somehow encourage property owners to redevelop to rid the city of the run down looking shops along Hunter Street (particularly West end). Creation of residential and other precincts would encourage owners to redevelop.
- enterprise Student Art Precinct
- enterprise Student Accommodation
- enterprise The area that is going to be the hardest to rehabilitate in the long term is from Stewart Avenue to Union Street, only incentives for businesses to redevelop and move into the existing shops, or develop them into residential complexes is going to work, as it is not easily accessible and the only reason people are going to go there is if they have somewhere specific to go.
- enterprise The east end of town is doing very well in comparison to the Stewart Ave end. Need to increase the amount of people in that end of town by increased amount of affordable accessible housing. Need people to get some sort of community going.
- enterprise The existing multiple small holding sites dont work.
- enterprise It would be better to conglomerate smaller sites for larger projects.
- enterprise The plan to develop from the cathedral down to the station as a shopping and open area precinct was an excellent idea. It gave everyone in Newcastle and ARRIVING in Newcastle a good view and access to everything the city has to offer. And a way of travelling through Newcastle
- enterprise Try to incorporate as much of existing buildings as possible.
- enterprise Uni faculties in town; associated housing with appropriate Council strategies to encourage low-cost student housing.
- enterprise Council needs to support successful businesses and strategies such as Renew Newcastle.
- enterprise Public transport and cycleways from suburbs to Newcastle - Merewether/The Junction to Newcastle transport link is poor.
- enterprise Vitality in the shopfronts will actually mean more in the long term. Pavements can be asphalt or conctre - see King St Newtown. Make it clean, accessible and shady - pleasant places to be with plenty of people watching places
- enterprise Who owns that Millers building?. Why are people allowed to purchase large areas of real estate( like the Museum and the Store) and then allow them to either sit vacant or barely used. they should be forced to give council a plan for use and a time frame and be fined if deadlines are not met.
- enterprise Newcastle is being used by those who can to invest in and wait to resell down the track.Not a bad return for little cost, like the post office....
- enterprise -Width reduction of Hunter Street
- enterprise -Hide/underground rail line
- enterprise -Greener Newcastle
- enterprise -Fix rundown buildings
- enterprise -Embrace heritage
- enterprise -Fix Greater Union: please don't remove it

	<p>Pulling down of derelict buildings. Increased uncover free parking (or free for first two hours) Focus on speciality shops such as book shops, gift shops, and cafes etc. A major supermarket in or near the East end with plenty of parking. Easier access to East post office, chemists (ie, more 10 minute parking). If people need to do a shop, go to the post office, chemist and post office for example, they will go to the Junction Fair or Marketown where it's all together with undercover parking.</p>
enterprise	Remove Road and Rail between Hunter Street Mall and Foreshore. Introduce light rail. Pave and Green area currently taken up by Rail. More outdoor eating.
greenways	dont remove the moreton bay figs
greenways	Environmental improvements to walkways and building structures Use of solar heating etc in all new developments plus other structural improvements using recycled products wherever possible - maybe a local/international competition for the best ideas for an environmentally safe structure or structures within the city - to be voted by the community and appropriate professionals (e.g. as a panel represented by Council, Community, Business including all sectors and local/international professionals in the area)
greenways	Every idea that is pedestrian/cyclist/tourist/neighbourhood friendly, ecologically and aesthetically sound should be considered.
greenways	Firstly get rid of the parking meters make a greener more enticeable area look at Glenelg in South Australia Cafes Trams & no bloody Parking Meters Glenelg enjoyable relaxing & a good day out St Kilda Cafes Trams plenty of free parking Newcastle nothing to offer but expensive Faulty Parking Meters & no free Parking
greenways	Greening, dividing into sections and making it a more vibrant and welcoming street. Improved greenways with plantings of small trees. Finding an anchor tenant to replace David Jones. Improved parking - more spaces and no weekend meter fees.
greenways	It must have well maintained buildings, as many green areas as possible and easy access. There must be an interesting mix of unique retailers, cafes, fine dining and take away with safe clean areas to sit. The area needs to be unique to bring people from the suburbs.
greenways	Light rail, Dedicated off road cycle lanes, green spaces, keep buildings below 3 stories. Keep view corridors. Extend ferry services Along foreshore to carrington and maryville and the up the hunter river. Incentives for more residential space to support uni and niche Market mall. Make renew Newcastle law.
greenways	Longer term goals should be focused around environmental sustainability and preservation of heritage buildings and sites.
	There are great opportunities in terms of marketing newcastle as a post industrial green city. Newcastle also has a great history, and many older building still in tact. These should be preserved and promoted.
greenways	There should be increased recognition of the aboriginal history here.
greenways	More parks and open spaces. Light rail and access to existing resources such as the new museum, art gallery, library, restaurants, gym facilities etc
greenways	Nature areas, flower baskets (as your survey previously suggests), update the shopfronts but don't lose any of the heritage fronts.
greenways	Raised green garden crossing the railway line with shops on either side, and same leading up the hill to highlight the cathedral

	<p>Trees, gardens, pot plants, shaded seating areas, cycle racks, decent light rail transport loop, businesses fully occupying the area with a large variety of offerings.</p> <p>What I love the most from the ideas in this survey was the idea of the dedicated specialist district areas, e.g. "Finance district", "technology district" etc. Excellent idea and little niches like this would make it very trendy.</p> <p>The truth is that people are sick of the hippies and over the top art culture that is in the area now, hippies and punks love it, but the common family finds it weird and annoying and wants the place to be a family -friendly area. Not just stoned hippies and freedom fighters strolling around pontificating about life etc. So keep all the punks in their own dedicated "freedom district" and let the rest of the community have access to and enjoy the area.</p>
greenways	<p>As mentioned previously, clean up the shop fronts, entice small business and big business back into town.</p> <p>More parks with lots more trees - one thing I find unbelievable (having small children)is the lack of shaded children's play areas in town - given our "sunburnt country" status.</p> <p>Encourage our youth to respect our town - get rid of the graffiti problem with tougher penalties. CCTV cameras are great for this. They are used extensively in the UK and are very effective at catching culprits.</p> <p>Cycle lanes and bus lanes will help traffic flow or better, perhaps even lower congestion.</p>
greenways integrated transport	<p>Farmers markets to be held in the mall or even in Wheeler place to draw people back to town centre.</p> <p>After rail removed, help and encourage development.</p> <p>All that has mentioned in the introduction.</p>
integrated transport	<p>Keep the railway station and build either a tunnel or overhead roadway across the railway line near Honeysuckle.</p> <p>An annual Street Fair (a bit like Darby Street Fair) could be good. Council provides some excellent public events (LiveSites) and this could be a way of attracting people to the area. Opening up access to Honeysuckle is high priority, whilst maintaining public transport options. I believe the trains could be replaced with light rail wonderfully, but council should only commit to this if the light rail access (which should extend all the way out to Warabrook/University along Maitland Road in the longterm) is guaranteed a public service before the rail is terminated. If the train is removed and not replaced with PUBLIC light rail, Newcastle will become a very unpleasant city to live in, rivaling Sydney for inaccessibility of CBD and unlivability.</p>
integrated transport integrated transport	<p>Build a new cycleway</p> <p>Buses should run in a loop on special bus lanes.</p> <p>Into the city via Hunter Street, out of the city via King street (with minor exceptions if required).</p> <p>Hunter to have 1 lane for traffic (plus turning lanes) going in and 2 coming out. King to have 2 lanes for traffic going in (plus turning lanes) and 1 coming out.</p>
integrated transport	<p>Reduce speed to 50 kms or even 40 along both Hunter and King Streets at all</p>

times, East of Stewart Avenue.

Extra lanes from such changes to be utilized by parking and landscaping. Wider footpaths wherever possible.

Cycle and light rail along current rail corridor and additional cycle lanes in King Street west of Darby if required. Allow crossing for traffic and pedestrians virtually anywhere along light rail route to open up to waterfront.

Empty shops to be utilized by charities, art, youth groups until tenants can be found.

Lastly for long term health of the city and traffic management, we need Stewart Avenue lifted with a 4 lane overpass crossing King Street, Hunter Street, the light rail line/cycleway, and Honeysuckle drive. This would relieve most of the congestion now experienced.

integrated transport  
integrated transport

Concentrate on Hunter street through to station  
connect foreshore and hunter street at Newcastle east end.  
Creation of precincts with a foundation of good housing, restuarants and bars.

The media focus on hotels and trading issues is having a huge detrimental effect on the city.

integrated transport  
integrated transport

Large cities around the world that have the "want to come back" feel have entertainment facilities that makes people want to visit and live in those areas. The encouragement of resturants, small bars, and those venues that provide entertainment in a clean and well lit environment will cause people to enjoy the city area again.

integrated transport  
integrated transport

Dedicated Bike lanes separated from motor traffic.  
Discourage motor vehicles, introduce Light rail, reopen crossings over the railway line, more residents, improve access to those who wish to cycle, more small businesses !!! something different to encourage people !!!  
ease of access into the city by bike, car and public transport  
Encourage small business and development into the city.  
Not rely of big businesses to bail the city out of trouble especially when it means closing down existing facilities e.g. rail lines.  
Allow develop over the top of the rail line.

integrated transport

Avoid having massive wind tunnels by have lots and lots of high rises in the city.  
There must be a happy mixture to make the city interesting.

integrated transport

Extend the transport corridor from Newcastle Railway station using light rail through to Nobbys, Newcastle Baths, King Edward Park etc through to Mereweather Highfields back to Adamstown possibly via Garden City as a continual loop therby bringing people back into the city after parking or walking from an outer area

integrated transport  
integrated transport

Firstly get rid of the parking meters make a greener more enticeable area look at Glenelg in South Australia Cafes Trams & no bloody Parking Meters Glenelg enjoyable relaxing & a good day out St Kilda Cafes Trams plenty of free parking Newcastle nothing to offer but expensive Faulty Parking Meters & no free Parking

Free parking and better public transport.  
Get cross flow traffic back into Necastle, fix up the traffic light systems so they clear traffic - the current priority systems don't allow time for turning lane at most intersections and the RED ARROW stays there even when there is no traffic coming from the other direction. THIS MAKES IT TOO MUCH TROUBLE TO EVEN VENTURE INTO NEWCASTLE.

integrated transport

integrated transport  
integrated transport  
integrated transport

Get rid of the heavy rail. Brighten the street up. Easy plentiful access to foreshore. More business and shops to visit. Get the uni and legal precincts underway. Get people in there

Get rid of the parking police

Get rid of the rail line.

IF the rail line is to be cut at Wickham or Broadmeadow (and I'm not advocating that), then a shared light-rail, pedestrian and open space zone should be installed in the rail corridor, augmented by some sympathetic and small-footprint new buildings, such as a tourism info centre, cafes, small retail and business. Ideally light rail trips would be free to encourage use of the small stretch

separate, but linked, precincts is a good idea (eg legal, education, retail, etc)

integrated transport

dedicated bike lanes, bike hire and secure parking is absolutely essential, as is integrated public transport.

Improve car access and parking and after hours transport options from outlying suburbs. I avoid going into town but have to recently as a dentist located in Hunter St. I left New Lambton half hr before the first time, soon realised my mistake, needs much longer than that to drive in. Once there basically I fed the meter enough to cover appointment and then left as the whole thing is so frustrating. If someone invites us out to dinner or drinks in town my heart sinks, just such a drama waiting for a taxi at the end. One can't catch public transport or ride a bike if you want to shop - how on earth do you carry things home and just end up hot and sweaty and miserable so wouldn't repeat the experience anyway. Pushbikes should be kept off the roads if they can't obey road rules. Having a train type interchange will only make the whole process even more tedious. Really takes something unavoidable or special for us to go in.

integrated transport

improve the movement systems into and through the city centre.

provide a gateway to the city that attracts people down Hunter St rather than around.

integrated transport  
integrated transport

identify the separate precincts.

Improve traffic flow, especially Stewart Ave Railway impediment.

Improved bus stop facilities.

Cleanliness of the whole inner city business area.

Demolition of derelict buildings, including those owned by NCC.

Encouragement of "shop top housing" development.

Not permit another grandiose "pie in the sky" proposal to the now defunct GPT plan.

integrated transport

Relax the conditions for footpath dining with tables returned to locations adjacent to the shop windows.

Better lighting and improved policing of the area.

In the long term, it is hoped that the rail line would be removed and replaced with an inner city tram or dedicated bus lane which better connects the inner city precincts and provides pedestrian and public thoroughfare to the waterfront.

integrated transport

In the long term, the west end of Newcastle should be the focus of attention. The west end would serve as the perfect location for the central city train and bus station (e.g. the store building) which would connect with the inner city tram or bus route. This area of town would also function perfectly as a student hub, with student accommodation, alternative pubs/clubs and cafes, niche retail and connection to

- inner city campus locations.
- Keep existing rail lines, but with light rail.
- integrated transport Create a 'Central Newcastle' area around the Civic area, with pedestrian access (no stairs) across rail lines at Civic station. People could easily catch a tram/light rail on existing tracks and be able to easily access everything from Honeysuckle to Darby St.
- integrated transport keeping heavy rail to allow poeple from outlie areas axcees
- integrated transport LIGHT RAIL
- Light rail link, limited buses and cars
- integrated transport improved and varied footpaths with painting, parking, eating, biking etc etc
- Light rail, Dedicted off road cycle lanes, green spaces, keep buildings below 3 stories. Keep view corridors. Extend ferry services Along foreshore to carrington and maryville and the up the hunter river. Incentives for more residential space to support uni and niche Market mall. Make renew Newcastle law.
- integrated transport link parts of the city together with cycle pathways, places for people to stop and enjoy the area, increased outdoor facilities
- integrated transport Long term might include going single direction between Stewart Ave and Darby Street for Hunter and King Streets. thereby providing opportunity for more streetscape, angle parking, trees, on-street dining cycleways etc. Plus improve thoroughfare as there would be fewer and shorter stoppages at intersections.
- integrated transport Make it a boulevard rather than a street!
- integrated transport More accessable to the foreshore .
- integrated transport more free parking and shops
- integrated transport More parking around the library and for residents.
- Have angle parking along the street; especially near NIB and the Civic theatre.
- integrated transport Have the educational facilities closer to the east end and more residential developments on the Westend
- More rail crossings.
- integrated transport Save Our Rail.
- The rail line is an important connection to the east end precinct and popular tourist destinations.
- integrated transport Move the rail
- integrated transport I think if you were to improve 1 section at a time you wil see the results where if you spend over lots of areas you dont see amarked improvement
- Multi Level Off street parking facility off Burwood street to serve the Civic and city Hall
- integrated transport Need to resolve transport links
- integrated transport One lane up and down Hunter St with bike and bus lanes taking up the rest. Widen King St for through traffic so there are 2 lanes going from east to west instead of merging into one lane. Drastically improve parking at both ends to encourage people to park and ride public transport.
- integrated transport

One way then widen footpath, parking on one side that alternates along the street, street trees. Very large impact but something needs to be done as its really only a throughfare and thats whats causing the problem. This will make it a feature of the city and a complete single precinct rather than many. Traffic needs to be diverted onto king st or honeysuckle drive, this would require redevelopments around stewart av to work correctly. Buses/cyclists/tram can use the railway line when cut at broadmeadow/hamilton not civic, waste of time cutting at civic.  
 Open up the railway for better access. so people can cross wherever they want.  
 Cycle lanes, proper ones, not a car door lane  
 Parking....parking....Parking  
 Positive linking of Hunter St to the coastal cycleway from Parkway avenue via:

1. Corlette St, Bull St, Glovers Lane, Civic Park and Burwood St.  
or
2. Corlette St, Charles St, Gibson St, Civic Park and Burwood St.

This development would complement the expanded University Campus surrounding Civic.  
 -Provide real-time information at bus stops and train stations to show arrival times.  
 -build more level and grade-seperated crossings over the railway line  
 -widen footpaths to include a dedicated cycle lane

Public transport that is attractive to everyone not just the lower income locals. A public transport system we would be proud of showcasing to international visitors as well as use ourselves. Cleaning the facades of the buildings and the street. Smaller cafes and bars (like those in Melbourne)that discourage the binging mentality currently linked to larger pubs and clubs in Newcastle. Encourage beautification through more street art.  
 Redevelopment of buildings, more infrastructure such as free transport - in any form! Incentives for large and small business, covered footpaths to assist pedestrian comfort from the rain/ sun, increased plantings, seating, community art projects (of a professional high standard).

There is no reason Newcastle city can not be a vibrant, energising bustling hub of activity and culture.  
 No one wants the city to remain how it is currently. I would love to see it develop into a place frequented by all walks of life with a variety of businesses, entertainment venues, music, bars, restaurants and meeting places.  
 Newcastle has a wonderful backbone, some of the older buildings are beautiful - the old police stn and across the road the facade above the Rock Shop and neighbouring shops, the turret above the pawn broker at 557 hunter st is wonderful, the TAFE building (same architect?), the water board building, the Royal, Bank corner and the cute little place squished between Fat Ink and Foleys at the crossing in the west end.... then there are the buildings closer to town, and in the city. These buildings should be highlighted and embraced.

Reduce private motor vehicle use, and expand public transport, cycling and walking.

Have car free days in the city.

Reducing number of traffic lanes. Providing light rail. Increased green spaces and park areas. Improve access to foreshore and Honeysuckle.



There is already a lot of infrastructure present in the central and civic regions. USE THIS, build on it, make it better. There is a thriving theatre that is disconnected from a great mall area. There needs to be connection between all regions of Hunter Street for it to become a busy hive of excitement. The Eastern region also needs to be connected to the rest, because that is where our beautiful beaches lie. We have such beautiful natural resources, why do we not promote them. Why don't we provide services to get people to the beaches, through the mall? We have a heavy rail line that doesn't achieve anything. It doesn't get passengers to anywhere. If it took them right to the beach or the mall that would be another thing, but it doesn't. Passengers still have to walk a fair distance to anything of public interest. There is a severe lack of connection between all parts of Hunter Street.

integrated transport

there needs to be a decision now as to whether the area is going to be car friendly or pedestrian friendly. currently it is neither. thinking progressively the area should be pedestrian friendly which means better transport options should be given a priority, enhanced cycleways, transport should be easy to pay for, easy to use easy to access.

integrated transport

Train line gone. Open up the city to the harbour. Encourage people eating and drinking at Honeysuckle to give Hunter St a go by providing alternatives.

integrated transport

Somehow encourage someone to invest in the mall area now that GTP are gone.

integrated transport

Tram system to link beach and west end though darby and city.

Transport issues need to be resolved. As before i suggest that the ultimate goal is for the Newcastle CBD to be very pedestrian friendly with car users discouraged from entering by having parking stations on the city borders and having reliable and effecient tram and buses loops linking the the whole of the cbd. Greater access between hunter st and the honeysuckle/foreshore areas need s to be incorporated by either removal of the rail line or pedestrian and level crossings placed along the route.

integrated transport

Use the transport corridor in a manner that the broader community would like. I.e. rip up that heavy rail and use that space more efficiently.

I would support a move to make it into a park with light rail, but I would also like to see some anti-graffiti measures on the rear of those buildings, possibly again via the protective signage either by subsidy to the business or by agreement to have council signage etc. Might even be an idea to facilitate/support/subsidise rear entry to ground floor retail. Renovating some of those buildings to have appeal both facing Hunter Street and the rail / harbour would be fantastic as many seem to be pretty warn and neglected due to the mess made by the existing heavy rail.

integrated transport

Widen and landscape foot paths

Provide safe and separate cycle lane

Rationalise parking to achieve this

Provide bus lane for peak hours

integrated transport

Redevelop vacant buildings

integrated transport

Widen foot paths with more tree plantings of different tree species. Tram/light rail down the centre of the street.

- Width reduction of Hunter Street
  - Hide/underground rail line
  - Greener Newcastle
  - Fix rundown buildings
  - Embrace heritage
- integrated transport -Fix Greater Union: please don't remove it
- people and place - Civic precinct - make it the center the city and the showcase of the city. It's the perfect central area to spread human traffic to the east into the mall, north into honey suckle and back into the park and Darby street. A underpass could facilitate movem
- people and place \* improved connectivity to foreshore (venehicle and pedestrian)
- people and place \* more shop top housing
- people and place \* more residential
- people and place \* more restaurants and late night venues to improve safety and surveillance.
- Again Greening is paramount.
- Building maintenance, cleanliness, amenities, lighting, bus shelters, bike racks.
- people and place Colour, public art, innovative lighting - but most of all a coherence of concept so the city assumes a character that is fun, quirky, respectful of our heritage and maritime history but at the same time youth and family focused so people will want to spend time in here.
- people and place Again, consider the imprtance of the art gallery/darby street area.
- people and place An annual Street Fair (a bit like Darby Street Fair) could be good. Council provides some excellent public events (LiveSites) and this could be a way of attracting people to the area. Opening up access to Honeysuckle is high priority, whilst maintaining public transport options. I believe the trains could be replaced with light rail wonderfully, but council should only commit to this if the light rail access (which should extend all the way out to Warabrook/University along Maitland Road in the longterm) is guaranteed a public service before the rail is terminated. If the train is removed and not replaced with PUBLIC light rail, Newcastle will become a very unpleasant city to live in, rivaling Sydney for inaccessibility of CBD and unlivability.
- people and place Better parking and facilities, brighter lighting and safer for people cooming into the area particularly at night.
- people and place better parking, better transport options, more public art spaces and commissioning of local artists to design seating etc
- people and place better signage and traffic flow, more trees and bike lanes
- people and place Break it up into sections
- people and place Take out parking metres
- people and place and if metres make first hour free parking

	<p>BRIGHTEN UP IMAGE          PAINT AND GOOD LIGHT          SAFETY AT NIGHT          PLENTY OF TREES ANF PLANTS          GOOD SINAGE          ART WORKS, POTTERY PAINTINGS          METAL ART WORK          STATUES</p>
people and place people and place	<p>build a big open air permanent music/outdoor facility          Celebrate the heritage that is still left in the city - for example: the Convict Lumberyard site, the Paymaster's Cottage, Railway Station, East End. Try to give Hunter St some uniqueness - encourage small businesses and craftspeople, new markets, easy access and reasonable parking &amp; public transport. The CBD has one thing that Charlestown &amp; Garden City don't have - location, location, location.</p>
people and place people and place	<p>clean the whole street          Creation of precincts with a foundation of good housing, restuarants and bars.</p> <p>The media focus on hotels and trading issues is having a huge detrimental effect on the city.</p> <p>Large cities around the world that have the "want to come back" feel have entertainment facilities that makes people want to visit and live in those areas.</p>
people and place	<p>The encouragement of resturants, small bars, and those venues that provide entertainment in a clean and well lit environment will cause people to enjoy the city area again.          Cycleway linking Mayfield/Uni with beach via hunter street          More mature trees          Outdoor eating</p>
people and place	<p>a village' feel for the street e.g. Oxford Street, Paddington in Sydney          demolish some buildings.family orientated section.kids enjoyment with enjoyable adult area for supervision.lockdown venues so parent could enjoy eg. a meal while in direct area as an reg. emergency nurse i have seen too many lives affected by these actions.</p>
people and place	<p>don't waste money on alot of sculptures etc .          As mentioned previously, clean up the shop fronts, entice small business and big business back into town.</p> <p>More parks with lots more trees - one thing I find unbelievable (having small children)is the lack of shaded children's play areas in town - given our "sunburnt country" status.</p> <p>Encourage our youth to respect our town - get rid of the graffiti problem with tougher penalties. CCTV cameras are great for this. They are used extensively in the UK and are very effective at catching culprits.</p> <p>Cycle lanes and bus lanes will help traffic flow or better, perhaps even lower congestion.</p>
people and place	<p>Farmers markets to be held in the mall or even in Wheeler place to draw people back to town centre.</p>

- people and place do a things that make it safer and more open and frindlier  
Easy parking areas with well lit street lighting of access areas from parking to shopping is important. Have specific walking areas from streets to parking areas for a relaxed safe atmosphere.
- people and place Limited early closing alcohol outlets may be included in the planning, but strictly controlled for noise and nuisance to public.
- people and place Effective linkage of Hunter Street to Foreshore/Honeysuckle providing coherently integrated planned retail/business development with public spaces and public and bicycle transport ways. Fill the retail absence left by the pull-out of David Jones in 2011.
- people and place encourage use by families - provide comfortable seating, play areas, water play or fountains, performance space for concerts,  
keep it clean!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- people and place provide more short term and free parking so people use the shops  
Extra lighting to make the sreet safe to walk at night time.
- people and place Alchol free street, execpt fot resturants that have permiission to be on the foot path.  
Extra lighting, security cameras, public toilets that are cleaned routinely, especially over the weekends, the creation of green areas and paths and cycle ways, wider footpaths, promotion of new business into the street. Old buildings of no heritage interest to be bulldozed to make way for parks and family friendly areas
- people and place Greater security  
Hire some cutting edge designers to design great bins, planters, street signage, so it's all got a design theme that works together. Then start applying for the funding to see the vision of the designers. Install attractive curbing and footpaths. The paving in the mall and bitumen elsewhere is pretty ugly.
- people and place Start some art co-operatives. Maybe sculptors could have the ground floor, ceramicists the second, painters the third floor of the David Jones building. Make it as professional as possible, and it would become a tourist hotspot, as people love watching artists create, and the artists would have the opportunity to sell work.  
Imagine a day in the vines, a day in Newcastle experiencing art, a day at the beaches. There is three days in the Hunter for tourists.
- people and place i believe if we concentrate on the town centre as first priority with thoughts of the next step for it's surrounds, we will be concentrating on attracting people to come in. Once people are coming back to Newcastle, the surrounding areas will start to grow naturally.
- people and place I have been in the mall when the passengers have come off the ship. I must say I felt terribly embarressed by what the council must have thought was lovely town to visit.  
  
I have seen how great Hunter St once was.  
  
I have seen the vitality of the town.  
  
We look like a third country with poor markets.  
and junky stores all over.
- people and place Can we get a little classy stores and not the offcuts of the big shopping centre.

Maybe the council/state government could put out a book on how to kill a town.

I was always proud to boast about the city of Newcastle but not now. I am sure the Junction Markets have more class and should be invited to market their wares.

I have stated before we have so much talent in this city with our university why are we unable to show it in our vast areas. I often walk to the Civic so lets make it more inviting for people to walk along these areas, especially at lunch time even as a get fit and have a break at lunch time.

I go to the lunch time concerts at the con - walk from the east end, sit for 30 mins and then walk back to work.

I walk to the library and sometimes top end of Darby Street. If I need to buy a ticket for a concert at Ticketek. So make the streets friendly and inviting. I am in my 60's.

The whole area is untidy, but it is good to see the footpath in King St near Darby St and Greater Union is finally being repaired. I have almost tripped a few times and it is looking good. That is a positive.

people and place

i think west end is awful and needs a lot of work, but hopefully it will take care of itself as growth begins from the other areas of H St. We need to capitalise on the good aspects already there in the area of H St, the beach, some restaurants, Civic theatre, the railway station stops; activity should be focused around the stations to encourage use of the train and reduce the cars in the city, eg some cafes, greening and seating, open areas.

Integrate safety with amenity (lights, toilets, seating areas, streetscaping - trees, sculpture) with areas of interest (art, sophisticated entertainment NOT MORE PUBS, historical/heritage, interactive maritime) flowing from one to the next via pleasant greenways and transport routes (whose schedules actually connect with one another!).

Do NOT rely on private enterprise to plan and execute things for the public good. They have to be legislated and made viable through funding or threat of legal action.

Private enterprise - GTP anyone? - doesn't give a damn about Newcastle. Our community has been used a tax-write off by any number of the owners of derelict buildings for years and years.

people and place

The greatest longterm improvement for Hunter Street is getting Newcastle to vote Liberal for two consecutive elections, and have them win by under 1%. Then ,watch the money flow in.

It should be integrated with the foreshore and the library/art gallery precincts, so that visitors and residents will be encouraged to wander through all the interesting precincts of Newcastle City. It should be developed to encourage browsing, fossicking, exploration, sightseing, walking, bicycling, and have good carparks nearby to draw people to the area. Although bicycling is good in the long term plan, carparks will be required to accommodate visitors, and the less mobile. In the short term, they can encourage everyone into the city to explore its interesting features - perhaps cheap city car parking on weekends.

people and place  
people and place

Keep it safe and clean

people and place

Lighting and night activities  
 LIGHTING. And lots of it.

And if we're going to make these improvements we need to make sure they are maintained. This isn't just a short term solution. If council stop caring then why should we care anymore?

people and place

People litter and urinate on the streets cause no one cares.

long term more high density residential development along hunter st with the caveat on all residential development that they include suitable sound dampening. double glazing on all windows both provides insulation and energy efficiency improvements but also solves noise issues that arise with residential developments are in mixed use areas.

with more people living in the area it'll encourage more businesses.

An open attitude to more bars and restaurants in the area. the current model of simply turning off all of Newcastle's night life hasnt improved the city if anything it has been a backwards step in many regards. these businesses need to be suitably managed but present one of the two catalysts to rejuvenation.

people and place

Hunter st mall reopened to traffic to remain as a niche retail area. most of newcastle pc 2300/2302 retail is niche. the model of opening kotara westfield in newcastle cbd isnt inline with the current development. it would only be adding to an already saturated market in the region. looking at the existing retail many niche businesses exist - newcastle west is a perfect example. adventure sports, bridal, asian foods, tattoos, artisan bread these are niche industries that people are prepared to travel to. one open to traffic this area has the potential to become the next darby st. it is close to ever increasing residential development. all it needs is to remove the safety stigma of the mall which is only perpetuated as a result of not having sufficient through traffic.

people and place

Make area more dog friendly

people and place

Make the city safer and more Inviting, By creating a Welcoming atmosphere. Like places to look at things to do and entertainment.

people and place

moe lights trees outside dining make sure open when cruise ships come in let the retailers know when they are to arrive

people and place

More parks and open spaces. Light rail and access to existing resources such as the new museum, art gallery, library, restaurants, gym facilities etc

Narrowing areas of hunter st in the west and central sections to promote more pedestrian/cafe areas, with lots of trees and squares.

Like the idea of trees down the centre, however traffic flow still needs to be managed well as it is a main traffic street.

people and place

Perhaps making better linkages between Honeysuckle and the west end of hunter st (perhaps this involves removing the train line, or building it underground?)

<p>people and place</p>	<p>Navigational aid - signs, directions, paths, landscaping. wider footpaths, lighting at night, establishment of precincts which naturally grow, government assistance for people establishing small business, features which attract tourism, families, and youth venues which have a low-key relaxed atmosphere. I am 22 and all I want is a night time coffee house with music etc, where you can drink coffee instead of alcohol. Golbergs in Darby street is currently the only place I know of where I can go for coffee at 11.30pm. As you can see from their market that this type of venue would be very successful if positioned correctly and would be conducive to a healthy social environment.</p>
<p>people and place people and place</p>	<p>Overall beautification and an emphasis on safety. It is quite a hostile area once it is dark. A shopfront police station would be a great help in this regard as would better lighting and more night-time activity from coffee shops, all night pharmacies and late night newsagencies and book shops. Please just make it an attraction rather than an eyesore promote people into the area.</p>
<p>people and place</p>	<p>People = oppourtunities for business Public transport that is attractive to everyone not just the lower income locals. A public transport system we would be proud of showcasing to international visitors as well as use ourselves. Cleaning the facades of the buildings and the street. Smaller cafes and bars (like those in Melbourne)that discourage the binging mentality currently linked to larger pubs and clubs in Newcastle. Encourage beautification through more street art.</p>
<p>people and place</p>	<p>Redevelopment of buildings, more infrastructure such as free transport - in any form! Incentives for large and small business, covered footpaths to assist pedestrian comfort from the rain/ sun, increased plantings, seating, community art projects (of a professional high standard).</p>
	<p>There is no reason Newcastle city can not be a vibrant, energising bustling hub of activity and culture.</p>
	<p>No one wants the city to remain how it is currently. I would love to see it develop into a place frequented by all walks of life with a variety of businesses, entertainment venues, music, bars, restaurants and meeting places.</p>
<p>people and place</p>	<p>Newcastle has a wonderful backbone, some of the older buildings are beautiful - the old police stn and across the road the facade above the Rock Shop and neighbouring shops, the turret above the pawn broker at 557 hunter st is wonderful, the TAFE building (same architect?), the water board building, the Royal, Bank corner and the cute little place squished between Fat Ink and Foleys at the crossing in the west end.... then there are the buildings closer to town, and in the city. These buildings should be highlighted and embraced.</p>
<p>people and place</p>	<p>Renovation &amp; landscaping should be ongoing. Thought to character &amp; heritage should be always considered &amp; never lost or neglected. Thoughts to traffic &amp; public transport considered. I believe it is imperitive that Newcastle should start now how they mean to go in the future as far as transport is concerned, some say we don't have the population for light rail but we had L R before cars, we need less car traffic more use of direct faster Public transport. The fact that the Uni is moving faculty.s to the city is going to regenerate life into it.</p>
<p>people and place</p>	<p>Sculpture , trees , fountains etc Lighting - great lights not run of the mill. iron work</p>

	<p>The historic buildings need to be cleaned and signage placed to tell people the history and a map to guide people onto the next site i.e. a walking tour.</p>
people and place	<p>New buildings need to be re-activated by refits and selling or housing INTERESTING goods and services NOT just Subway or bain-marie foods that no-one will buy because it is not an authentic experience.</p> <p>There should be strong emphasis on heritage values in Hunter street. Here there should be efforts made to preserve and maintain the facades above the awnings, and encouragement should be given to making a stronger connection between the upper facades, the awnings and the shop fronts.</p>
people and place	<p>There should be strict limits on what can be torn down to make new buildings: Newcastle's future could well involve the marketing of its heritage potential. New buildings in Newcastle have tended to be poorly designed and cheaply built. Nothing could destroy the success of Hunter street more. Things that bring more people to the streets.</p>
people and place	<p>Extend cafes from Darby St down into Hunter St</p>
people and place	<p>To attract people and activity the people need to feel safe and secure in the environment. This is the major long term hurdle, and if successful there will be a multiplier effect, with a growing range of activities and in turn a growing participation.</p> <p>We are obviously going down the tourism path. Hunter st needs to cater for tourists needs and wants. Services and retail suitable to this is critical. Hunter St will need to be supported by outside/other attractions. Surfing, boating, competition fishing, sailing regattas, scuba diving/wrecks. All these people travel and spend a lot of money on there sports. Also more attention to the wine industry and the fact that we are the "gateway" to the Hunter Region. At the moment people just go straight to the Hunter and Newcastle is left out and behind. Host wine and food competitions and awards etc. More functions and seminars both national and international.</p>
people and place	<p>In which case hotels and accomodation may need to grow.</p> <ul style="list-style-type: none"> <li>-Width reduction of Hunter Street</li> <li>-Hide/underground rail line</li> <li>-Greener Newcastle</li> <li>-Fix rundown buildings</li> <li>-Embrace heritage</li> <li>-Fix Greater Union: please don't remove it</li> </ul>
people and place	<p>Pulling down of derilict buildings.</p> <p>Increased uncover free parking (or free for first two hours)</p> <p>Focus on speciality shops such as book shops, gift shops, and cafes etc. A major supermarket in or near the East end with plenty of parking.</p> <p>Easier access to East post office, chemists (ie, more 10 minute parking). If people need to do a shop, go to the post office, chemist and post office for example, they will go to the Junction Fair or Marketown where it's all together with undercover parking.</p>
people and place	



## **Appendix V – Workshop Materials and Outputs**

## Workshop Materials and Outputs

### Agenda and Feedback Sheet

# Hunter Street Revitalisation Community Workshop 24 November 2010

<b>Welcome and Introductions</b> Newcastle Voice	<b>10 mins</b>
<b>Strategic Context</b> Manager, Strategic Planning Services	<b>15 mins</b>
<b>The Story So Far</b> Senior Strategist, Public Domain	<b>15 mins</b>
<b>Four Themes, Four Precincts</b> Newcastle Voice	<b>40 mins</b>
<b>Break</b>	<b>10 mins</b>
<b>Short Term Improvements</b> All, table discussion	<b>30 mins</b>
<b>Summary of Contributions</b> One participant summarises discussion from each table.	<b>30mins</b>
<b>Conclusion</b> Newcastle Voice	<b>10 mins</b>

## Ground Rules

- A range of views, perhaps divergent from your own, may emerge today: that's fine.
- Please be respectful towards others.
- Today is about gathering information which will be used to finetune the documents being put to the elected Council for adoption.
- Photographs will be taken and may be used in future publications, in print or online. Please let us know if you would **not** like to be photographed.
- Thank you for your participation today.

## Feedback Form

Thank you for taking the time to complete this sheet about today's workshop.

1. What did you particularly like about this workshop?

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2. Please suggest any improvements that could be made.

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3. Any other comments?

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4. Please rate your overall satisfaction with the workshop.

<input type="checkbox"/> 1- Completely dissatisfied	<input type="checkbox"/> 2- Somewhat dissatisfied	<input type="checkbox"/> 3- Neither satisfied nor dissatisfied	<input type="checkbox"/> 4- Somewhat satisfied	<input type="checkbox"/> 5- Completely satisfied
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5. Would you attend another group like this– on a different subject?

YES / NO

NAME: (optional) \_\_\_\_\_

## Workshop Transcript

### Transport

- Deal with bottleneck on Hannell and Hunter St (intersection)
- Restoring the tram network as it used to be in the 30's
- Encourage people to use bikes to go downtown - giving cyclist space, create an actual transport option
- Dedicated bike lanes at different level to road
- More public transport frequency, more of the free bus service
- Extend the ferry route - stops at Carrington and Honeysuckle added
- Make streets one way- Hunter St into town and King St out
- Electronic signage for rail in real time
- Additional level crossings at every crossing
- One way grid (more than just Hunter and King St)

### Priorities

- Start at Hannell St/Hunter Street crossing – everyone had to go through it to get here tonight
- Shift the Broadmeadow (Gordon to Hannell St) transport hub at the Coke and Gas site in Hamilton North (Clyde Street)
- Enforce more parking space to be included for new residential apartment developments
- Reintroduce level crossings - lower cost; take out all the fencing
- Cycleway (reallocate public space away from cars to create the lanes)
- Change parking where free bus starts to 4 hours

### Enterprise

- Give grants to new restaurants who move into the area
- Making DA more easy and flexible
- Fill up empty shopfronts
- Keep heritage important
- Lead by example and look at what council owns - council can sell buildings and use \$ to revitalise Hunter St
- May not have enough business to refill shops
- Different and interesting shops- from boutique to factory outlet
- Facades of buildings cleaned by property owners, better maintenance
- Should derelict buildings be demolished?
- Worried about new businesses starting- need to focus on transport
- Increase residential development to increase people
- Need to embrace Uni- have them use buildings on Hunter St, not Honeysuckle

### People and Place

- Cleaning of street on Sat and Sun am!
- More cultural activities
- Good quality spaces for public events with electrical services, longer bar service
- Interruption: close Wharf Rd and Cottage Creek for major events
- Pressure wash Hunter St and Wheeler Place
- TVs left on the street - needs to be picked up (Hard Waste Pick-up was scheduled in near suburbs later the same week)
- Paint over Hunter St buildings

- Don't think events should be held along Hunter St
- Make sure public space is accessible to anyone

### Greenways

- Green fill Empire Hotel - bulldoze and lawn. That would be all you have to do!!
- Derelict buildings, which have not done anything after DA approval - Council should take over those buildings
- Adopt a garden plot in a public space (between derelict area and TAFE) "adopt a park"
- Hanging baskets to brighten city
- Info on how to look after plants – ask businesses to look after them
- Plant native trees along city streets
- Beware habitat trees – owls and so on

### Other Comments

#### **Is there something about the future of Hunter Street which you have not had the chance to raise?**

- Received feedback - attendee left due to not getting access to documents on table - suggested a copy of documents for everyone present
- While I think it is great to focus on the N-S traffic (pedestrian etc) flows, I think it would also benefit Hunter Street if the flow of people between Hunter Street and Newcastle Beach, especially relating to public transport, was improved
- Prioritise the themes:
  1. Transport
  2. Enterprise
  3. People/places
  4. Greenways
- \$ spent in a different order would be ineffective
- Prioritise:
  1. Improve pedestrian connection
  2. Redevelop Council owned properties
- Area maps should be on-screen during feedback
- Theme priorities should be on screen - 1 sheet per table was difficult
- Hunter Street leads to Newcastle beach - the east end of Hunter Street - should take this into account
- Why cant the foreshore and Wharf Road be talked about in relation to Hunter Street but not Newcastle Baths and Newcastle Beach
- The skyline needs to be considered in any development - the Mirvac building in the old RNH site is too high for the skyline looking from Nobbys. Plus the design is ugly. Darwin has new highrise that suits the tropical lifestyle
- Get rid of all the fences and infrastructure around the railway line and slow trains down to 5 km. Anyone can cross whenever with no need for pedestrian crossing
- Educate - information on plants/trees to help in local interest
- Safety - security cameras in parts of Hunter Street

- Enterprise - Grants or rent subsidy; fix parking first so that customers can walk through the door; there is a reason these shops are empty and now they will have even more competition from complexes such as Kotara and Charlestown
- People NEED to park so that they can shop - plus if there is construction after a shop is open, less traffic will be able to come through
- Educate + "talk" to visitors about heritage
- Colour coded banners that run down Hunter Street identifying different styles and destinations
- Funky side street activities
- Legislate federation colour scheme for painting etc
- If planting trees do not plant ones that have a height potential greater than the power lines. Some of Hunter Street is wide enough for rear to kerb angle parking
- Assuming increased residential living, consider creating a sporting field/s within the vicinity of upper Hunter Street, eg tennis courts, soccer/league/cricket fields
- Express bus lanes/car pooling
- For each building provide a short history of the site, eg plaques
- Underground pedestrian thoroughfares at designated locations around Hunter Street - especially to access foreshore site
- I think it is extremely important to open up all north/south streets that extend across railway line
- These are the 'corridors' to honeysuckle 'not' the east-west rail corridor - these streets extend through - elsewhere there are long walls of back of existing shops
- Also open up pedestrian crossings of rail line at each of the main north/south streets from Crown Street to near end of Newcastle station
- Extend ferry service across harbour to include Carrington and stops along Honeysuckle
- Promote community participation in "adopt a street project" ie Hunter Street
- Cleaning up was a common these instead of "Clean Up Australia" have "Clean Up Hunter Street", "Green Up Hunter Street", "Spice Up Hunter Street"
- Utilise the littering fine for all
- Solid grates in kerb drainage sumps to reduce harbour pollution when footpath washed
- A lot of laneways in Newcastle are thought to only be for ladies of the night - these laneways are quite beautiful and just require a few trees, an eatery and a coffee shop
- The Store area requires Council to step in, restore and make into a major shopping area for Novocastrians. Such a beautiful building and large space going to waste
- Better cycling facilities
- Better lighting
- Trees and parks
- Some of the social issues involving Hunter Street could have been discussed however this would need a workshop if its own

- I actually believe we should keep the railway, but if it should go, buy a number of old railway dining cars and park them at civic station as a restaurant. It would be opposite Civic Theatre and next to railway sheds and new museum - use station itself as the kitchen
- City events - stop cars at Stewart & Hannell Streets and Wharf Road - use park ride now
- Wharf Road - stop at the first roundabout
- "Trec of Knowledge Park" - must not be sacrificed one inch
- Where did all the Section 94 go?
- Pacific Park looks very basic. It is a 'bookend' of Hunter Street. All those developments, not enough Section 94 demonstrated in the Park
- Cottage Creek through to Hunter Street - must resolve the mass of traffic - car is GOD in this precinct - people are at risk; bikes are at risk - Steward Avenue to Spotlight
- Concern about old museum building - vandalism, possible burning
- Extend Hunter Street a bit beyond Stewart Avenue
- Leave Hannell for Bullock Island - bring it on
- Save Hunter Street
- Before beginning on doing 'stuff' we must keep in mind what makes up a city - it must be inclusive - not exclusive
- It is in the variety that a city gets its vitality
- To help attract people to shop in the area we really need to combat parking - just as a short term incentive while better public transport becomes available
- Bin your butt - they are butt ugly - Campaign all along Hunter Street with ENFORCEMENT
- Sectional Themes along Street
- Linking Hunter Street with Honeysuckle is essential; if necessary don't wait for removal of train line
- Why can't the ferry route change asap to stop at Honeysuckle and Carrington?
- There are no late night coffee venues for after Civic Shows and Cinemas - encourage cafes to open until 12-1 am
- Put some trees into Wheeler Place around sides - like jacarandas
- Function Places - create a child focused area in Newcastle where mums would be encouraged to come to have coffee and relax in an enclosed safe play area for babies to 5 year olds with trees and shade. These sorts of areas are available in Sydney, eg Crows Nest, Waverton Park
- Medical Centres - day hospital - mostly specialists - encouraged back to bring people into city in day time (a bread and butter exercise). Encourage alternative and allied health groups to function in the same area

## Participant Feedback

### 1. What did you particularly like about this workshop?

- Lots of positive people with lots of great ideas that need to be listened to by Council
- A lot of input but well managed to get information
- Lead-in discussion had relevance
- Small-group opportunities to discuss
- Informative
- Focused
- Finding information and ideas from residents and Newcastle Council without media hype
- Encouraging input
- Good participation and speakers kept to the subject
- The open-ended nature of the discussion
- Nothing!
- Opportunity to hear other ideas and solutions
- The topic
- Ability to voice vision and concern
- The round table discussions – liked having a small focus
- That you were brave enough to run it! Too many opinions. You won't get an answer. \$3M Budget – you're joking. There are online tools that can collect and categorise ideas. At least you would have all the votes and importance.
- Different views by a range of people. Encouraging for those community members with interest
- Chance to listen to and meet a diverse and interesting group of passionate contributors
- The opportunity to hear others' opinions and express options
- Agenda was well constructed (however timing needed to be tighter)
- Friendly
- The way they have set it up
- Diversity of opinions
- The interaction of the people all focused on a common idea – the rebirth of our city
- Interesting
- The idea is good but execution substandard
- Ability to attend. Scope for ideas to be voiced
- Group session where everyone had an opportunity to speak
- Opportunity to discuss with others the issues facing our city
- The collaborative idea sharing; knowledge update from strategic section of council

- The ability for a lot of different parties to combine their ideas to find a medium
- Broad scope of items
- Networking with others passionate about renewing Newcastle. Mostly positive ideas thrown in the arena
- Chance to be part of Council's plans
- Visuals etc giving an overall picture of Hunter Street
- Plenty of opportunity to express views given time limits (not too much time given to being talked at by experts)
- Well organised; well facilitated; council staff supported and co-ordinated the forum well
- Table discussions
- Inspiring
- Lots of ideas captured
- Venue; opportunity to discuss ideas and meet with people passionate about the city

## 2. Please suggest any improvements that could be made.

- Maybe fewer issues at one time so they can be discussed in more detail
- Very happy with the night as a whole
- Closer adherence to time-allocations and reminder that brevity is the soul of wit
- More weekend workshops
- Perhaps point people to online information to be better prepared
- Start on time or close to time
- Allow more people to have their say
- Facilitator – get an experienced person
- Pens were provided but no notepads. Would have preferred a workbook in place for notes to follow along with the slides. Would prefer “the story so far” and “four themes, four precincts” to be sent before the meeting so we could have a better understanding before we arrived – even an email so we don't waste so much time
- Too much talking at the beginning – less talking by facilitator
- Clear guidelines/direction for workshop
- More time on the discussion
- The 2 speakers seemed to cross over on their information – took too long
- Brief us beforehand so we have a chance to absorb information before
- Consider position of natural light when setting out room – setting sun was in audience's eyes which made viewing the slides difficult and causes headaches
- Set up computer/viewer with remote or some other more efficient method of changing screen
- Use the agenda – stick to the time
- First workshop/forum of this type – stick to time or allow more time

- Perhaps split into areas sooner to concentrate on specific areas
- More table conversations – to represent Council re suggestions to promote more feedback and brainstorming
- Keep to program when you say no more comments
- Lacked Council facilitator on table, so very nice lady stood in. Another lady with very definite ideas dominated discussion
- The workshop could have gone longer, start at earlier time
- Too long – too much sitting and listening to council staff
- Individual table discussion may have been better first to give people confidence to speak to the larger room
- Feel you are on the right track
- It is difficult to run to time. Always a problem. The final presentations were not always clearly presented
- Better audio for the hard of hearing at start. Ok later then intermittent and hard to hear. Screen hard to see with sun setting behind it. Mirror image room. Could not see much sitting in back corner. Need roving microphones for casual speakers. Could not hear.
- Item 4 with all points of view being fostered was a little disjointed at the start, was not explained at start, how it should proceed. Otherwise fine and enjoyable
- Too long on the introduction – the results of the voice surveys could have been emailed beforehand; more time was given to council staff then to the community, heaps of people didn't get a say. Should have done "voice" sessions as small group exercise and/or allow more time.
- Venue needs to have shades on western windows allowing us to clearly see the powerpoint presentation
- Possibly tried to cover too much at once and didn't delve deep enough into issues; encourage Newcastle's youth to attend
- More people; high school people; more time
- For better speakers; condescending; take more time for contributions
- Greater opportunity to talk amongst a group before passing on ideas to the whole workshop
- There were too many people to have a workable discussion; the survey suggestions were not comprehensive enough so many people were not inspired by those ideas; timings of the evening need to be more realistic. Early speakers need to keep to time.
- Narrow number of topics
- The sun is shining into people's faces; reorientate the seating and presentation arrangements
- Less chat at beginning; more visuals to help people 'locate' what to where we are talking about
- Clear, brighten – flowers & trees and banners
- The online survey should have asked to rank options rather than simply would they benefit - almost everything would benefit
- More time – advertise 5:00 for 5:30 start

### 3. Any other comments?

- It's great to be able to be involved in the Newcastle Voice Program
- Very worthwhile – but what happens next?
- Waste of time
- I have the impression that some participants have not been in close contact with Hunter Street for the past couple of years – unaware of new businesses moving in and recent changes
- Build a roller-coaster!
- Oh, and continue community engagement like this!
- The speaker kept referring to a document (only 1 per table) – put it back up on an overhead
- Almost need to focus on other area – more detail
- Please force businesses to reduce the size of their advertising signs. No other cities I have seen all around the world allow the nonsense we have in most of Australia.
- Encouraging but outcomes by council will be interesting with all other influences including political
- Well run and organised in general
- Enjoyed the process
- Good opportunity to encourage the participation of people who's names you don't know – rather than those you do
- More food and more discussion time
- Lack of recognition of the conflict between traffic use and people use. Everyone wants to drive, to park, and then to have a car-free urban space
- Great to see the council being proactive in asking for community opinion. I was impressed by the passion shown by participants
- Keep up the good work
- Not at this moment
- A couple of blank pages to take notes for those who forgot to bring some. Start on time irrespective of arrivals and keep to schedule
- Function centre needs sun control on southern side if afternoon conferences are to be supported (easy fix). Good mix of ideas and people and personalities. Well run.
- A lot of work went into the forum, but would have been better to maximise community input in earlier session, people getting frustrated. Also the venue at this time of day was not good as the sun was in the eyes of many participants and we could not see the screen due to excessive light on screen. It also felt that session 2 with the Snr Strategist was presenting views where the connectivity with the foreshore was dependent on the rail line being removed. It would have been good to present the views of (for eg) "Save our Rail" – have you seen that group's vision of the connectivity options? Or has Council made its decision on this?
- All council employees expected to deliver presentations in the public forum complete Cert IV TAA – Prepare and Deliver Presentations

- Facilitator and other Newcastle Voice staff member were really well spoken and knowledgeable
- More time/weekend
- Worst consultation I have attended; offered contributions cut short; rushing input
- Workshop improving tourism plan and making information around and about Newcastle easy
- Perhaps too many people; workshop felt rushed
- Council speakers need to practice with microphone ahead of time; there was no realistic discussion of what greater Newcastle people can do with their cars if they want to come into Hunter Street. Pedestrian and cycling will only work if the people from Greater Newcastle can park somewhere.
- A little rushed
- Well-run given size of group
- Facilitation was very professional; hoping for good things

**4. Please rate your overall satisfaction with the workshop.**

Completely dissatisfied	1
Somewhat dissatisfied	2
Neither satisfied nor dissatisfied	3
Somewhat satisfied	24
Completely satisfied	9
<b>TOTAL</b>	<b>39</b>

**5. Would you attend another group like this – on a different subject?**

Yes 39  
 No 2

**NB:** Not all participants completed a feedback sheet; not all questions were answered on each sheet received.



## **Appendix VI – Promotional Materials**



**Revitalising Hunter Street**

Following consultation with the community, The City of Newcastle has developed a **draft Strategic Framework to revitalise Hunter Street**. The draft document provides an inspirational community-based vision for this iconic street including a set of guiding themes to help assess the merits of new development, investment proposals and urban design improvements.

You are invited to comment on the draft Strategic Framework during the public exhibition **from Monday 6 September until Monday 18 October 2010**.

**Find out more**

Copies of the Hunter Street Revitalisation Masterplan draft Strategic Framework are available for viewing at:

- The City of Newcastle Customer Enquiry Centre, 282 King Street, Newcastle
- All Newcastle branch libraries
- Maryland Multipurpose Centre and Minmi General Store
- [www.newcastle.nsw.gov.au](http://www.newcastle.nsw.gov.au)

Further background information is available at the Customer Enquiry Centre (282 King St), City Branch Library (Laman St), Wallsend District Library (Bunn St) and on the website.

**Have your say**

By Survey	By mail	
Provide your feedback via the Newcastle Voice online survey at <a href="http://www.newcastle.nsw.gov.au">www.newcastle.nsw.gov.au</a> and go to <b>Hunter Street</b> .	Revitalising Hunter Street The City of Newcastle PO Box 489 NEWCASTLE NSW 2300	
By email <a href="mailto:hunterst@ncc.nsw.gov.au">hunterst@ncc.nsw.gov.au</a>	By fax 4974 2222	

## Revitalising Hunter Street



In March, we asked community members and stakeholders to tell us about their current usage, priorities and long-term ideas for the revitalisation of Hunter Street. That information has informed Councils strategic planning processes for revitalising Hunter Street.

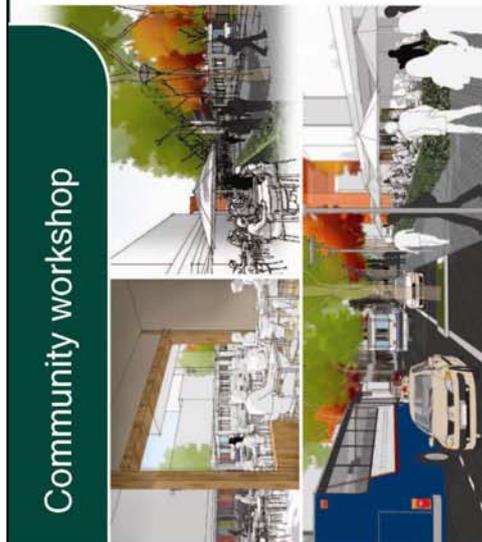
Four themes for revitalising Hunter Street have been identified in the draft *Hunter St Revitalisation Master Plan Strategic Framework*:

- **Integrated Transport**
- **Enterprise**
- **People and Place**
- **Greenways**

Now is the time to have your say via the Newcastle Voice online survey, open until 5 November 2010. Provide your feedback on a large number of community options generated around each of these theme areas. This survey will help Council and other agencies better shape long and short-term plans.

Visit [www.newcastle.nsw.gov.au](http://www.newcastle.nsw.gov.au) and go to Hunter Street.





Community workshop

**In March, we asked community members and stakeholders to tell us about their current usage, priorities and long-term ideas for the revitalisation of Hunter Street. That information has informed Councils strategic planning processes for revitalising Hunter Street.**

As a further opportunity to be involved, you are invited to attend a community workshop.

**When:** 24 November, 5:30 - 8pm

**Where:** Multi-function Centre, Fort Scratchley

**RSVP:** Monday 22 November on 4974 2109. Limited numbers

