

# Newcastle Voice

## Hunter Street Stage I



March 2010



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## Executive Summary

Hunter Street has always been recognised as the iconic shopping and entertainment mainstreet of the Newcastle city centre. In response to the continued economic and social decline of Hunter St over time, Newcastle City Council in 2009 embarked on a major project of revitalisation of the street. This occurs within the context of similar major projects to develop long-term planning along the city's coastline, and similar cornerstone projects being undertaken by neighbouring councils.

Conducted during March 2010 on behalf of Strategic Planning Services, this community consultation complements previous community consultation about Hunter Street in February 2009, and forms part of a series of informing social, economic and environmental studies being conducted concurrently by other consultants.

The purpose of this consultation was to encourage broad community engagement about the future of Hunter Street, identifying current community priorities, strengths and ideas which can be used to help determine the development of a Hunter St Revitalisation Master Plan (HSRM).

This report summarises the results of the Stage I survey which was conducted within the Newcastle LGA, through the Newcastle Voice community reference panel. A survey was sent to 2016 Newcastle Voice panel members and had a 45% completion rate (916 out of 2016). The respondents represent a large cross-section of the city's community, from near residents to people who have not visited Hunter Street in over twelve months. An enormous variety of constructive comments (over 4000) were received regarding necessary changes to transport infrastructure of all kinds, the activities undertaken on the street, appearance of streetscape and buildings, accessibility to many locations and transport options, and the enduring potential of the street. People's goodwill to the street remains strong with many people 'cherry-picking' their favourite retail outlets, services or restaurants along the street. The survey results revealed that respondents mostly visit Hunter Street for less than one hour on weekdays – consistent with obtaining urgent necessities and errands.

Transport infrastructure remains essential to the future of the street, with some respondents doubting that the street can be revitalised in the absence of a rail decision from the state government. Key concerns include the future of the rail line, a growing interest in light rail across a variety of locations, public access to the east end of the city and the beaches, and increased flexibility in bus transport and car parking stock, as well as the costs of these options to price-sensitive users.

Respondents were asked to prioritise ten possible actions to revitalise Hunter Street. There is recognition that all ten actions are important and necessary for an integrated approach to improve Hunter Street. Respondents mentioned the need to act now and their willingness for local government to act without further consultation. Below are the top five priorities for immediate action, in ranked order:

1. Encourage shops and businesses (24.34%)
2. Improve the appearance of the street (22.49%)
3. Improve vehicle access and parking (9.39%)
4. Encourage people to live in Hunter Street (9.17%)
5. Improve public safety (9.17%)

Key activities which are sought by respondents to address all these priorities – as well as those receiving lower rankings - are:

- Improvements to the streetscape – paving, signage, lighting and plantings;
- Stronger enforcement of regulations available to council to ensure that building stock is not left vacant and that the street is safe;
- Support for stronger state legislation to increase the sanctions available to encourage building owners to invest;
- Increased flexibility about parking options, mixed use in buildings, redevelopment of buildings;
- Financial incentives to building owners and/or tenants to encourage developments, refurbishments and building occupancy;
- Increased flexibility about street usage, with support for one-way traffic flows (Hunter east and King west), median strips, cycleways, angle parking, and shop-top housing where commercial property has not been successful; and
- Timely action rather than any continuing deferral to plans and proposals.

Opinions vary about the parts of Hunter Street. The east end of Hunter Street (identified as Area A: Pacific Street to Perkins Street) is gaining in approval with improved cleanliness, the mall opening, Renew Newcastle activities and new investment in restaurants and cafes, are all clearly noticed and appreciated.

The mid-section of the street (Area B: between Perkins Street and Union Street), while also a transport corridor, has a strong north-south identity with the Civic Precinct including the Civic Theatre, the library and City Hall all identified as popular and appreciated locations.

The western section beyond Union Street (Area C: Union Street to Stewart Avenue) is identified as the least appealing, the least safe and the least used – even though respondents can identify recent improvements such as new buildings and renovations of heritage sites.

There is strong emotion about Hunter Street with nostalgia for the way it used to be over twenty years ago, loyalty to a home city, determination to support businesses that are trading on the street – as well as extreme dissatisfaction with the current appearance and the long period of inactivity along the street.

The results of this consultation are being used to inform a strategic urban design and placemaking framework for the revitalisation of Hunter St in development at the present time. The resulting concepts will be tested with a second survey to follow in the near future. Works against this major city revitalisation project are expected to commence in July 2010, with the allocation of substantial funds in the 2010/11 Management Plan.

## Introduction

### Background

Council recognises the need to recast Hunter Street as a place of viable economic activity and renewed community spirit when it resolved on 30 July 2009 to nominate the revitalisation of Hunter Street as a sesquicentenary project and prepare a detailed masterplan for revitalising several city centre priority areas.

Newcastle City Council endorsed a process for the development of the Hunter Street Revitalisation Masterplan (HSRM) in December 2009. Newcastle City Council acknowledges that effective and substantive revitalisation of Hunter Street can only occur when Council, the community and a range of state and federal stakeholders work together to bring about sustainable change and renewal.

The preparation of the HSRM represents an opportunity to commence a process to recast Hunter St as a resurgent and vibrant place that strongly values its heritage past, capitalises on present day strengths, and embraces the challenges and opportunities arising from the emerging trends of the 21<sup>st</sup> century.

The preparation of the HSRM will consist of 2 parts:

Stage 1 includes researching the key social, economic and environmental parameters operating in Hunter St and then subsequently preparing a Strategic Framework (SF) that will set out key urban design and place making principles and approaches to enable the revitalisation of Hunter St as a whole. This will incorporate a clear recognition of the priorities, expectations and ideas of the community.

Stage 2 will utilise an additional community collaborative approach to prepare a Masterplan and associated Implementation Program for a priority section of Hunter St.

Community consultation has already taken place with respect to Hunter Street. In February 2009, Hunter Valley Research Foundation (HVRF) conducted both an intercept survey as well as a telephone survey to identify the negative aspects of Hunter Street and gather information about key issues. An important approach in preparing the HSRM is to build on rather than duplicate already completed community consultation.

A night time economy and activity audit was also conducted in April 2010 by the Strategic Planning service unit to gather supplementary data. Refer to Appendix VII.



## Report Purpose

The Strategic Planning service unit has been tasked with the preparation of the Hunter Street Revitalisation Masterplan as identified by Council. The purpose of this consultation was to encourage broad community engagement about the future of Hunter Street, identifying current priorities, strengths, and ideas which can be utilised in the HSRM process. For this reason, survey design was limited in its canvassing of current failings or limitations.

Community consultation for Stage I started in March 2010 guided by consultants specialising in social research, place making, economic development and urban design. These consultations serve to complement the data previously gathered and identify values and opportunities for Hunter Street in the future.

The survey gathered feedback from the Newcastle local government area (LGA) community about their vision and identify values, priorities and opportunities for Hunter Street.

Specific information gathered through the Newcastle Voice Survey included:

- Identifying the characteristics of people that use Hunter St
- Identifying destinations that people visit along Hunter St
- Identifying other city centre destinations that people visit when they visit Hunter St
- Understanding how people travel to, from and within Hunter St
- Generating ideas for improving accessibility to, from and within Hunter St
- Identifying positive community values along different sections of Hunter St
- Establishing community priorities for revitalising Hunter St
- Generating ideas about how to achieve these priorities for revitalising Hunter St

Community consultation outcomes arising from the Newcastle Voice consultation will ensure that the initial development of the HSRM will incorporate a sound understanding of the values, aspirations and ideas of the Newcastle community.

## Methodology

### Data Collection

A survey using a structured questionnaire with a total of 27 questions was sent to all active Newcastle Voice members. Expressly for this survey, the Hunter Valley Research Foundation (HVRF) collaborated with Newcastle City Council to ensure that the survey questions were clear, unbiased, straight-forward and not open to misinterpretation. Where appropriate, questions were built with the option 'other, please specify,' 'unsure' or 'don't know.' Furthermore the survey to Newcastle Voice members mirrored the intercept surveys conducted by HVRF along Hunter Street between Stewart Avenue and Pacific Street which included interviews with 120 business operators and 480 pedestrians to hear about ideas and priorities.

The survey was divided into four main sections representing:

- The length of Hunter Street
- Area A: Pacific Street to Perkins Street
- Area B: Perkins Street to Union Street
- Area C: Union Street to Stewart Avenue

There were seven open-ended questions to record additional comments. To control order bias, the Sparq system automatically rotated the presentation of items within certain questions on a random basis. A copy of the survey is provided in Appendix I.

A survey invitation and link to the on-line survey was sent on 9 March 2010. Electronic reminders to those online members who had not yet completed the survey were sent on 18 March 2010 and 29 March 2010.

The survey was duplicated, printed and distributed in hard copy to those Newcastle Voice members who requested printed surveys. The survey was mailed out on 9 March 2010. A pre-paid envelope was included to encourage their return.

The survey closed at midnight on 30 March 2010.

### Survey Area

Residents and ratepayers from the Newcastle City Council local government area were consulted, through the Newcastle Voice community reference panel. The breakdown of the demographics by suburb is provided in Appendix II, which includes data for the sample group and the respondents group.

### Sample Selection

A total of 2016 Newcastle Voice members were surveyed. This number represents active, on-line and off-line panel members who have previously completed the Profile Study.

## Representation

Although sampling 2016 panel members represents over 1% of the Newcastle local government area population, the sampling frame for this survey was not statistically representative of the population.

This is due to the fact that all active Newcastle Voice members, on-line and off-line were surveyed. With the exception of Inner City South and Inner City North, the other planning districts are underrepresented. Responses are over-represented from Ward 1 and 2, while they are under-represented in Wards 3 and 4. Furthermore, panel members in the 16-24 age bracket are also underrepresented.

## Participants

The breakdown of the demographics by gender, age and employment status is provided for the sample as well as for the respondents in Appendix II. The demographic information is managed in Sparq. In brief, results show that:

- 10.04% of respondents live in Merewether, 5.35% in New Lambton, 5.24% in Mayfield, 5.13% in Cooks Hill and 5.02% live in Newcastle (CBD)
- A relatively even proportion of respondents were 25-39 years old, 40-54 years old or 55-69 years old (26%, 29%, 34% respectively)
- 43% of respondents live in the Inner City south and North planning districts
- 68% of respondents are employed full or part-time
- 67% of respondents have lived in the Newcastle LGA for more than 10 years
- The gender split was 47% male and 53% female

## Data Handling and Analysis

The data handling and analysis was carried out using Sparq software by staff in the Customer Service, Communication and Consultation service unit. The approach used during the consultation is designed to increase inclusiveness and generate data for analysis into themes.

The full Topline Report is in Appendix III and the Quantitative Analysis regarding questions 12, 19 and 26 are in Appendix IV.

Trend analysis was conducted from the open-ended question responses. All responses are treated in confidence to ensure the anonymity of respondents, and edited only for grammar and spelling if inserted as comments into the body of the report. The complete record of all comments received is included as Appendix V.

## Response Rate and Survey Design

The survey had a 45% completion rate (916 out of 2016) and a 53% participation rate (1060 out of 2016). That means that 53% of respondents started the survey, but 8% did not complete it (144 out of 2016).

Of those who chose not to complete the survey (8%), 23% dropped out before reaching the second question. It is possible that the length and complexity of this survey may have acted as a deterrent – which is borne out by anecdotal evidence from respondents. Nonetheless, good detailed information was gained without going over the ‘old ground’ of the current state of Hunter Street.

- 46% response rate (807 out of 1736) from on-line Newcastle Voice members
- 39% response rate (109 out of 280) from off-line Newcastle Voice members

The Hunter Valley Research Foundation (HVRF) collaborated with Newcastle City Council to design the survey to ensure:

- That the Newcastle Voice survey was consistent with the HVRF intercept survey and vice versa, so that results from the street could be compared with those in the wider community;
- That the survey questions were clear, unbiased, straight-forward and not open to misinterpretation

## Findings

The survey was divided into four main sections representing:

- The entire length of Hunter Street
- Area A: Pacific Street to Perkins Street
- Area B: Perkins Street to Union Street
- Area C: Union Street to Stewart Avenue

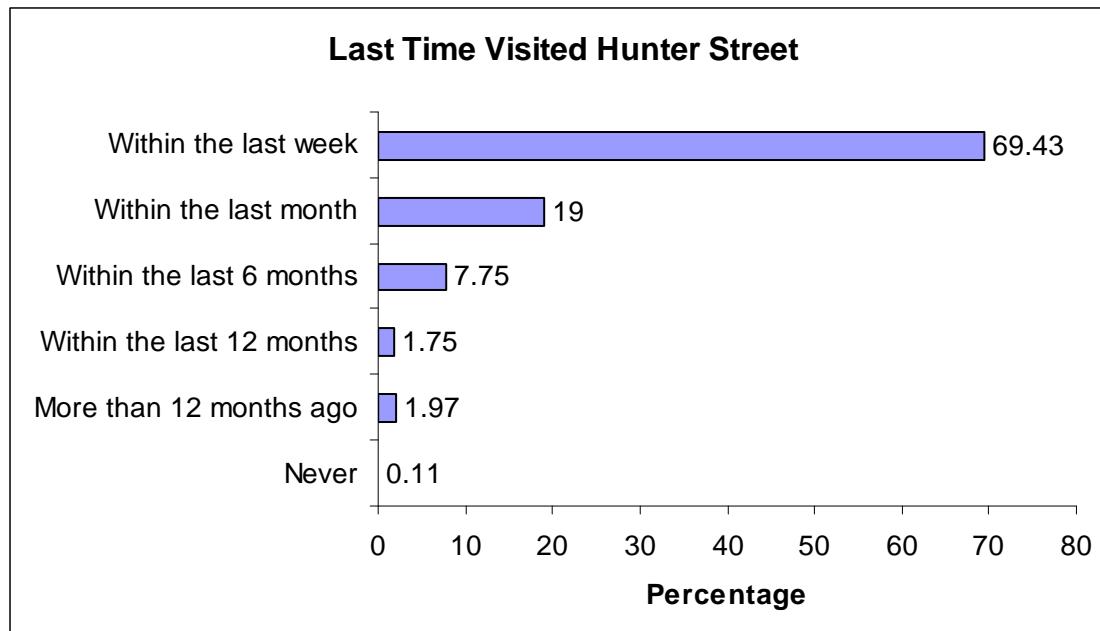
## The length of Hunter Street: from Pacific St to Stewart Ave

### Group Age and Size

Over 69% of Newcastle Voice respondents indicated that they had visited Hunter Street within the last week, with another 19% indicating that they had visited Hunter Street within the last month.

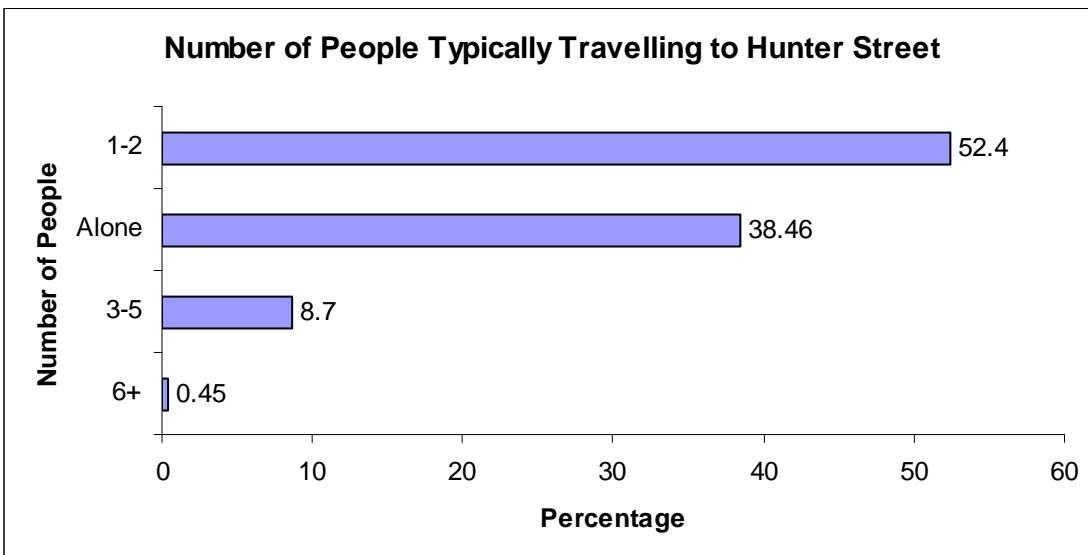
Interestingly, only 2.08% of respondents had not visited Hunter Street for more than 12 months or indicated that they had never visited Hunter Street. Upon further investigation, these respondents explained that they do not believe there is anything to attract them there, or that they have no need to go there.

Graph 1: Last Time Visited Hunter Street

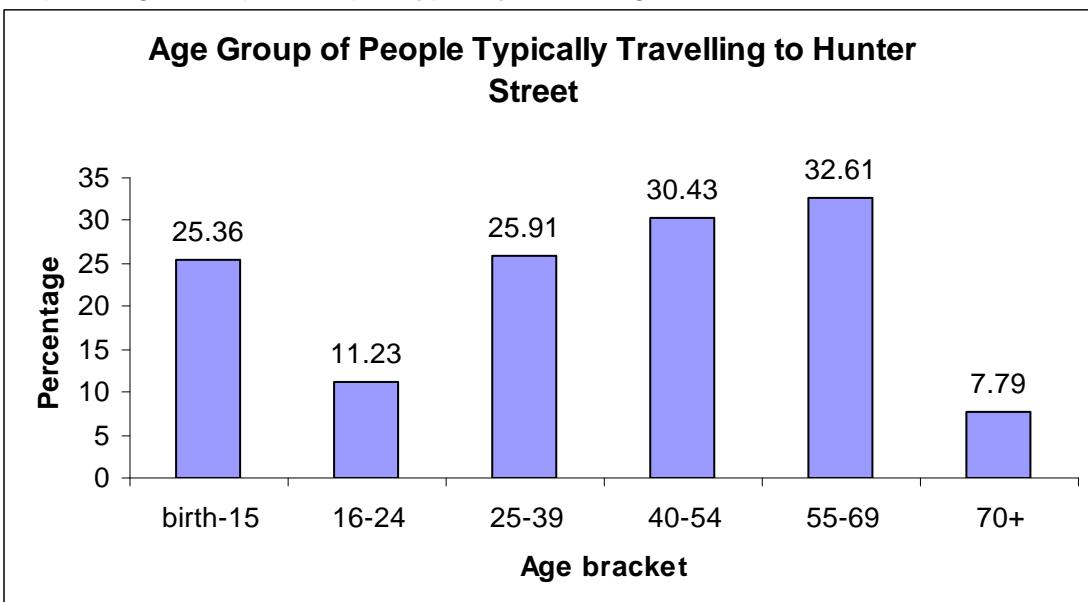


Most respondents (52.40%) stated that they travelled to Hunter Street with one to two people and 38.46% travel to Hunter Street alone. The age group of those typically travelling to Hunter Street is widespread, with no one age bracket falling into a majority.

Graph 2: Number of People Typically Travelling to Hunter Street



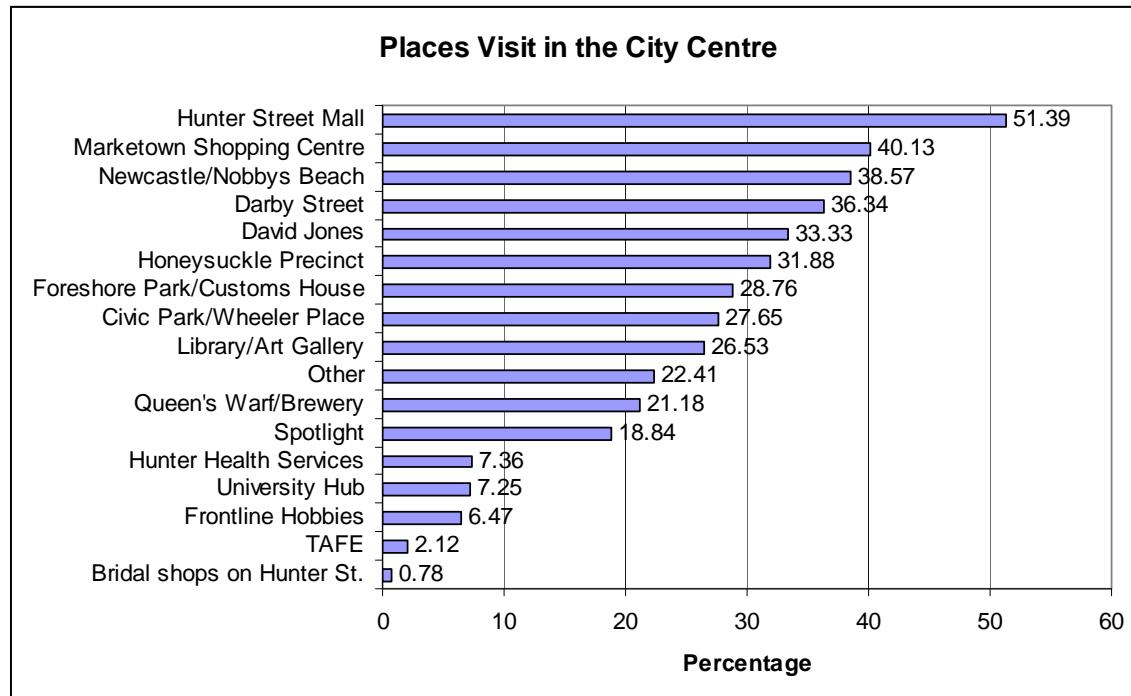
Graph 3: Age Group of People Typically Travelling to Hunter Street



## Locations Visited

Over half of respondents (51.39%) indicated that went to the Hunter Street Mall during their most recent visit to the City Centre. The next most visited place was the Marketown Shopping Centre with 40.13% of respondents going there during their most recent visit to the City Centre. Over 22% (201 out of 897) of respondents mentioned 'other'. Upon further inspection, 'other' was identified as the Civic Precinct, including Wheeler Place, the Civic Theatre or City Hall destinations.

Graph 4: Places Visited in the City Centre

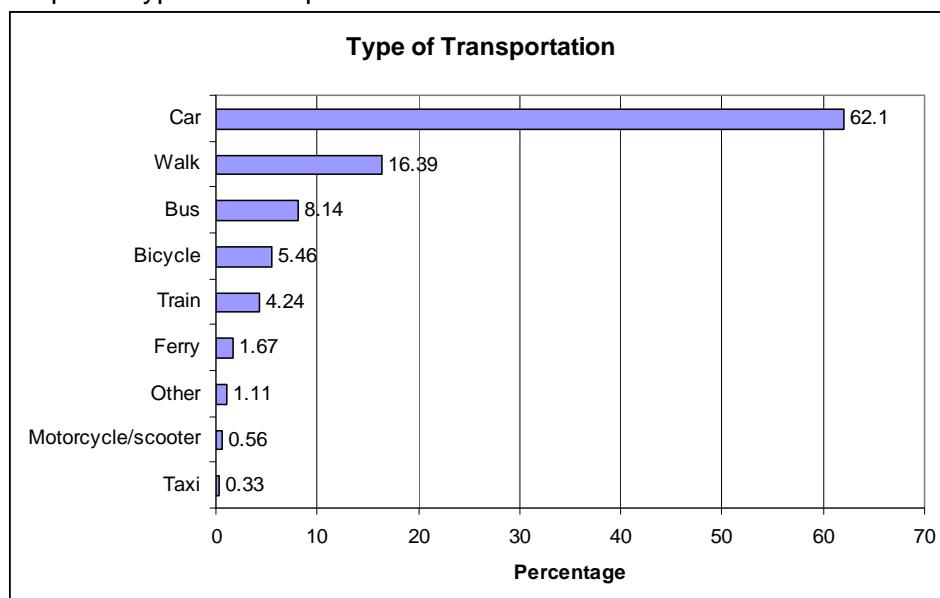


## Transport

### Travel to or from Hunter Street

The vast majority of respondents (62.10%) travel to Hunter Street by car. A proportion of respondents indicated that they typically walk to Hunter Street (16.39%), and the 'other' respondents indicated that they use a combination of transportation methods, such as train and walking, or car and train from the suburbs.

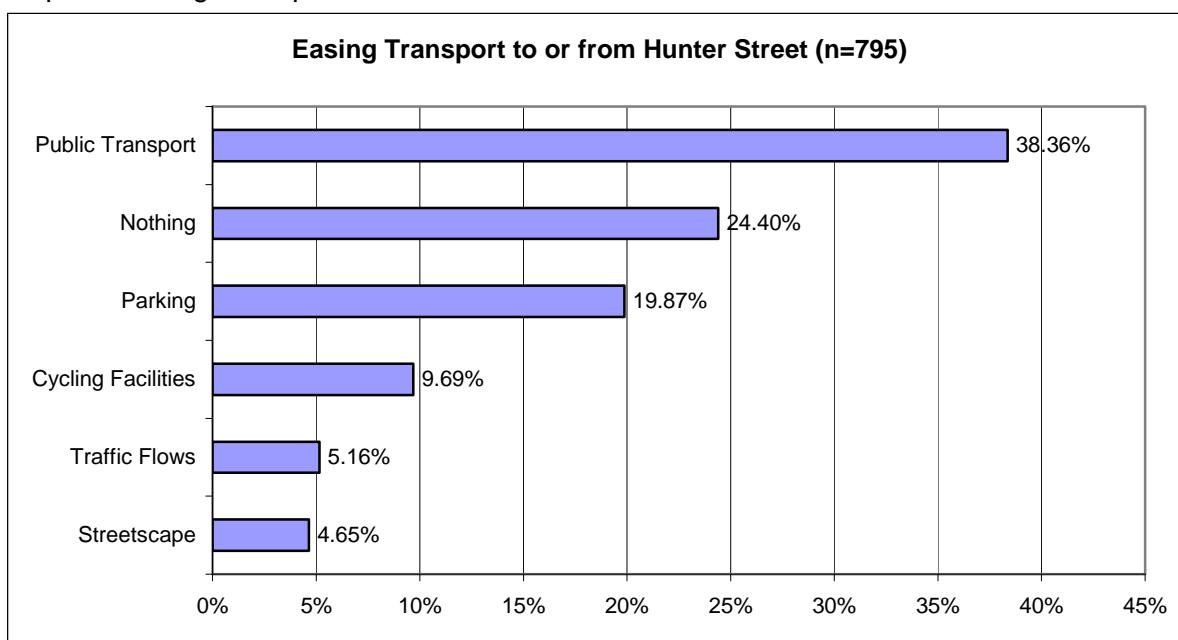
Graph 5: Type of Transportation



Respondents were asked to comment on what would make it easier for them to travel to or from Hunter Street. A total of 795 comments were received about areas needing attention, which represents 89% of respondents. The following chart demonstrates that improving public transport is of primary concern, at 38.36% of all respondents' comments.

Respondents mentioned the need for increased flexibility on a range of transportation modes. Suggestions encompassed everything from more flexible transport options, to more flexible parking arrangements, to more flexibility when it comes to choosing between transport methods such as cycling, car, rail or bus.

Graph 6: Easing Transport to or from Hunter Street



### Public Transport

Looking at the public transport category which is the top priority as seen in the graph above, 305 respondents offer many creative suggestions. Numerous alternatives from Australia and overseas are named, from the CAT system in Perth, to trams in many European cities and the retention of the rail as existing public infrastructure. The following comments illustrate the breadth of responses and the continuing division in the rail debate:

- "Public transport would only be attractive if not needing to change buses/trains etc."
- "Being able to park at a central spot i.e. car park at Broadmeadow and have a bus running every 15 minutes similar to what the free CAT system does in Perth."
- "When I travel alone to Newcastle I catch a train from Adamstown. I like to attend the festivals when they are on and train travel is the easiest without worrying about parking. TRAINS THE WAY TO GO."
- "A regular (say quarter-hourly) reliable (trains leaving at the same number of minutes past the hour all the time) train service from Thornton with connecting bus service to Black Hill. It will never happen!"

- "More public transport, more direct buses from my home and more regular times (I live 15 minutes away and the bus near my home takes ONE HOUR to get to town!)"
- "Removal of the train line to stop delays at the crossings"
- "On reflection a small bus running very frequently (continuously) from the proposed new interchange at Wickham via Hunter - Newcastle Beach - Bar Beach - Merewether - The Junction - Union Street would be even better."
- "I would like a tram line to replace heavy rail in the city. It should cover an inner city loop from Wickham, Newcastle, Merewether to Broadmeadow."
- "When I travel down to Sydney by train it is convenient to go into Newcastle Station. If I have a number of parcels I then catch a cab at the rank. Keep the trains."

### Nothing

Almost 200 respondents (193) indicated that there was nothing which would ease their transport to or from Hunter Street. These respondents commented about their preferred methods of travel, the ease of finding parking or of walking in to the city were not as problematic as other issues. This view is illustrated in the following comments:

- "Getting to or from Hunter Street is not the problem, the issue is that there is nothing to do once you're there."
- "I find it very easy to get to and from Hunter Street by car."
- "I live in Stewart Ave Hamilton East, so I walk and ride my bicycle in Hunter Street and the surrounding area most days of the week."

### Parking

Parking is a subject of keen interest to 159 people, with the cost and availability of parking specifically noted. The linkage between commuter parking and public transport is made, with suggestions for improved commuter parking combined with shuttle buses. Below are some indicative comments:

- "An increase in 4 hr parking meters closer to Hunter St - 2hrs is too short to go to my business meetings, go to the movies or have my hair cut and shop. The majority of car spaces at David Jones carpark are too narrow for my medium-size car."
- "Better access to parking as I work on Hunter St - at the moment I have to park approximately 10 -15 minutes walk away or else face moving my car every couple of hours and/or paying for parking."
- "Less punitive parking fees. This morning I visited the Leonardo exhibition, did not know how long it would take, bought an hour of parking but really needed more. Had to leave exhibition early or risk punitive fine. Should be able to pay retro."
- "The council can't popularise Hunter St *and* profit from parking. In my opinion the free parking is why people go to Charlestown and Kotara."
- "Parking, however, is an issue at night if you're on your own because you need generally to park a fair bit away."
- "Parking WITHOUT paid tickets: need more "brief - stay" options: I have been booked recently - when I was 5 minutes collecting something at the post office; then again when I had a ticket and was 10 minutes overtime."
- "If I drive my car it can be a little difficult to park at certain times. Some more parking stations would be helpful. I would suggest underground parking to as not waste space in the city centre."

## Cycling facilities

The majority of people who commented on cycling facilities are interested in improved cycle ways which are protected from cars, either along the main transport corridors or on a separate route. Others request more flexibility from trains and buses so that journeys can be combined, and the importance of lockers at train stations and cycle parking facilities at various points throughout the city. The following comments illustrate:

- “Not just some white lines, but space on the road that is safe enough for me to take my children.”
- “Cycleways that allowed us to avoid the death trap intersections we are required to negotiate between the inner west and the city.”
- “Completion of the Throsby creek cycleway from Linwood to Honeysuckle.”
- “Proper bike lanes that are not being shared with car doors that open, or other cars. I feel nervous using Hunter and King Street these days since I was knocked off my bike by a motorist opening his door.”
- “Dedicated bike paths and secure bike storage - that is, sufficient bike storage in highly visible locations. Council's policy of putting bike symbols in the middle of a road is ridiculous and deadly. Hunter Street is wide enough to have a proper two way bike lane protected by broken curbing between the current footpaths and parked cars.”

## Traffic flows

Traffic flows in the inner city are identified as inhibitors to easy transport to and from Hunter Street by some respondents. Comments address the known bottleneck at Stewart Avenue where it crosses the rail and meets Honeysuckle Drive. Others suggest that King and Hunter Streets be realigned into one-way streets, thereby increasing the available space for cycle ways or angle parking or green spaces. Below are indicative comments:

- “Better synchronised traffic lights and not have to stop at every block.”
- “Easier access from Hannell Street. Three sets of traffic lights and a railway crossing, all of which seem to operate independently of each other, makes this a real bottleneck. Even when travelling along Honeysuckle Drive, hold-ups are common.”
- “Single carriage-way lanes in either direction with angle parking down both sides and pedestrian crossings at frequencies greater than the existing traffic lights. You then double the parking numbers, make it easy for people to cross the street to access shops and improve the viability of Hunter Street.”
- “Less vehicles in the city centre.”
- “Turn Hunter St into one way traffic East and King St one way west. Allow specific bus and bike lanes and angled parking. Extend free bus and train travel to maximise public transport. Retain the rail line to Newcastle. Turn both streets into tree-lined boulevards.”
- “An overpass for Stewart Ave.”



## Streetscape

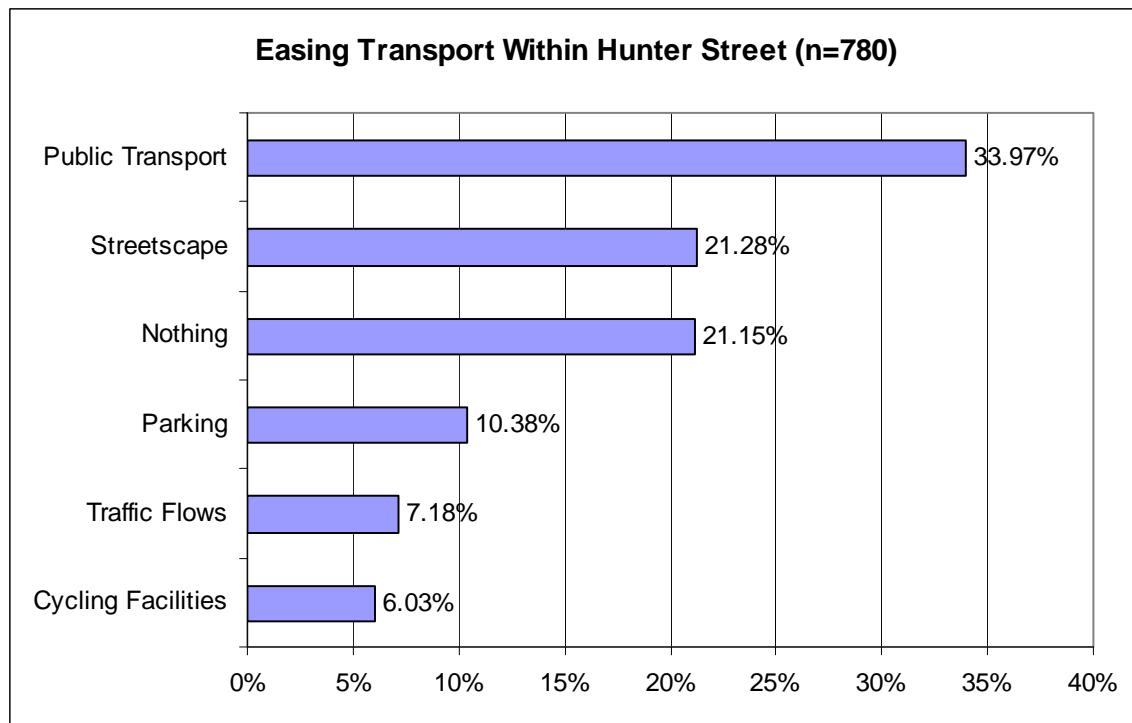
Improvements for pedestrian access, including disability access, are addressed by a small number of people. Issues to improve pedestrian satisfaction are raised numerous times throughout the survey, so the items discussed are clearly worth further consideration. The following comments illustrate the breadth of responses:

- “Good footpaths, good crossings, good lighting systems, less traffic, good weather shelters, good bus service.”
- “I prefer to walk to town and back as long as I am able. Using the bus service is my second option, but that entails waiting at the filthy bus stops.”
- “We walk from Cooks Hill. Better lighting along Darby, Laman, and Auckland Streets as they meet Hunter Street would help. At night, we avoid Darby Street as there are too many drunks and the potential for alcohol-related violence or just unpleasantness.”
- “Have more disabled parking. It is difficult to walk on pavers when you use a walker.”
- “Wider footpaths; cover from the elements; more trees (cool it down); remove street parking; one-way streets.”

## Travel within Hunter Street

Respondents were asked to comment on what would make it easier for them to move around within Hunter Street. A total of 780 comments were received, which represents 86% of respondents. Again, public transport is identified as the main priority, with 265 comments, to ease movement within Hunter Street, with high emphasis on inexpensive, shuttle, hop-on-hop-off transportation modes, such as buses or light rail.

Graph 7: Travel within Hunter Street



### Public Transport

The following comments demonstrate the breadth of views about the importance of public transport within Hunter Street to aid the revitalisation of the area – and all indicate that greater flexibility is of interest:

- “Hop on and hop off frequent public transport.”
- “If they aren’t going to have trains run for free between Hamilton and Newcastle like the buses they should get rid of the train line at Wickham. I think this is a MUST for allowing better access to Hunter St, to and from other parts of the city, in particular the Honeysuckle precinct, with the continued development and also the proposal for university building in the area. It would be undoubtedly beneficial to the inner city and Hunter St.”
- “SMALL buses that go up and down Hunter Street (why not include neighbouring streets in this) on a loop would be great. Stops for people to get off or come on every 200-300 metres would be good.”
- “Light rail like the trams in Melbourne or bikes like in Paris that you can return when finished.”

- “I do travel on Hunter Street quite a bit using buses during my lunch hour. What would make this a bit better is a bus shelter outside the Hunter Mall Chambers in Scott St.”
- “A free city bus. There was a free city bus in the past - not sure if there still is - and if there is, more visibility to let people know it is available.”
- “For actually getting around within Hunter Street, a tram that stops in 5 or 6 key locations along the street would be great, especially if they ran every 2 minutes. Newcastle should be thinking about what the population in town might be like in 30 years time.”

### **Streetscape**

The second priority for short trips within Hunter Street is the appearance and organisation of the streetscape, with the following range of comments. Respondents demonstrate little tolerance for some of the people on Hunter Street, the appearance of the streetscape, and the difficulty of walking along the street. Indicative comments received:

- “A map showing where different existing businesses were. With so many vacant spaces it is difficult to find what I'm looking for. Clearly defined precincts, e.g. entertainment and dining; fashion, art and design; second-hand and opportunity; would assist navigation and help address the scattered ribbon strip development.”
- “Less 'undesirable' people and the removal of the dreadfully dangerous pavers down the mall.”
- “Pedestrian permeability between the sides of Hunter St is also poor - more crossings would be great ...the other day we went to the hobby shop on Hunter St. We were there with our niece (4) parked almost opposite the shop. To get to the hobby store from the northern side of Hunter St you have to walk a long way to a crossing - a big deal for little legs, trying to get to the toy shop!”
- “You could get rid of all the horrible concrete balls in the mall for a start. Why not spend some money on boosting the look of the mall, to upgrade the old part to match the new part (west end). At the moment, the whole place looks like a hodge-podge of styles and designs. The GPT signs are particularly ugly.”
- “Make the footpaths wider, add trees, shade and seating - make it more pedestrian friendly / people - inviting (thinking Hunter St west) ... or "cluster" areas for people to sit and gather.”
- “Upgraded disabled toilets my wheelchair is too big to fit in disabled toilets.”

### **Nothing**

Almost a quarter of respondents (21.15%) say that nothing is needed to ease their transport within Hunter Street, citing the free city buses, parking and pedestrian access to the street. Below are some indicative comments:

- “I currently park centrally and walk everywhere. I find it easy as it is now.”
- “Nothing - I attend for a specific reason - business - and it has nothing else to offer me - particularly when I have to pay to park.”
- “I find moving around within Hunter St is easy and convenient, whether on foot, by bike, or through the use of the free bus zone.”
- “I use free city bus during daylight hours.”
- “Perhaps a few places to tie up the dog and some water for them?”

## Parking

Parking remains an issue for movement within Hunter Street, with the following indicative comments – again suggesting a desire for increased flexibility:

- “It would be more appealing to be able to pay for a parking ticket that could be used at various locations until the time limit expired, instead of having to pay at each stop and lose unexpired paid time. This definitely would encourage more patronage to the city.”
- “Free parking close at hand, I'm not really going to pay for parking, there isn't that much that I can't do at larger shopping centres.”
- “Parking stations with public transport drop off/pick up at that location which loops the city.”
- “Just look at how busy Beaumont & Darby streets are most of the time. I feel, & many others I have spoken to, that there needs to be more car spaces in the mall & also the removal of the pavers to make it look more like a real road.”

## Traffic flows

Traffic flows are identified as a way to ease transport within Hunter Street, with the following indicative comments from respondents. Traffic, transport and pedestrian flows are addressed, with several comments about recent changes in the mall:

- “Hunter St shouldn't be looked at in isolation like this. Connectivity between Hunter and Darby St, Hunter and King St and Hunter St and the Foreshore are just as important as being able to go along Hunter St. On that, removing the heavy rail line and replacing it with a light rail (like for example in Bourke St, Melbourne, where pedestrians and trams co-exist easily) would be ideal.”
- “Get the cars out of the mall. Open more areas for direct walking links to and from the harbour to Hunter Street.”

## Cycling facilities

Cycling facilities would improve movement within Hunter Street for a small proportion of respondents, with the following indicative comments:

- “Cycleways or areas where bikes can travel without risk of car doors opening on them. Also the buses on Hunter St move very fast and very close to the edge of the road.”
- “Improved cycle ways with designated areas to lock bikes up. Scrapping of the heavy rail replaced by light rail and bike paths.”
- “Maybe the European idea of having bikes that can be used to cycle through the city centre along a safe cycle path would be useful. You could catch a bus in, pick up a bike in the mall area, cycle to the Civic then to the Junction then up to Market town where you would drop it off and get a bus home.”

## Priorities

Respondents were asked to prioritise what Newcastle City Council should focus on first to revitalise Hunter Street. Over 24% of respondents indicated that 'encouraging more shops and businesses' should be Council's first priority; while over 22% said it should be 'improving the appearance of the street.' Below is the graph with the ranked prioritises indicated by respondents:

Graph 8: Hunter Street Revitalisation Priorities



When asked how the priority could be addressed, 791 comments were received representing 86% of respondents. The community has clear expectations that a concerted effort be made, that overdue action is finally taken and that Council must bear some responsibility for the long-term neglect of Hunter Street.



The following comments illustrate the community's understanding that an integrated approach is required. Respondents mentioned that encouraging shops and businesses will occur if public transport is improved; investment to improve the appearance of the street can also be used to improve vehicle access and parking; or improved safety will stimulate people to want to live in Hunter Street locations which have been converted from commercial to residential use. There is a community will for action, as the following indicative comments illustrate:

- "I don't think that concentrating on a single priority will achieve anything - this is a multi-faceted issue that requires a multi-faceted approach."
- "Why improve green space when the buildings are derelict? It is time to STOP asking for opinions and DO SOMETHING!!"
- "Almost every single major service has downgraded their presence in the city or moved out to the suburbs. Ask them why. What could council do to make business return? Is it the high rates, the lack of parking for customers or a population issue? I think you need to look at why they all left."
- "Start implementing the plan for the city's future laid out in the Hunter Development Board's study released last year. It's a good plan - get on with it!"

## Priority 1: Encourage more shops and businesses

The suggestions received to 'encourage more shops and businesses' cover a complete spectrum from an easing of development rules to encourage investment, to tightening of development rules to achieve certain results. Financial incentives to both landlords and tenants are also suggested, with Renew Newcastle cited as a successful example of the latter.

The following polarised comments illustrate the breadth of suggestions received, and demonstrate that the powers of local and state governments are perhaps not broadly understood.

- "Character issues, such as the protection of heritage buildings, cannot result in delays in the approval process, or add substantial construction costs to developers. Whilst it is always desirable to retain quality heritage buildings, it is far more important in the early stages of the revitalisation project to encourage development."
- "Rate subsidies for landlords who provide free or reduced rent to tenants, provided the property is maintained and in good working order."
- "The occupation of empty buildings by small businesses, rent free until the owner found a paying tenant was a brilliant idea and has been very successful - has changed the feel of the mall completely."
- "People in Newcastle LOVE the convenience of their cars. I propose a scheme where the Council subsidises rent for all new business in the City Centre. Perhaps only for the first 6 months or so, but this will at least allow these new businesses to establish themselves, develop a reputation and encourage new custom."
- "By making developers reopen buildings within a limited time following their purchase. Not sit on it. There should be State Govt penalties which could be imposed and collected by local council for extended vacancies."
- "Perhaps owners of commercial properties (including some heritage buildings) need incentives or assistance to upgrade their buildings and bring them up to current IT requirements."
- "Maybe this can be achieved by removing some of the red tape involved in getting new buildings approved in the city. This would be especially appropriate in the western end of Hunter Street (west of Auckland Street). Why are their building height restrictions in that area? Let them go up!"
- "The main problem lies with the landlords: they need to be held accountable for the appearance of their premises; they need to charge rent appropriate to a struggling area; they need to be accountable for an empty building and the detrimental effect it has on the overall appearance and atmosphere of the area."

Private sector investment is suggested by respondents to encourage more shops and businesses, combined with the public sector investment suggested through rate or rent subsidies. The following comments illustrate the type of private investment sought:

- "Maybe....encourage outlet shops like Birkenhead point that offer something different to big shopping centres."
- "Newcastle city centre lacks what Fremantle has seemed to achieve - such as a diverse range of eateries, and trendy shops, al fresco dining and cafes whilst retaining the historic facades. Fremantle now attracts a lot of tourists."
- "Make the GPT vision happen ASAP."
- "I work in the CBD in a building in need of refurbishment however the landlord is reluctant to do this. I think this is a common problem."

- “If the right speciality & retail shops are put into the city it will draw more people and help to create a 'vibe' there. We need the public to visit the city centre and want to come back. When the numbers are up, then it is a good time to hold cultural activities and events.”

Public transport is identified as a major catalyst to increase shops and businesses, with many suggestions received, across the known debate: light rail on the heavy rail line; removal of the heavy rail line, shuttle bus services; and cycle ways – as illustrated in the following comments:

- “Guarantee public transport access to the area into the future and stop banging on about how ripping up the railway line will save everything - learn to work with it.”
- “Replace the Rail Corridor from Broadmeadow to Newcastle with: Light Rail, Trams and/or walking/bicycle facility. The rail triangle west of Hamilton Railway Crossing would have 10 acres (in the triangle and adjacent south) of land available to create an appropriate Transport Interchange for Rail, Bus and commuters to the CBD. This interchange would also service Tighes Hill TAFE Students from Maitland and Morisset Rail Corridors.”
- “I believe NCC needs to bite the bullet and close the rail line from Wickham (or even Hamilton), open up access to the foreshore and encourage the developers.”

A number of respondents suggest that the appearance of the street must be improved for businesses to be encouraged back into Hunter Street.

Safety is also identified as a contributor to new investment in shops and businesses – with comments added to those received against Priority 5, below.

## Priority 2: Improve the appearance of the street

The second priority identified by this group of respondents is to improve the appearance of the street. Suggestions as to how to address this included the following dimensions: the buildings, the streetscape, cleaning, safety, transport, and investment from both public and private sources. The following comments focus on those items which centre on the appearance of the street.

Cleaning of the street, the footpaths, and the buildings are identified as a major way to improve Hunter Street's appearance. The following comments illustrate suggestions received:

- "So specifically, clean it up Friday afternoon, Saturday morning, Sunday morning, and then when people come in they will leave impressed. Right now it is only love of the city that gets me back."
- "Cleaning the streets - gutters - removing graffiti - cleaning the area however will make a huge difference. Removing derelict buildings!!!!"
- "Cleaning the bus stops more often - they are - putting it mildly, a disgrace."

Items which could improve the streetscape are suggested, with a broad range of actionable comments received. Examples of other cities where improved streetscape has been successfully achieved are mentioned, including Melbourne, Fremantle, Christchurch, Noosa and other small cities overseas. Some suggestions are immediately actionable; others require coordinated efforts between private and public sector organisations. The following comments illustrate the range received:

- "Also provide a coherent frontage by painting exteriors the same colours. Each precinct could have a different colour branding to differentiate it."
- "Tear up the pavers & replace with a nicer kind of pavers. Tear up any bitumen which cheapens the appearance of Hunter Street, remove those hideous structures that were the former failed markets."
- "Old disused buildings left to rot--the council must have some power to clean these dumps up or make the owners demolish and make into clean space until they decide what they want to do with the site--maybe the council can demolish these eyesores and charge the owners or resume the properties to get the council money back.'
- "Greenery is a VERY important. Both trees and green spaces. Nice garbage bins, more thorough removal of graffiti, more seating at bus stops etc. Better signage for streets and bus/train stops. When I think about all the cities in Europe that I have travelled through that remain world famous they ALL have greenery."
- "I was amazed at how good Christchurch looked and felt. Some specific things are: turning laneways into funky destinations; using purpose built stands for posters; planting more gardens, trees and sculptures; heritage building that are not neglected."
- "The street appearance could be improved by creating clearly defined precincts, delineated by traffic calming and street plantings. Heritage buildings should be restored and utilised."



### Priority 3: Improve vehicle access and vehicle parking

Comments received cover the following spectrum of suggestions: more parking, free parking, improved traffic flows and improved public transport. These suggestions have been comprehensively addressed above, under Transport to Hunter Street and within Hunter Street.

Parking is of concern due to lack of spots, or cost. The following range of comments addresses parking:

- “Better, safer parking stations perhaps underground.”
- “People go to the satellite shopping centres at Charlestown, Jesmond, Glendale, etc, as parking is free and accessible.”
- “While ever there is no free short term i.e. 15 min - 1 hour parking areas, most people are discouraged from going to Hunter Street.”
- “Demolition of some buildings to provide open space car parking.”
- “FREE CAR PARKING or some form of parking validation for those who have spent money in Hunter St.”

The subject of traffic flows recurs in several questions. The primary suggestions are to make Hunter and King Streets one way, west and east respectively and about the difficulties of the rail and road corridors along the city peninsular. The following comments illustrate:

- “Make Hunter Street one way east with the rest of the street parking spaces. Make King St one way west with the rest of the street as parking. DO IT NOW.”
- “Exiting the city during peak afternoon down Hunter Street is also ridiculous. Again more bike racks and a safer cycle way might improve the access and exit from Hunter Street. For example, finish the cycleway along the waterfront.”

## Priority 4: Encourage people to live in Hunter Street

Rezoning, or increased flexibility about commercial versus residential uses, is the key to address the interest expressed by comments. The following comments illustrate the suggestions for how this priority may be achieved:

- “By making it easier for developers to develop heritage buildings so that more university students and others on low incomes can find and use cheap accommodation in the city. Heritage concerns can tie any development up for months and is often excessively expensive to change.”
- “Enabling low to medium density housing with greater local community services and businesses will increase both foot traffic, and the type of community and social environment that encourages grass roots economic growth. Small funky cafes, bars and galleries, focus on daytime activity that satisfies young families and students rather than weekend/ night traffic typified by the big pubs and the associated, alcohol related problems.”
- “Some flexibility in planning controls to enable more viable development opportunities, perhaps with an agreement for contributions or works in kind for public realm improvements.”

A broad base of action on a wide front of activities is required to address this priority, making it perhaps one of the more difficult to achieve. The comments received reflect the range of activities some see as needed simultaneously:

- “By improving public safety, improving vehicle access and car parking, encouraging cultural activities and tourism and protecting and enhancing heritage buildings.”
- “I think it isn't realistic to think of Hunter St as an East/West continuous precinct. I think Hunter St would be better revitalised if a north/south approach was taken and that Hunter St was seen as a series of precincts in relationship to the cross street areas.”
- “I want to answer more than one of the above:
  1. Protect and enhance heritage buildings (a great Newcastle asset)
  2. Encourage more people to live in Hunter Street (and encourage a more people friendly environment and try to attract other ethnic groups to create a variety of business enterprises including restaurants and cafes with foods from elsewhere.
  3. Encourage cultural activities and tourism (re-establish tourist accommodation at the railway station, creative tourist activities accessed by train.
  4. Provide more trees and green spaces.
  5. Encourage more creative shops and businesses that slot into an enhanced rail network and highlight the access to the ocean and the hinterland.”

Many suggest building more residential properties – again this may have zoning or development implications, but the focus of these comments is to increase the housing stock by construction:

- “Quite frankly, a lot of property on Hunter Street needs a demolition ball. A lot of it is not heritage listed and is sub-standard. A vacant block would be better than a burned out, abandoned building.”
- “Sourcing unused buildings for both demolition and rebuild or refurbishing as well as converting available space above shops for low cost housing.”
- “Enforce developers to improve or construct on their properties and not leave them the option to leave their properties derelict.”
- “There are so many vacant buildings that the upstairs could be offered as residences at a very nominal rent to encourage occupancy. When I first arrived in Newcastle in 1960 almost the full length of Hunter Street had residences on the top floor except for the few shops which were multi storey.”

Others suggest that financial incentives to tenants or developers are required to encourage people to live in Hunter Street:

- “Council to facilitate development rather than hinder. introduce incentives for residents and business to re-establish in town. Council needs to provide a 24 hour environment where people feel safe to walk. Support developers - current city centre DCP too restrictive in terms of setbacks.”
- “Get rid of the plan for the big shopping centre that we don't need. Encourage developers to renovate spaces for tenants.”
- “Business incentives to convert old shops etc into residential areas or demolish to build new.”

Several respondents suggest streetscape and transport changes would increase the attractiveness to residents, as the following comments illustrate:

- “Build a median strip from David Jones to Bank Corner whether possible. Fill it with a variety of ferns tropical, pines etc . Give the town a new facelift it would be an extension to the mall making for a more vibrant atmosphere.”
- “Encourage a supermarket and businesses that residents can walk to. Clean up litter and graffiti.”
- “Removing the railway line, no resident wants to have that obstacle between them and the Honeysuckle and harbour precinct.”
- “There needs to be a major emphasis on discouraging motor vehicles into the City Precincts not providing more encouragement by building more parking stations! Tram trains, Light rail and an expansion of those modes of transport to the University and other outlying suburbs with fifteen to twenty minute waiting times will encourage many more people to leave their cars at home thus solving our parking and future gridlock problems and cutting down on pollution.”

## Priority 5: Improve public safety

Respondents' comments indicate that there is a degree of social intolerance about certain demographic groups in the inner city, as well as a continuing interest in more policing, early venue closing times, investment in safety infrastructure such as lighting and CCTV and general improvements to the streetscape. The following comments illustrate the range of suggestions received which would improve public safety or the perception of safety:

- "Public safety is certainly an issue, and not only of a night, many feel threatened by some of the BEGGARS in the mall area that continually harass them for money. I don't know of any other area that has so many BEGGARS asking for money. People do not like it."
- "The Police have an impact if they are there and seen to be patrolling. Bring them back to the Streets. I worked with the Hunter Mission on the Drug and Alcohol Street Programme as a team leader and this presence always had an impact. Officers with dogs and horses patrolling Hunter Mall itself and back streets to alleviate drug and petty street crime."
- "We need more cultural activities that bring out families instead of just one group of young somethings at night. The perfect thing for this is the proposals in the Pizzey Report with the sky cannon light sculpture and sound garden display at dusk."
- "Better lighting, more police or security presence, security cameras."
- "People need to feel safe. Underage drinking should NOT be tolerated and more severe penalties on parents and children. This is VERY OVERDUE."

The remaining five priority areas received the following number of comments, all of which are included as received in Appendix IV.

Priority	Action Item	No. of comments
Priority 6	Develop a night time entertainment and dining experience	54
Priority 7	Protect and enhance heritage buildings	60
Priority 8	Improve pedestrian accessibility	43
Priority 9	Encourage cultural activities and tourism	32
Priority 10	Provide trees and green spaces	31

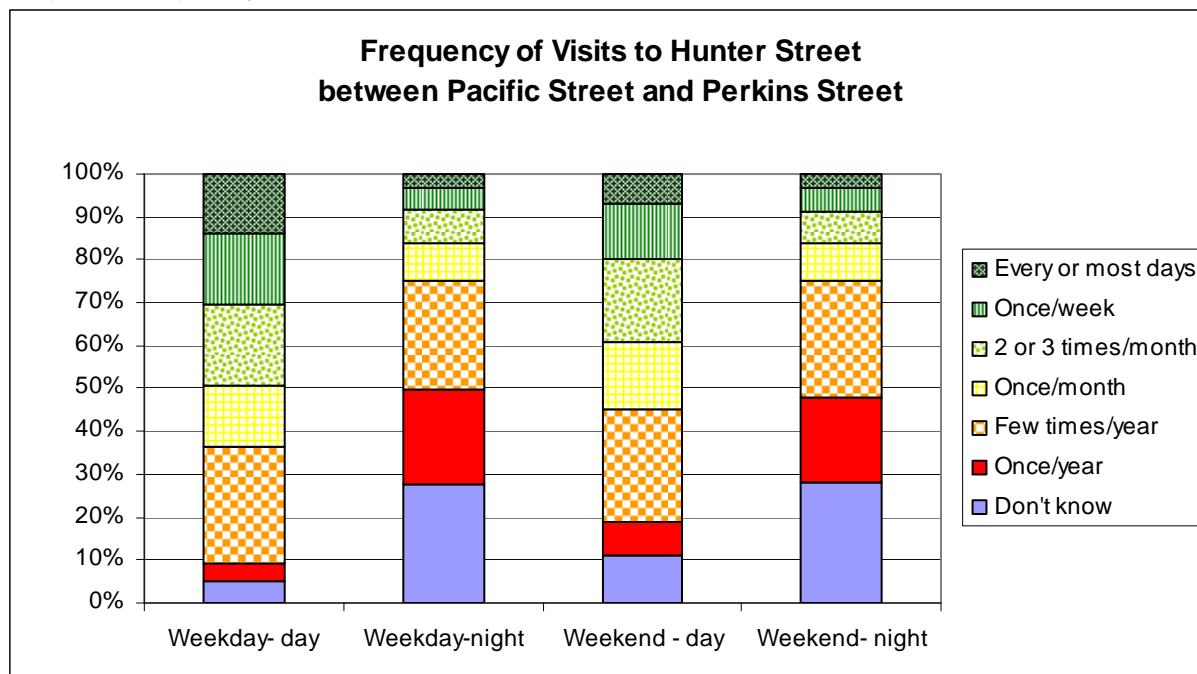
## Area A: Pacific Street to Perkins Street

### Frequency of Visits

Of those respondents who had stated that they had visited Hunter Street within the last 12 months (897 out of 916), 89.74% had been to Hunter Street between Pacific Street and Perkins Street within the last 12 months.

The graph below shows the frequency of visits to Area A. Nearly a third of respondents (30.31%) indicated that they visited Hunter Street between Pacific Street and Perkins Street on weekdays during the day either 'every or most days' or 'once per week.' Nearly half (47.33%) of respondents stated that they frequented this area during weekday evenings only 'a few times a year' or 'once a year' and interestingly 27.83% stated that they do not know how often they visit during the evening on weekdays. Similarly, 34.04% of respondents stated that they visited this area 'a few times a year' or "once a year" on the weekend during the day. Again, nearly half (47.08%) of respondents stated that they frequented this area during weekend evenings only 'a few times pa year' or 'once a year' and interestingly 28.20% stated that they do not know how often they visit during the evening on weekends.

Graph 9: Frequency of Visits to Hunter Street between Pacific Street and Perkins Street

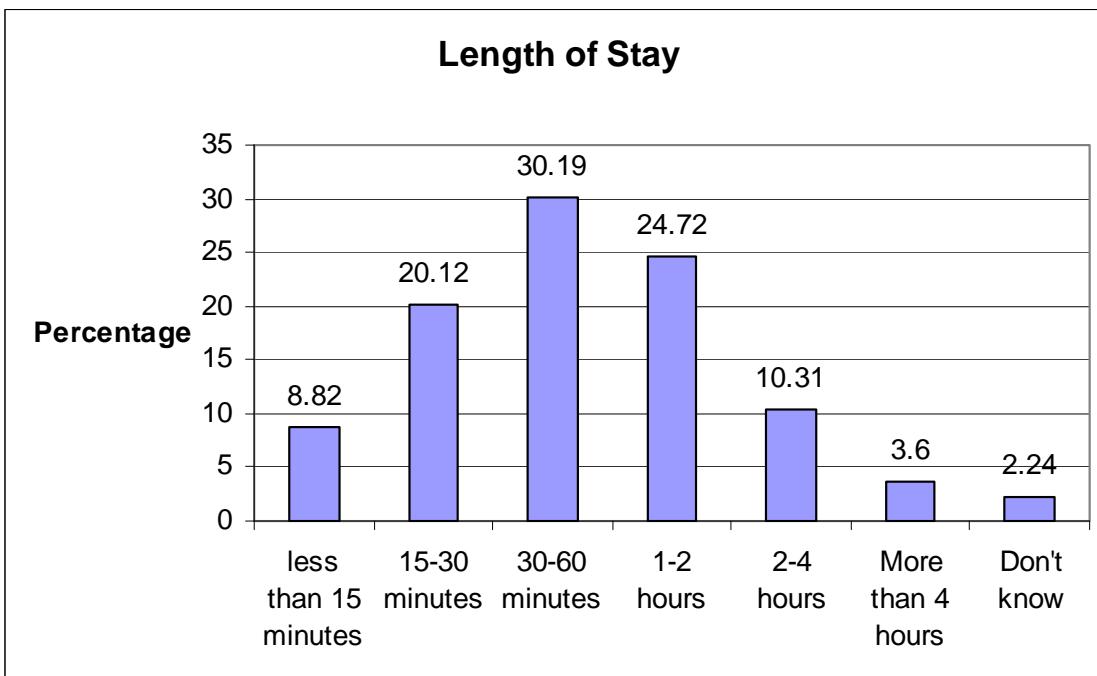


The following responses were elicited from those respondents who had been to Hunter Street between Pacific Street and Perkins Street within the last 12 months (805 out of 897).

## Length of Stay and Activities Undertaken

Respondents were asked how long they stayed on Hunter Street between Pacific Street and Perkins Street during their most recent visit. Over 30% of respondents indicated that they stayed between 30 minutes to one hour in this area, followed by 25% who stayed between one and two hours.

Graph 10: Length of Stay



The activities undertaken by respondents are consistent with short duration visits – purchasing food, running errands such as haircuts and banking, or passing through to other locations.

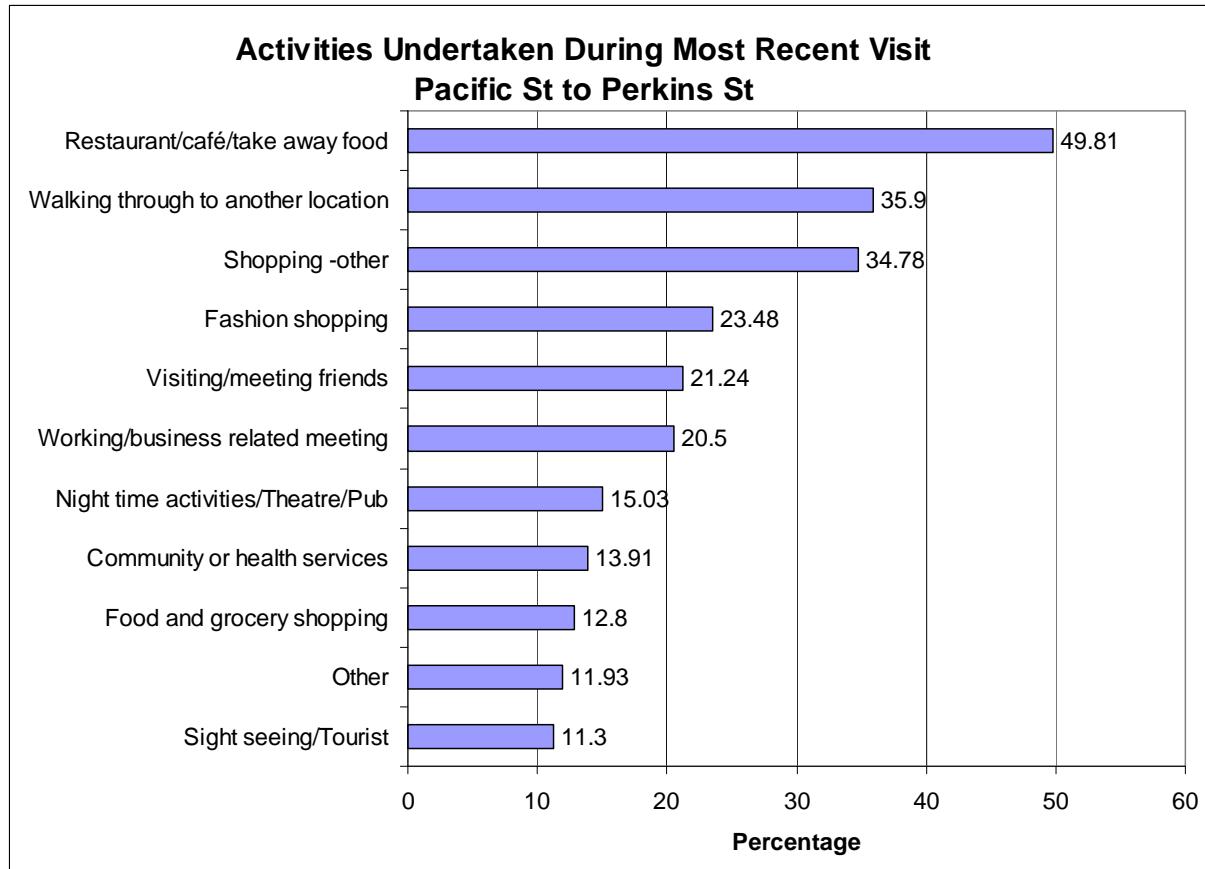
When asked what they did during their most recent visit, over 49% of respondents indicated that they went to a 'restaurant/café/takeaway food.' Over a third of respondents (35.90%) said that they were 'walking through to another location' and a similar proportion (34.78%) stated that they went 'shopping –other.'

Not surprising, 'sight seeing/tourist' activities, with 11.30%, was the least popular activity since Newcastle Voice members are residents or ratepayers of the Newcastle local government area and are less likely to be sightseeing. It may also be due to the current limitations of the street.

A number of respondents describe sporting activities – such as using the hills for running training, cycling or walking the baby. The markets recently re-opened are attracting respondents. Both the Red Lantern markets before Christmas and the more recent Thursday-Saturday markets are named as activities in this part of Hunter Street.

The overall results add up to more than 100% as survey respondents were able to select all that applied to their most recent visit and many had multiple visit purposes.

Graph 11: Activities Undertaken During Most Recent Visit



Nearly 12% of respondents (98 out of 807) nominated 'other', naming a multitude of city locations including places of employment, entertainment and errands: NIB, the Tax Office, medical centres including the Blood Bank; Tower Cinemas, The Loft, Civic Theatre; the Fishermans' Co-operative; Fort Scratchley and other waterfront locations; assorted cafes and restaurants (the new venues close to Pacific Park along Hunter and Scott Streets are named); assorted retail outlets including the Renew Newcastle outlets.

As with any long city street, the activities undertaken are what are 'most liked' for many people: The noteworthy feature of Hunter Street is the diversity of activities undertaken, as already shown in the chart above. It is also apparent that the street is not distinctive for many people, as locations are named here are in fact in another part of Hunter Street. The following comments are a sample of the 172 of 691 received:

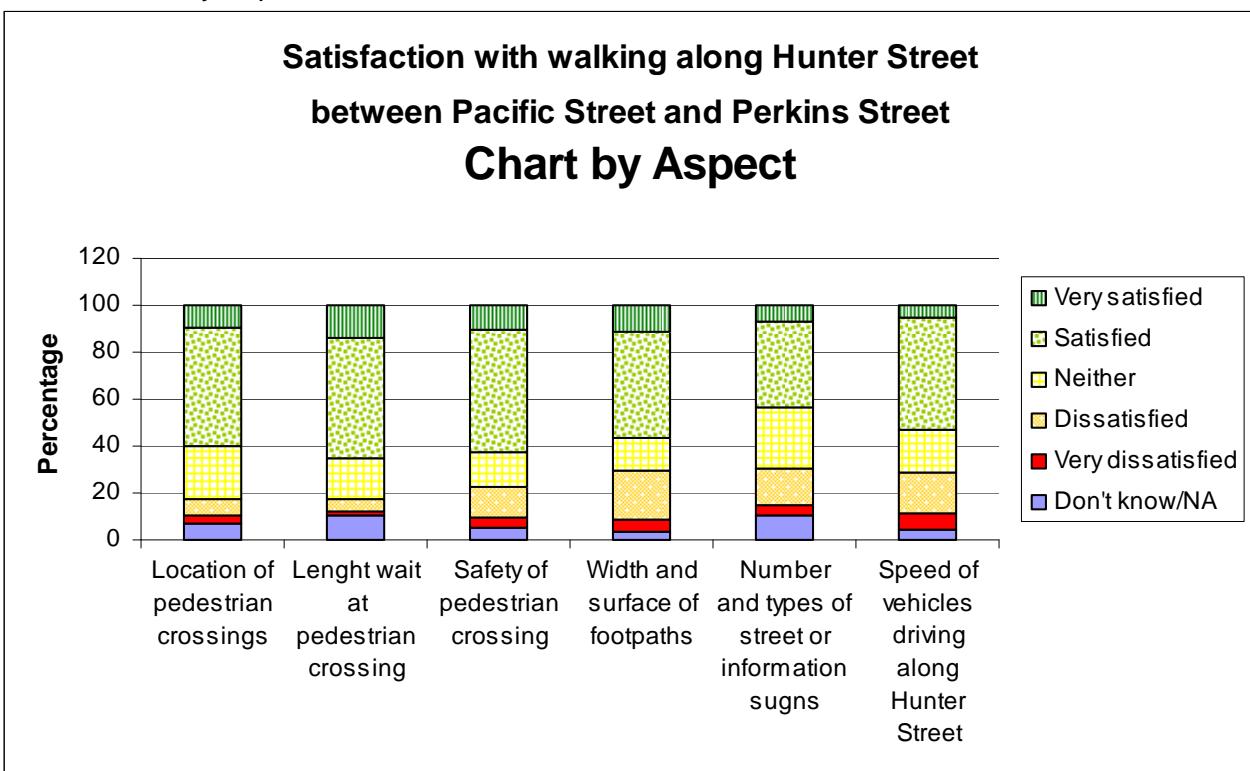
- "Angus & Robertsons. The small quirky shops that are part of Renew Newcastle are great!! I think they should encourage more of these one-off unique and original businesses to open in the mall."
- "Restaurants, favourite cafe, on the way to the beach - good walk."
- "The shopping mall, access to public transport. city facilities and activity, restaurants, clubs, movie theatres. etc. "
- "Few nice shops but not really much there. There are better places to shop unless you want to go to David Jones."

## Pedestrian Satisfaction

The chart below lists the level of satisfaction with various aspects of walking along Hunter Street between Pacific Street and Perkins Street.

Over 50% of respondents are stated that they are 'satisfied' with the location of pedestrian crossings, length of wait time at pedestrian crossings and the safety of the crossings. The lowest satisfaction rating (36.65%) was for the number and types of streets or information signs. Respondents were most "dissatisfied" (20.50%) with the width and surface of the footpaths.

Graph 12: Satisfaction with walking along Hunter Street between Pacific Street and Perkins Street – Chart by Aspect



When asked what they most like about this part of Hunter Street, a sobering 61 of 691 comments received state 'nothing'. The Post Office is specifically named 40 times, most often combined with extreme dissatisfaction about the prolonged state of neglect of this heritage building. Some respondents state a loyalty to the city as it is their home, but feel no pride:

- "I have sentimental feelings for the city as I have spent my entire life here, but it is ugly and I am ashamed to show visitors my home town."
- "Nothing - I call Newcastle Little Iraq."
- "Nothing specific I just go there for what I require."

More positively, the strongest affection people have for this area of Hunter Street is its unique atmosphere, cited in 136 comments: seaside, open-air, relaxed shopping and eating opportunities within a historic city context.

This value can not be over-stated – Newcastle may be the *only* city in Australia able to offer this *combination* of activities in this type of environment. A cross-section of comments received follows – again with some reservations about the current state of the street:

- “The shops, coffee. The area has a community feel about it with residential and business uses mixed in the area.”
- *At right:* “I love the green space of Pacific Park and the trees in the Hunter St Mall... I LOVE what the Renew Newcastle project has done to inject art and variety of spaces/shops into this area... I love the proximity to the harbour, with views unhampered by high-rises.”
- “Being able to shop in an open area with trees and sun or rain or wind, not being locked up in an air conditioned night mare, I think that we are really lucky to have the heritage type feeling in this part of Hunter St. I really liked the G.P.T. vision in keeping the open outdoor feeling, redeveloping the old lanes and keeping the existing building frontages, they should be supported in this direction when their DA is presented to NCC.”
- “I have always liked the vibe of Hunter Street as a go-to place.”
- “It is our town. I like the mix of people. We enjoy a meal and the overhead pass to the foreshore to complete our outing.”



- *At left:* “Pacific Park. The heritage buildings. The Mall. The friendly “country town” scale of most buildings.”

Related to the overall atmosphere, respondents appreciate the accessibility of the area: the ability to do many things in a small location, and gain transport to and from the area with relative ease, by car, train, ferry or on foot. There are some comments lamenting the opening of the mall to traffic; others are supportive – it is clear that this debate continues. The following comments illustrate:

- “As more people 'come back' to the inner-city, especially retirees we will need the rail-line, bus services and so on. I hope GPT doesn't continue to rob us of our cultural facilities like the Showcase cinema. YOU NEED TO PROVIDE FREE PARKING!!!!!!!!!!!!!!”
- “I like being able to drive right up to the restaurants and shops I am going to. Places like Customs House, East End Enoteca, Al Gators, Sprocket, Longworth, Restaurant II all are great places that I purposely visit.”
- “The rail station right into the city center. The closeness of the harbour. The old buildings.”
- “Most of the shops that I frequent are within a relatively short distance from one another and there are no hills along that strip (for people with a disability like myself).”
- “I liked that you wouldn't get run over cause the mall was closed to traffic but know I have to be on my game with the traffic coming through.”

Many respondents appreciate the appearance at this end of Hunter Street, commenting on the heritage or historic buildings (with continued pleas for action on the Post Office). They also comment on the negative appearance of buildings in private hands, the trees and various other aspects of streetscape. The following comments illustrate the breadth of responses, with respondents' reservations also clearly apparent:

- “It's a nicer part of Hunter Street. No dilapidated buildings except our grand old post office but don't get me started.”
- “I took some photos one Sunday morning in Hunter St and posted them on Facebook. Many people couldn't believe they were of Newcastle, that's how positive the work has been.”
- *At right:* “Trees, some of the shops. Renew Newcastle places, Art Deco buildings, and heritage buildings eg Lock-Up.”
- “The heritage buildings and the nice appearance of the area. The David Jones in Newcastle is also a wonderful shopping spot, as it is attractive, maintains an older building, provides a shopping facility and brings in people. However more shops are needed to bring in customers.”
- “The improvements to street cleanliness in the last few months (Well done, Council!)”
- “Pity about the Post Office but please talk some sense into the fools that think it can be recycled as an art gallery or council chambers - function centre or "QVB" more appropriate.”



Finally, what some respondents appreciate about this section of Hunter Street is the immense potential for improvement. The following comments provide suggestions for the directions these changes could take:

- “I enjoy Hunter Street; I just don't like to see all the empty dis-used shops. Some one just needs to clean them up. Wash the shop fronts and clean up all the rubbish.”
- “This area has a lot of potential but the railway line is an eyesore and totally cuts off the city from the beautiful working harbour. I like looking at some of the buildings along this stretch but I use this part of Hunter Street to mainly access Nobbys and the walk along the harbour.”
- “When in NZ two years ago no matter how small a town, the people kept their township clean had lots of flowers always clean and friendly. Talked to locals and they said they take pride in their town. Newcastle just needs a good cleanup. Sorry but that's how I feel.”
- *At right:* ““I think it has the potential to be a very attractive place. The mature trees give it a great base. It has the potential to attract more of the weekend dining crowd. Those looking for something other then the pub scene.”
- “It's not Dubai, but it is OK...The GPT site should be made into a university campus area as we don't need another shopping complex in the Lower Hunter: get more people moving around the mall area, bring life back to the place, a busy place like a uni building would generate a lot of human traffic and the shops would thrive.”
- “I like that it is clean and I can see that the council is making an effort to improve it. There are trees and a few restaurants & shops, but nothing that creates an impact on me to use the district as a shopping or restaurant area. I would rather go to Darby or Beaumont St to dine. I usually walk or ride around the foreshore and will pass though Hunter St on my way to the beach or back to Mayfield.”



## Area B: Perkins Street to Union Street

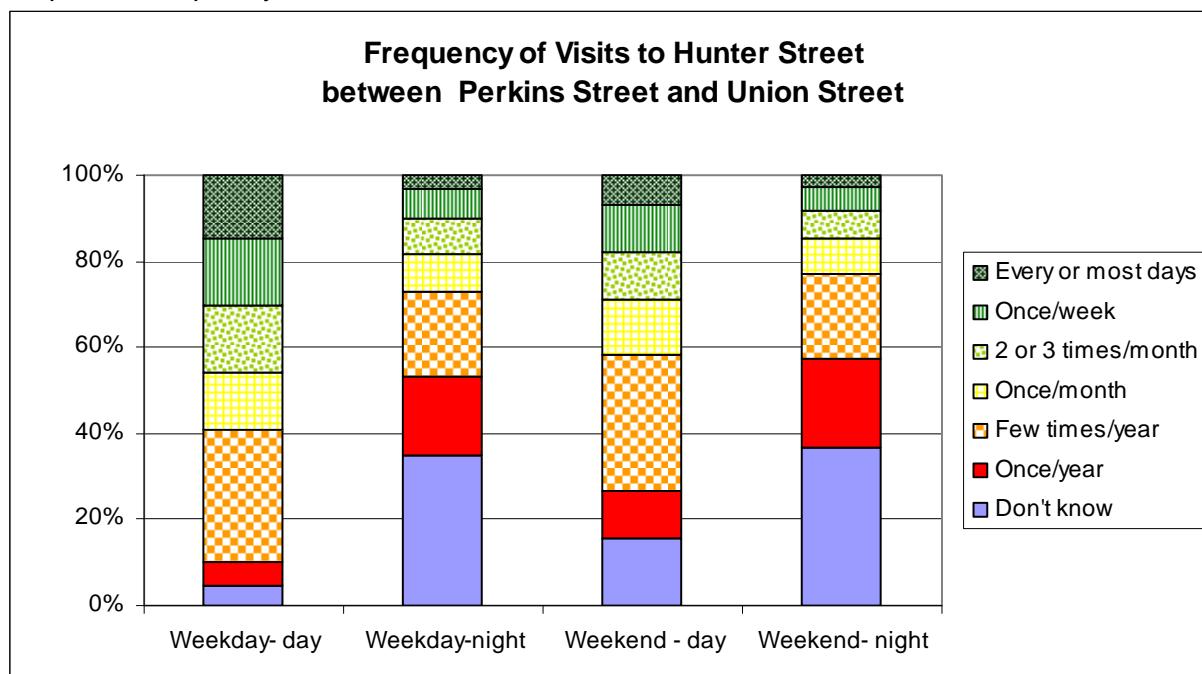
### Frequency of Visits

Of those respondents who had stated that they had visited Hunter Street within the last 12 months (897 out of 916), 85.95% had been to Hunter Street between Perkins Street and Union Street within the last 12 months.

The following responses were elicited from those respondents who had been to Hunter Street between Perkins Street and Union Street within the last 12 months (805 out of 897).

The graph below shows the frequency of visits to Area B. A third of respondents (33.47%) indicated that they visited Hunter Street between Perkins Street and Union Street on weekdays during the day either 'every or most days' or 'once per week.' Nearly half (44.49%) of respondents stated that they frequented this area during weekday evenings only 'a few times a year' or 'once a year' and interestingly 26.20% stated that they do not know how often they visit during the evening on weekdays. Similarly, 40.99% of respondents stated that they visited this area 'a few times a year' or "once a year" on the weekend during the day. Again, nearly half (47.08%) of respondents stated that they frequented this area during weekend evenings only 'a few times pa year' or 'once a year' and interestingly 27.50% stated that they do not know how often they visit during the evening on weekends.

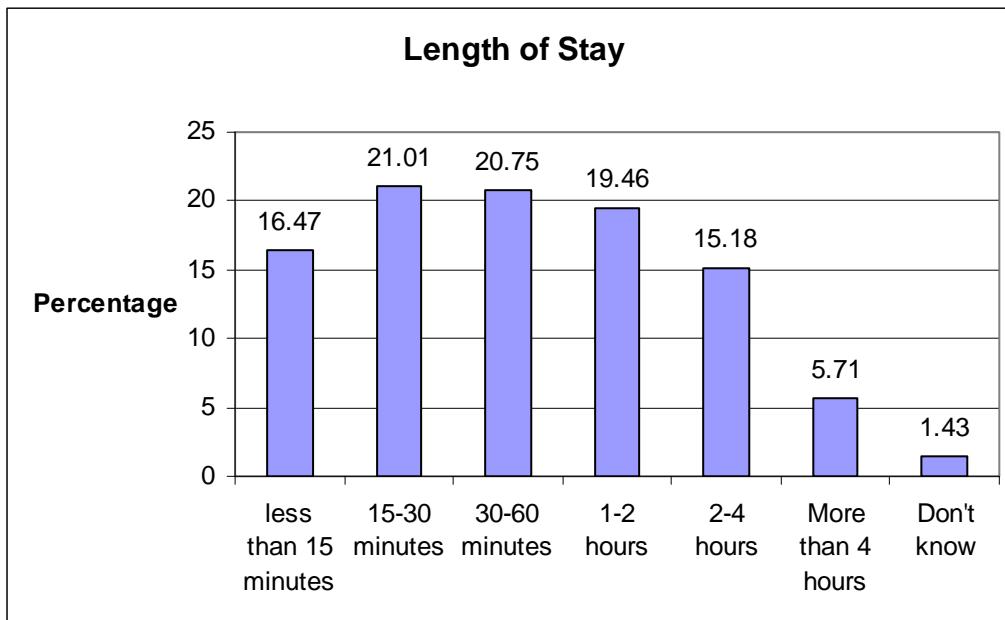
Graph 13: Frequency of Visits to Hunter Street between Perkins Street and Union Street



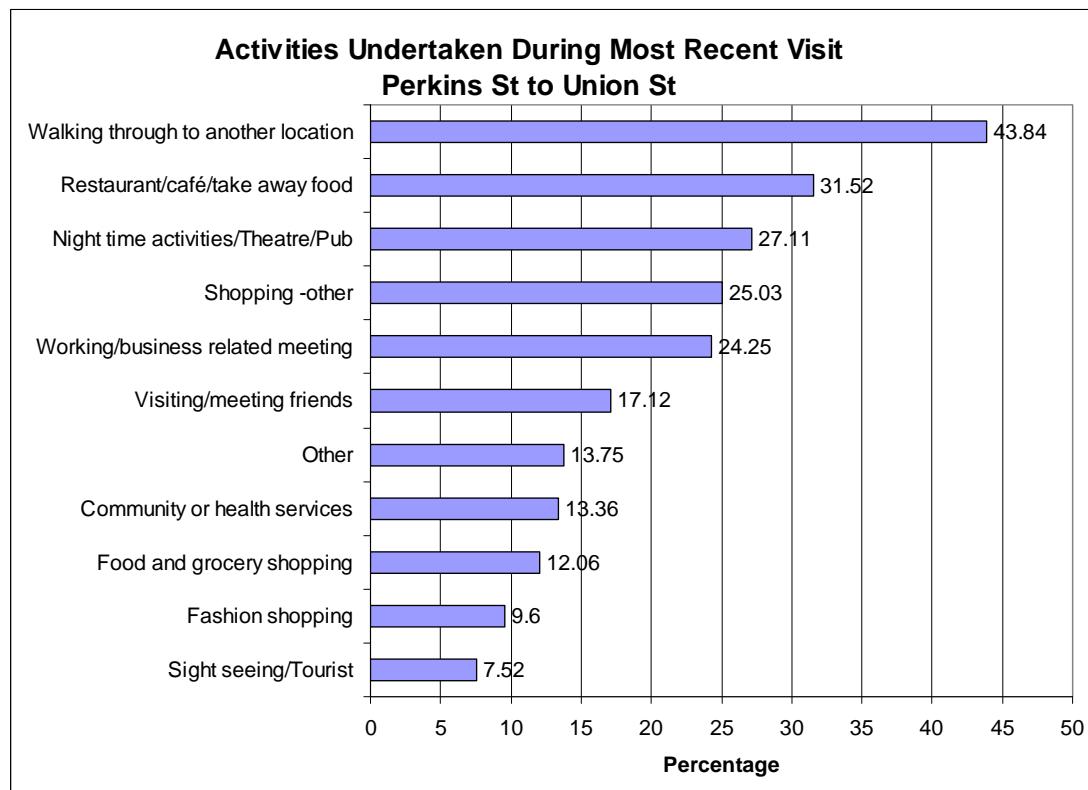
## Length of Stay and Activities Undertaken

Respondents were asked how long they stayed on Hunter Street between Pacific Street and Perkins Street during their most recent visit. Respondents indicated that their length of stay for this area varied more widely from 15 minutes upto 4 hours. Over 41% of respondents indicated that they stayed between 15 minutes to one hour in this area, followed by 19.46% who stayed between one and two hours.

Graph 14: Length of Stay



Graph 15: Activities Undertaken During Most Recent Visit



When asked what they did during their most recent visit, over 43% of respondents indicated that they were 'walking through to another location.' Respondents also indicated that during their most recent visit 31.52% of them enjoyed a meal at a 'restaurant/café/takeaway food.' These activities are consistent with the short length of stay for most visitors to the street – errands and necessities rather than relaxation or social activities.

A relatively equal proportion of respondents mentioned 'night-time activities/theatre/pub', 'working/business related meeting' and 'shopping- other,' with 27.11%, 25.03% and 24.25% respectively. The majority of activities described at 'other', in the chart above, fall into the existing categories, such as attending the Leonardo da Vinci exhibition, Civic precinct activities, services and driving through to another location.

When asked open-ended questions, the activities undertaken are what many people most liked, with the cinema on King Street and Civic Precinct activities most prominent: from the art gallery and library to the Civic Theatre and City Hall events. Several retailers are also singled out, notably Frontline Hobbies, the bridal stores and several fashion retailers. The following comments illustrate:

- "The plane trees and seating in Crown Street. (I miss the Lucky Country Hotel in this space – which developer/owner chose to board that up!?)"
- "The ability to 'strip shop'. I find strip shopping is far more satisfying than being in a large shopping centre."
-

- At bottom: “Civic Theatre, there are some good government and health services, close to Honeysuckle precinct and waterfront, close to Civic Park and the art gallery and Uni city campus. I can’t think of many other reasons why I might go there really.”



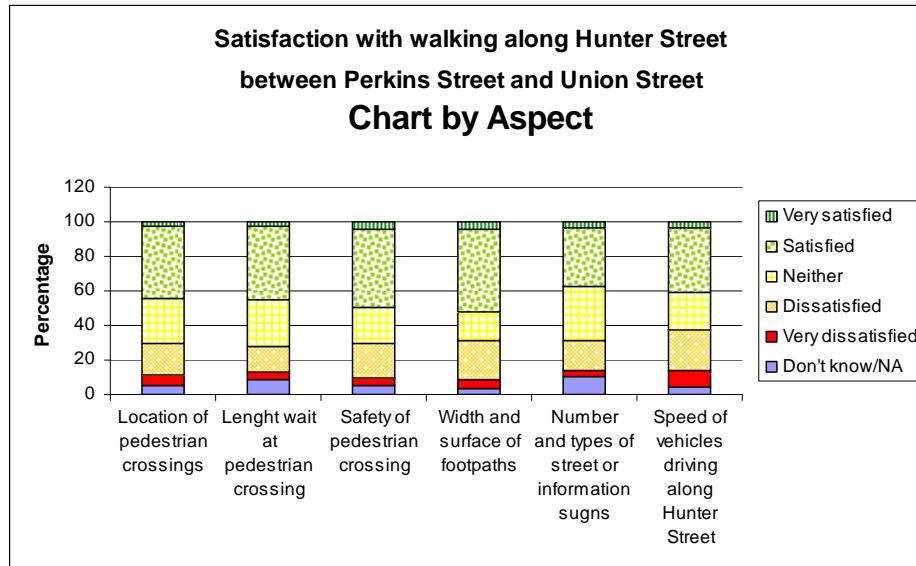
Not surprising, ‘sight seeing/tourist’ activities, with 7.52%, was the least popular activity in this area – which again is a reflection of the current state of the street.

The overall results add up to more than 100% as survey respondents were able to select all that applied to their most recent visit and many people do more than one thing during a visit.

## Pedestrian Satisfaction

The chart below lists the level of satisfaction with various aspects of walking along Hunter Street between Perkins Street and Union Street. Over 40% of respondents are stated that they are ‘very satisfied’ or ‘satisfied’ with the location of pedestrian crossings, length of wait time at pedestrian crossings, the safety of the crossings, the width and surface of footpaths – indicating extensive room for improvement with these aspects of the streetscape. The lowest satisfaction rating (37.74%) was for the number and types of streets or information signs. Respondents were most “dissatisfied” (33.34%) with the speed of vehicles driving along Hunter Street.

Graph 16: Satisfaction with walking along Hunter Street between Perkins and Union



The Civic Precinct is the main item most liked by respondents, when asked open-ended questions. Others comment on the accessibility of this section of the street to many activities, the appearance of some buildings and of nearby locations, and an increasing number say that there is nothing they most like about this part of Hunter Street.

- “Wheeler Place is a great user friendly space. I enjoy using this space as something is always going on. Youth riding skate boards is an absolute joy to watch, business people having a relaxed lunch, wonderful architecture of the old & new Town Hall, striking of Town Hall Clock, free Live Sites events, performances at Civic Theatre and crowds spilling out at intermission.”
- “Civic Theatre precinct is a lovely place to be. I love the sculpture of the saxophone high on the wall in that area.”
- “I guess the best part is the Civic Theatre precinct that attracts some pretty great acts from around the world in all different types of genres.”
- “The Civic precinct - theatre, library, Civic and Wheeler parks, Art Gallery. The large shade trees and fountain Civic Railway Station is unique.”

The accessibility of Hunter Street between Perkins and Union is appealing to some – with public transport, access to many services and retail outlets, and ease of pedestrian access named by 106 of 629 respondents:

- “Easy to move around from shop to shop. Quite safe during daylight hours for women and families.”
- “I like the train access to the city, unlike places in other regional cities. I like old buildings.”
- “The Free Bus service...Train Station at Civic.....opens onto Hunter Street. Civic Park, Fountain.”
- “We mostly shop at David Jones and Lowes and meet friends for coffee, and use Medicare office and Perm Bldg Soc. Our Dentist is also in Hunter St. As moderately disabled non walkers parking is of importance.”
- “Centrally located, close to work.”
- “The convenience of a small city with every thing within walking distance.”

The appearance of this part of Hunter Street is commented on in the same way as Area A above: that there are nice pockets, but also many neglected parts. The following comments illustrate the breadth of 61 comments received addressing the appearance of this section as 'most liked':

- "Not much I do like about this part of town. Essentially it's a desert. Fence on one side, boarded up shops on the other. I use it for parking when I go to the cinema - but it's a risk."
- "The NCC workers are diligent and efficient in their cleanup but cannot keep up with the refuse dumped by KFC customers."
- *At right:* "Old fashioned appearance. One of the few places in Hunter Street where you can still observe the harbour."

In this area, a larger number of respondents state that they like nothing about this section of the street, 148 of 629 comments. The following range of comments illustrates – and attributing some of the responsibility to Council:

- "Frankly, nothing. No atmosphere, barren and busy, rotting infrastructure."
- "Nothing. I work in this area. It is ugly and empty. There are no nice open spaces and few restaurants and cafes. You wouldn't go there if you didn't have to."
- "I don't find Hunter Street appealing at all. As the main street in and out of Newcastle I find it depressing, uninspiring and a shameful reflection of the inactivity of the council."
- "Nothing, it is a terrible stretch of road, disgusting foot paths, rough road, very very few trees."



Again, a number of people identify the high potential for improvements, and suggest some of the ways in which this potential could be addressed:

- "Again it is remembering the way it used to be when it was so crowded that it required the services of a Traffic Warden to keep people walking to the left. I still see the potential for it to be revitalised if some of the empty spaces could be offered at nominal rent to bring in tenants on the understanding that they were responsible for keeping the exteriors clean and tidy."
- "I like most the number of vacant premises because they may represent an opportunity to demolish a few and create some open spaces to get away from the solid corridor of retail derelict buildings and the mismatch of shop fronts and awnings."
- "The potential for the shop top housing to be turned into student accommodation."
- "Old buildings such as Jolly Roger need revamping. This section of the city has been neglected and needs an injection of carefully planned services!"

## Area C: Union Street to Stewart Avenue

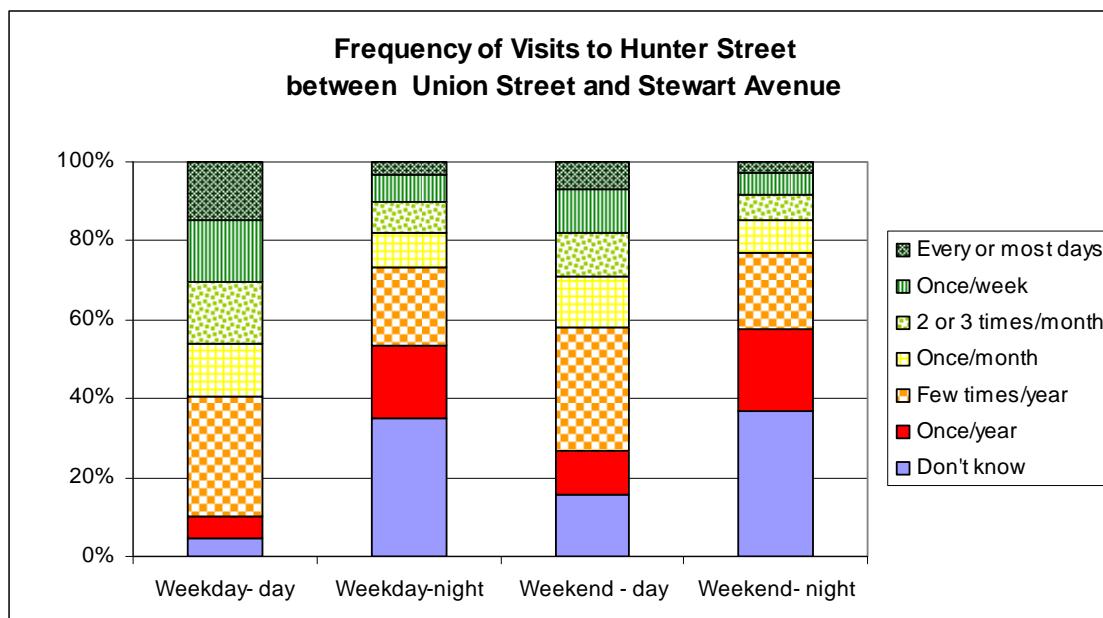
### Frequency of Visits

Of those respondents who had stated that they had visited Hunter Street within the last 12 months (897 out of 916), 80.38% had been to Hunter Street between Union Street and Stewart Avenue within the last 12 months.

The following responses were elicited from those respondents who had been to Hunter Street between Perkins Street and Union Street within the last 12 months (638 out of 772).

The graph below shows the frequency of visits to Area C. Nearly a third of respondents (30.23%) indicated that they visited Hunter Street between Union Street and Stewart Avenue on weekdays during the day either 'every or most days' or 'once per week.' Over a third (38.28%) of respondents stated that they frequented this area during weekday evenings only 'a few times a year' or 'once a year' and interestingly nearly an equal proportion of respondents (34.81%) stated that they do not know how often they visit during the evening on weekdays. Similarly, 42.44% of respondents stated that they visited this area 'a few times a year' or "once a year" on the weekend during the day. Again, over a third (39.95%) of respondents stated that they frequented this area during weekend evenings only 'a few times pa year' or 'once a year' and interestingly 36.89% stated that they do not know how often they visit during the evening on weekends.

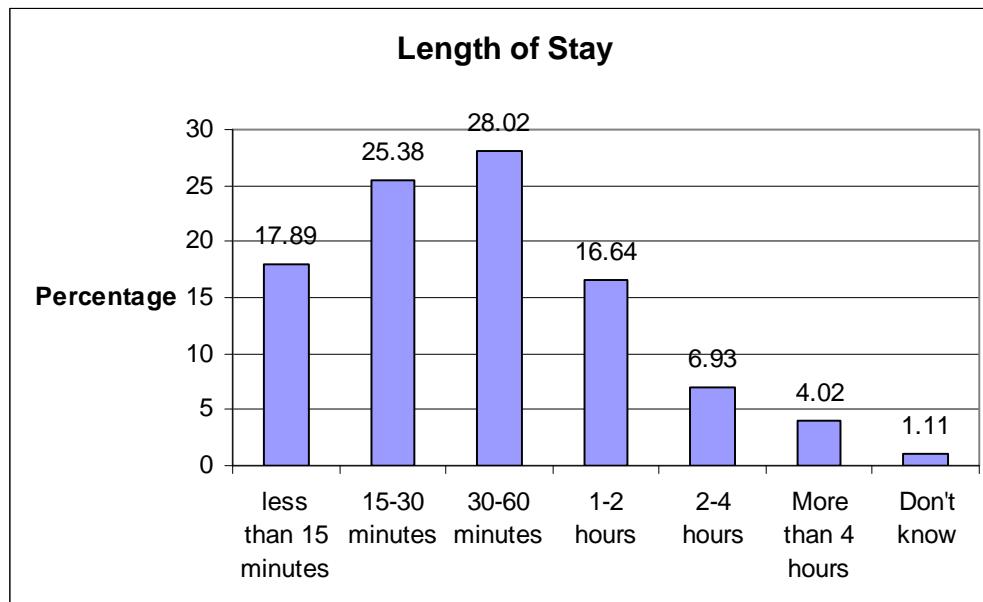
Graph 17: Frequency of Visits to Hunter Street between Union Street and Stewart Avenue



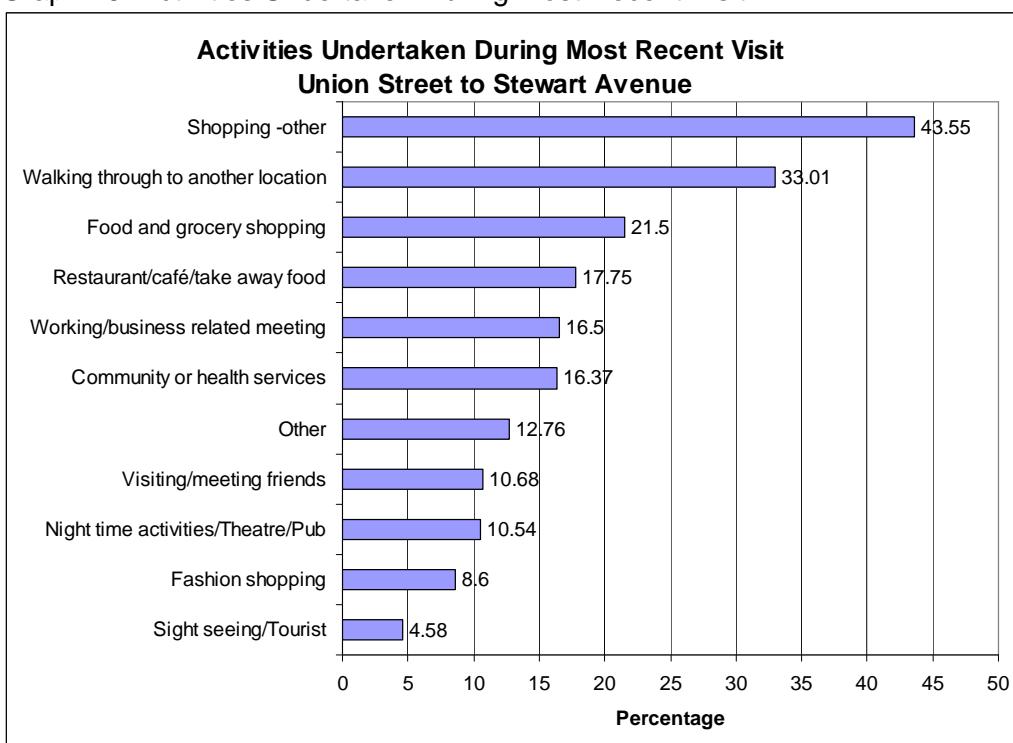
## Length of Stay and Activities Undertaken

Respondents were asked how long they stayed on Hunter Street between Union Street and Stewart Avenue during their most recent visit. Over 28% of respondents indicated that they stayed between 30 minutes to one hour in this area, with the majority spending less time than that.

Graph 18: Length of Stay



Graph 19: Activities Undertaken During Most Recent Visit



When asked what they did during their most recent visit, the activities are again consistent with errands and short stops for necessities, rather than recreation. Over 43% of respondents indicated that they were 'shopping-other.' Respondents also indicated that during their most recent visit 33.01% of them were 'walking through to another location.' Sightseeing/tourism activities are recorded at 4.58%, again a reflection of the respondents - who are residents or ratepayers – and of the current state of the street. Over 12% of respondents (94 out of 723) nominated 'other', with open-ended responses falling into the categories above – travelling through, shopping at the Asian grocery, Spotlight, Doc's Pharmacy, bike shops, several menswear stores and across to Marketown, with a few mentioning being residents of the area. Again, the lack of distinctiveness of Hunter Street is evident as people name locations which are actually in another part of the street. The following activities are most liked by respondents:

- "This section of Hunter St used to have some great sights and sites - The old Royal picture theatre, with its velvet drapery and mirrored wall, the Kensington Theatre, and lots of other shops that have long since gone. I think the blocks between Union and Stewart Avenue in particular are an eyesore, with so many derelict and unoccupied shop fronts, as an entrance to the CBD you would wonder if it's worth continuing." Having said that, Rice's Bookshop is a great lasting institution."
- "The Asian Food supermarkets and the access to Music stores, 2nd Hand book stores, and craft/haberdashery (Spotlight) stores. The general look of the place, though, is very run down and neglected."
- "Probably the Cambridge, it's a good live music venue and the bouncers there treat people like human beings. Sounds stupid, but it's very different to many other pubs in town. They also promote a variety of acts and provide a lot of opportunities for emerging bands."
- *At right:* "Specific shops - Spotlight, Thara Thong Thai. If they weren't there, there would be no reason to go there."
- "I only visit this area to go to Spotlight, the all night chemist, walk through to Marketown or the medical centre. I don't like anything about this area apart from the section from the medical centre to the TAFE Art School, the landscaping there is nice."

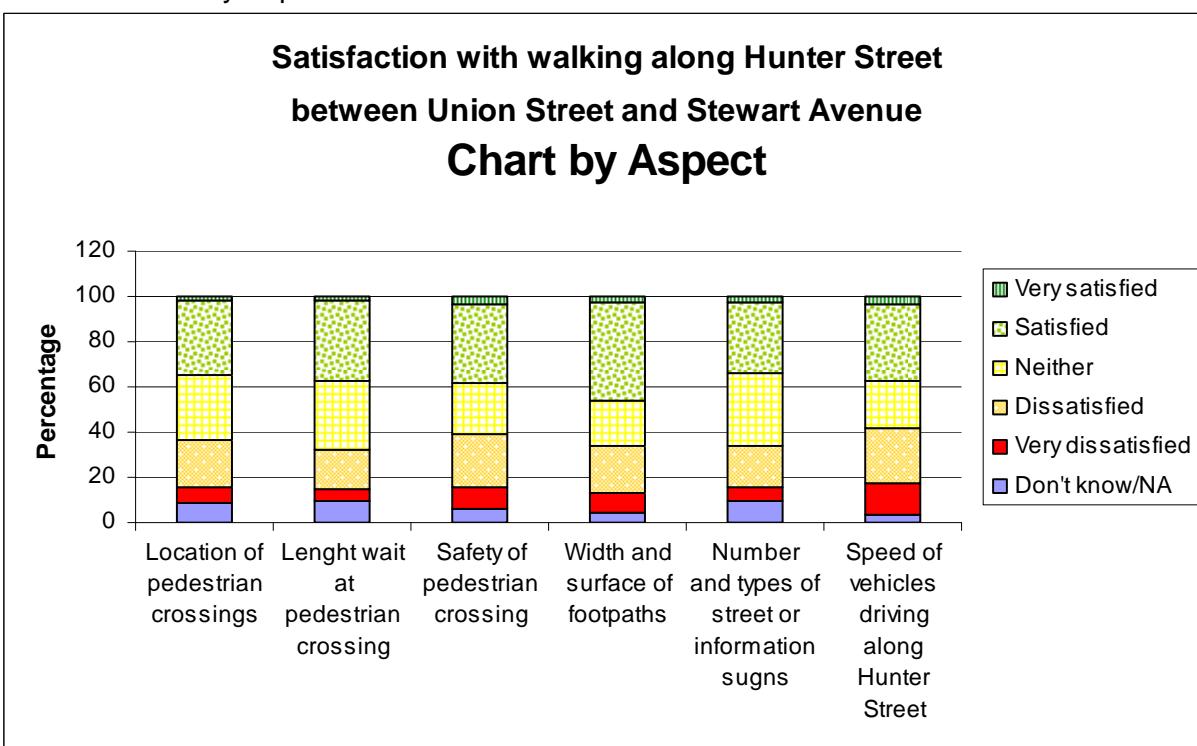


The overall results add up to more than 100% as survey respondents were able to select all that applied to their most recent visit and many had multiple visit purposes.

## Pedestrian Satisfaction

The chart below lists the level of satisfaction with various aspects of walking along Hunter Street between Union Street and Stewart Avenue. Over 45% of respondents have stated that they are 'very satisfied' or 'satisfied' with the width and surface of the footpaths. The lowest satisfaction rating (33.56%) was for the number and types of streets or information signs, indicating possible focus of activity in future. Respondents were most "dissatisfied" (38.28%) with the speed of vehicles driving along Hunter Street, reflecting the transit nature of this section.

Graph 20: Satisfaction with walking along Hunter Street between Union Street and Stewart Avenue – Chart by Aspect



When given open-ended opportunities to comment of what is most liked about this section of Hunter Street, this section gains the highest number of 'nothing' responses: - almost a third - at 201 of 581 comments received in response to this question. Some of the comments under the category 'nothing' are revealing and suggest courses of action – both for the private and public sector:

- “The streetscape is most unattractive and again the whole area confirms Council doesn't care less about it. All they do is talk about what can be done but again nothing is done. Council is always making excuses as to why things cannot be done. Maybe it's the influence of the Green movement.”
- “Am travelling uphill here guys. There is no character or style that I can really say anything positive about this part of the street. Need to go back and look again for positives I'm afraid - nothing comes to mind.”
- “Not a hell of a lot really. It's pretty ugly. Stop pulling down great old buildings and old pubs.”

- “It’s a wasteland and it would benefit from being redeveloped for HOUSING, or perhaps some of those giant buildings that make Honeysuckle so uninviting.”
- “There is not much to like down there. Knock the disused buildings down and make open space.”
- “This area looks derelict with vacant shop fronts and a general sense of grubbiness and rubbish. As a middle age woman I feel unsafe walking alone there during the day due to the congregations of younger people who may well be upstanding citizens but present a gang-like air.”

Some respondents were able to isolate a few most liked aspects, with the activities as discussed above most cited.

The accessibility of the section is identified, with linkages across to Marketown and the railway station at Wickham. Many travel through this area on their way to somewhere else without paying it much heed – and even as they speak about accessibility, the poor appearance is noted. Indicative comments follow:

- “I would only access Hunter Street on the occasions I go to Spotlight or Marketown, so I would generally park at Marketown. Although I have occasionally used the after house chemist in Hunter Street.”
- “It’s close to where I work on Honeysuckle Drive. It has the only Spotlight in Newcastle and it has a computer shop that was close to work so I could get my computer repaired when it needed fixing.”
- “I enjoyed the walk as I used to walk town as a teenager.”
- “As a thoroughfare for motorists, it is OK. Again, permeability is a major issue, particularly at the level crossing, WHICH MUST GO!”
- “I know I’m getting closer to the beach when I’m there and the bus stops are pretty frequent.”
- “There is not a great deal I can say I like between these two streets along Hunter Street. If anything it is the closeness of Marketown Shopping Complex. When I do go for my daily walk, I try to avoid Hunter as it is boring to look at and the speeding traffic at crossings do not encourage crossing Hunter Street.”

The appearance of this section of the street received positive comments in relation to some isolated buildings, with the Art School, the Hunter Water building and some of the new buildings close to Bank Corner being named as attractive, as well as the trees and new park adjacent to the TAFE. The following comments reflect the observations about the appearance of this section:

- “Bank Corner could be a beautiful urban space if claimed back from the cars by reducing the traffic lanes from two to one in each direction.”
- *At right:* “TAFE building including small art gallery. The building and its modern annexe are a great example of a happy juxtaposition of old and new. Also the restored



Hunter Water Building opposite. Spotlight Store, and heritage frontages opposite Spotlight. Also architecture of Bank Corner. Hunter Street is an under-exploited gem in so many ways, not least in that it not only tells the story of the development of the city, but it is rich in the history of architecture of the 19 /20th centuries."

- "Note: Just because something is old and heritage listed doesn't mean it's attractive or worth preserving (in its current state) for tradition's sake. Find a way to keep your heritage but in a progressive way that makes the area attractive to business and visitors."
- "I like Spotlight. I like the terrace houses next to Latec House and that Latec House has FINALLY been done up. The Quest Apartments, Butlers Restaurant, the Ibis and the Community Health Centre have all improved the area. But the part from Steel St along to National Park Street is a disgrace - I am scared to walk there."
- "The trees and that you are almost out of the worst part of Hunter Street."

The potential for this section of the street lies in the amount of unused building stock, creating more flexibility for future uses – including parking access for commuters working further down the street. The following comments illustrate the spectrum of 49 of 581 comments received:

- "Potential is significant but this is one of the worst parts of Hunter Street for violence and the threat of violence, believe the Police Station should be HQ near Wickham station."
- "Like the old Miller store on the corner and hope that its facade will be used when developers rearrange that end of town. The murals on the old pink elephant building."
- "Close to harbour and Honeysuckle precincts. Would be further enhanced by removal of rail line into Newcastle and the creation of a transport hub at Wickham. Also if Newcastle University campus and new law precinct were established at location."
- "When I am leaving the area and heading to the outer suburbs and safety - I HATE BEING IN NEWCASTLE IT IS UNSAFE AND BLOODY DANGEROUS and will advise tourists to stay out the area."
- "Maybe when the new development next to McDonalds is finished there will be something to like about this area. BUT I know that CAR PARKING is not going to be adequate even with the extra parking at No.2 Sportsground."
- "The evidence of the success of Marcus Westbury's 'Renew Newcastle' organisation in finding a use for a number of previously empty premises."
- "There is a clear need for residential development around the old Star Village and Devonshire. Also around the old Hunter Shopping Village. But nothing over 8 levels is necessary."
- "It has a great potential to be an inviting "gateway" to visitors & locals alike."

## Comparisons by Section of Hunter Street

Council was interested in the opportunity to compare the different areas along Hunter Street as well as be able to enable benchmarking at a later date.

Newcastle Voice members were asked to rate the three areas along Hunter Street: Area A (Pacific Street to Perkins Street), Area B (Perkins Street to Union Street) and Area C (Union Street to Stewart Avenue), based on 12 different aspects of Hunter Street.

1. Appearance and cleanliness
2. Shelter from the weather
3. Trees and gardens
4. Seating
5. Public toilets
6. Amount of car parking
7. Facilities for cyclists
8. Restaurants, cafés and take away shops
9. Fashion shopping
10. Grocery shopping
11. Health services
12. Personal safety

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. Note a mean score equal to 5 represents an extreme dissatisfaction with the aspect. Although many of the results are not markedly different between the three areas, the results reveal the following:

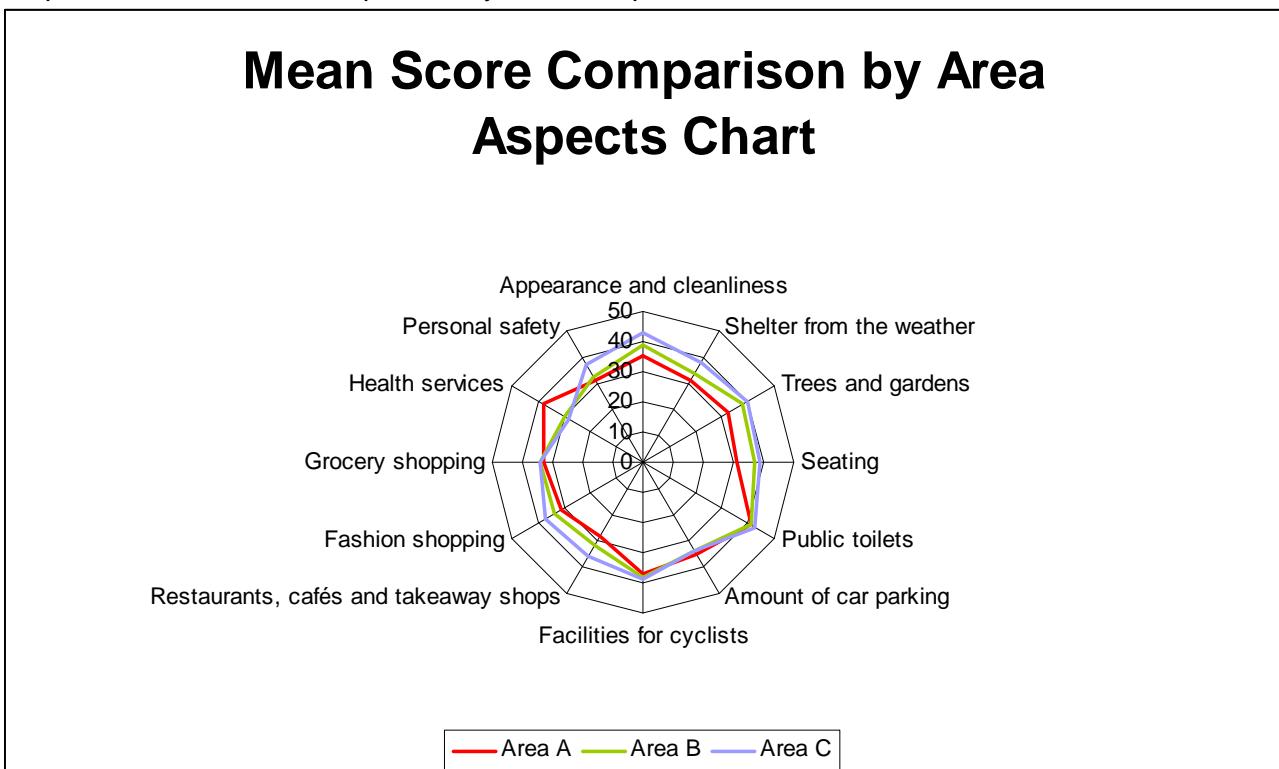
Elements	Area A	Area B	Area C
	mean scores	mean scores	mean scores
Appearance and cleanliness	35	39	<b>43</b>
Shelter from the weather	31	34	38
Trees and gardens	33	38	40
Seating	31	37	39
Public toilets	<b>41</b>	<b>41</b>	<b>43</b>
Amount of car parking	35	34	34
Facilities for cyclists	37	38	39
Restaurants, cafés and takeaway shops	<b>28</b>	32	36
Fashion shopping	31	34	37
Grocery shopping	33	34	34
Health services	38	<b>30</b>	<b>28</b>
Personal safety	31	33	37

The results revealed that Area A had a higher mean score for 'restaurant/cafés and takeaway' while both Area B and Area C had higher mean scores for 'health services.'

Overall 'public toilets' had the lowest mean score for all of the areas along Hunter Street and 'appearance and cleanliness' also had a low mean score for Area C (between Union Street and Stewart Avenue).

The chart below depicts the same data in a visual manner. Please read along the 'spokes' of the chart. Again as the mean score gets closer to 50, it represents an extreme dissatisfaction with the aspect

Graph 21: Mean Score Comparison by area – Aspect Chart





## Appendix I – Questionnaire



ID: \_\_\_\_\_

## Hunter Street Revitalisation

Over three km in length, Hunter Street has long been identified as the premier 'main street' of the city centre. Key city centre cultural, civic, commercial, retail and service destinations are located along its frontage. The heritage significance of Hunter Street is reflected in the 29 heritage items identified along its length.

Newcastle City Council recognises the need to arrest the decline of Hunter Street and revitalise it. This will be an incremental process achieved by working together with many stakeholders and the broader community.

This is the first of two surveys Newcastle Voice are being asked to complete - identifying your current usage, as well as priorities, visionary ideas and opinions on the future of Hunter Street.

The survey is divided into four main sections representing:

- The entire Hunter Street
- Area A: Pacific Street to Perkins Street
- Area B: Perkins Street to Union Street
- Area C: Union Street to Stewart Street

We encourage you to take the time to fill out this comprehensive questionnaire and have your say about the future of Newcastle.

Q1a. When was the last time you visited Hunter Street?

**Please select one response only.**

<input type="checkbox"/>	Within the last week ( <b>Go to Q2a</b> )
<input type="checkbox"/>	Within the last month ( <b>Go to Q2a</b> )
<input type="checkbox"/>	Within the last 6 months ( <b>Go to Q2a</b> )
<input type="checkbox"/>	Within the last 12 months ( <b>Go to Q2a</b> )
<input type="checkbox"/>	More than 12 months ago ( <b>Go to Q1b</b> )
<input type="checkbox"/>	Never ( <b>Go to Q1b</b> )

Q1b. Please explain why you have not been to Hunter Street in the last 12 months or more. **Please be as specific as possible. (Go to Q6a)**

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Q2a. How many people typically travel to Hunter Street with you?

**Please select one response only.**

<input type="checkbox"/>	I travel to Hunter Street alone ( <b>Go to Q3</b> )
<input type="checkbox"/>	1-2 ( <b>Go to Q2b</b> )
<input type="checkbox"/>	3-5 ( <b>Go to Q2b</b> )
<input type="checkbox"/>	6+ ( <b>Go to Q2b</b> )



Q2b. What is the age group of those typically travelling with you to Hunter Street?

**Please select all that apply.**

<input type="checkbox"/>	birth-15
<input type="checkbox"/>	16-24
<input type="checkbox"/>	25-39
<input type="checkbox"/>	40-54
<input type="checkbox"/>	55-69
<input type="checkbox"/>	70+

Q3. What is the main type of transport you use to get to or from Hunter Street?

**Please select one response only.**

<input type="checkbox"/>	Car
<input type="checkbox"/>	Bus
<input type="checkbox"/>	Motorcycle/ scooter
<input type="checkbox"/>	Walk
<input type="checkbox"/>	Bicycle
<input type="checkbox"/>	Train
<input type="checkbox"/>	Ferry
<input type="checkbox"/>	Taxi
<input type="checkbox"/>	Other (Please specify) _____

Q4a. What would make it easier for you to travel to or from Hunter Street? **Please be as specific as possible.**

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Q4b. What would make it easier for you to move around within Hunter Street? **Please be as specific as possible.**

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Q5. During your most recent visit, what place did you go to in the City Centre? **Please select all that apply.**

<input type="checkbox"/>	The Hunter Street Mall
<input type="checkbox"/>	Newcastle/Nobbys Beach
<input type="checkbox"/>	Foreshore Park/Customs House
<input type="checkbox"/>	Queen's Warf/Brewery
<input type="checkbox"/>	Honeysuckle Precinct
<input type="checkbox"/>	Civic Park/Wheeler Place
<input type="checkbox"/>	Newcastle Library/Art Gallery
<input type="checkbox"/>	University Hub/Conservatorium
<input type="checkbox"/>	David Jones
<input type="checkbox"/>	Frontline Hobbies

<input type="checkbox"/>	Darby Street
<input type="checkbox"/>	TAFE
<input type="checkbox"/>	Bridal shops on Hunter Street
<input type="checkbox"/>	Hunter Health Services
<input type="checkbox"/>	Spotlight
<input type="checkbox"/>	Marketown Shopping Centre
<input type="checkbox"/>	Other (Please specify) _____

Q6a. Which one of these priorities do you think Newcastle City Council should focus on FIRST to revitalise Hunter Street? **Please select one response only.**

<input type="checkbox"/>	Improving the appearance of the street
<input type="checkbox"/>	Encouraging more shops and businesses
<input type="checkbox"/>	Improving pedestrian accessibility in Hunter Street
<input type="checkbox"/>	Improving vehicle access and car parking
<input type="checkbox"/>	Encouraging cultural activities and tourism
<input type="checkbox"/>	Protecting and enhancing heritage buildings
<input type="checkbox"/>	Providing more trees and green spaces
<input type="checkbox"/>	Developing a night time entertainment and dining experience
<input type="checkbox"/>	Improving public safety
<input type="checkbox"/>	Encouraging more people to live in Hunter Street



Q6b. How do you think this priority could be addressed? **Please be as specific as possible.**

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For those of you who said you had not been to Hunter Street in the last 12 months or more, the remainder of this survey does not apply to you.

Please place this questionnaire in the postage-paid envelope provided (there is no need to put a stamp on the envelope) and send it back to Newcastle City Council.

Thank you for taking the time to participate in this survey.

**Area A: Focusing on the area between Pacific Street and Perkins Street, please answer the following questions.**

Q7. Have you visited Hunter Street between Pacific Street and Perkins Street within the last 12 months?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No/ Don't know ( <b>Go to Q14</b> )

Q8. How often do you usually visit Hunter Street between Pacific Street and Perkins Street? **Please select one response only.**

Aspects	Every or most days	Once per week	2 or 3 times per month	Once per month	A few times a year	Once a year	Don't know
On weekdays during the day	<input type="checkbox"/>						
On weekdays at night	<input type="checkbox"/>						
On the weekend during the day	<input type="checkbox"/>						
On the weekend at night	<input type="checkbox"/>						

Q9. During your most recent visit, what things did you do between Pacific Street and Perkins Street? **Please select all that apply.**

<input type="checkbox"/>	Food and grocery shopping
<input type="checkbox"/>	Fashion shopping
<input type="checkbox"/>	Shopping - other
<input type="checkbox"/>	Restaurant/Café/Take away food
<input type="checkbox"/>	Community or health services
<input type="checkbox"/>	Working/Business related meeting
<input type="checkbox"/>	Sight seeing/Tourist
<input type="checkbox"/>	Visiting/meeting friends
<input type="checkbox"/>	Night time activities/Theatre/Pub
<input type="checkbox"/>	Walking through to another location
<input type="checkbox"/>	Other (Please specify) _____

Q10. During your most recent visit, how long did you stay on Hunter Street between Pacific Street and Perkins Street? **Please select one response only.**

<input type="checkbox"/>	Less than 15 minutes
<input type="checkbox"/>	15 to 30 minutes
<input type="checkbox"/>	30 minutes to 1 hour
<input type="checkbox"/>	1 to 2 hours
<input type="checkbox"/>	2 to 4 hours
<input type="checkbox"/>	More than 4 hours
<input type="checkbox"/>	Don't know

Q11. While walking along Hunter Street between Pacific Street and Perkins Street, how satisfied or dissatisfied were you with the following things? **Please select one response only.**

Aspects	Very dissatisfied	Dissatisfied	Neither	Satisfied	Very satisfied	Don't know/Not applicable
The location of pedestrian crossings	<input type="checkbox"/>					
How long you had to wait at pedestrian crossings	<input type="checkbox"/>					
The safety of the pedestrian	<input type="checkbox"/>					
The width and surface of the footpaths	<input type="checkbox"/>					
The number and types of street or information signs	<input type="checkbox"/>					
The speed of vehicles driving along Hunter Street	<input type="checkbox"/>					

Q12. How satisfied or dissatisfied are you with the following aspects of Hunter Street between Pacific Street and Perkins Street? **Please select one response only.**

Aspects	Very dissatisfied	Dissatisfied	Neither	Satisfied	Very satisfied	Don't know/Not applicable
Appearance and cleanliness	<input type="checkbox"/>					
Shelter from the weather	<input type="checkbox"/>					
Trees and gardens	<input type="checkbox"/>					
Seating	<input type="checkbox"/>					
Public toilets	<input type="checkbox"/>					
Amount of car parking	<input type="checkbox"/>					
Facilities for cyclists	<input type="checkbox"/>					
Restaurants, cafés and takeaway shops	<input type="checkbox"/>					
Fashion shopping	<input type="checkbox"/>					
Grocery shopping	<input type="checkbox"/>					
Health services	<input type="checkbox"/>					
Personal safety	<input type="checkbox"/>					

Q13. Overall what is it that you like most about Hunter Street between Pacific Street and Perkins Street? **Please be as specific as possible.**

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**Area B: Focusing on the area between Perkins Street and Union Street, please answer the following questions.**

Q14. Have you visited Hunter Street between Perkins Street and Union Street within the last 12 months?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No/Don't know ( <b>Go to Q21</b> )

Q15. How often do you usually visit Hunter Street between Perkins Street and Union Street? **Please select one response only.**

Aspects	Every or most days	Once per week	2 or 3 times per month	Once per month	A few times a year	Once a year	Don't know
On weekdays during the day	<input type="checkbox"/>						
On weekdays at night	<input type="checkbox"/>						
On the weekend during the day	<input type="checkbox"/>						
On the weekend at night	<input type="checkbox"/>						

Q16. During your most recent visit, what things did you do between Perkins Street and Union Street? **Please select all that apply.**

<input type="checkbox"/>	Food and grocery shopping
<input type="checkbox"/>	Fashion shopping
<input type="checkbox"/>	Shopping - other
<input type="checkbox"/>	Restaurant/Café/Take away food
<input type="checkbox"/>	Community or health services
<input type="checkbox"/>	Working/Business related meeting
<input type="checkbox"/>	Sight seeing/Tourist
<input type="checkbox"/>	Visiting/meeting friends
<input type="checkbox"/>	Night time activities/Theatre/Pub
Walking through to another location	
<input type="checkbox"/>	Other (Please specify) _____

Q17. During your most recent visit, how long did you stay on Hunter Street between Perkins Street and Union Street? **Please select one response only.**

<input type="checkbox"/>	Less than 15 minutes
<input type="checkbox"/>	15 to 30 minutes
<input type="checkbox"/>	30 minutes to 1 hour
<input type="checkbox"/>	1 to 2 hours
<input type="checkbox"/>	2 to 4 hours
<input type="checkbox"/>	More than 4 hours
<input type="checkbox"/>	Don't know

Q18. While walking along Hunter Street between Perkins Street and Union Street, how satisfied or dissatisfied were you with the following things? **Please select one response only.**

Aspects	Very dissatisfied	Dissatisfied	Neither	Satisfied	Very satisfied	Don't know/Not applicable
The location of pedestrian crossings	<input type="checkbox"/>					
How long you had to wait at pedestrian crossings	<input type="checkbox"/>					
The safety of the pedestrian	<input type="checkbox"/>					
The width and surface of the footpaths	<input type="checkbox"/>					
The number and types of street or information signs	<input type="checkbox"/>					
The speed of vehicles driving along Hunter Street	<input type="checkbox"/>					

Q19. How satisfied or dissatisfied are you with the following aspects of Hunter Street between Perkins Street and Union Street? **Please select one response only.**

Aspects	Very dissatisfied	Dissatisfied	Neither	Satisfied	Very satisfied	Don't know/Not applicable
Appearance and cleanliness	<input type="checkbox"/>					
Shelter from the weather	<input type="checkbox"/>					
Trees and gardens	<input type="checkbox"/>					
Seating	<input type="checkbox"/>					
Public toilets	<input type="checkbox"/>					
Amount of car parking	<input type="checkbox"/>					
Facilities for cyclists	<input type="checkbox"/>					
Restaurants, cafés and takeaway shops	<input type="checkbox"/>					
Fashion shopping	<input type="checkbox"/>					
Grocery shopping	<input type="checkbox"/>					
Health services	<input type="checkbox"/>					
Personal safety	<input type="checkbox"/>					

Q20. Overall what is it that you like most about Hunter Street between Perkins Street and Union Street? **Please be as specific as possible.**

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**Area C: Focusing on the area between Union Street and Stewart Street, please answer the following questions.**

Q21. Have you visited Hunter Street between Union Street and Stewart Street within the last 12 months?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No/Don't know ( <b>Thank you. You have completed this survey</b> )

Q22. How often do you usually visit Hunter Street between Union Street and Stewart Street?  
**Please select one response only.**

Aspects	Every or most days	Once per week	2 or 3 times per month	Once per month	A few times a year	Once a year	Don't know
On weekdays during the day	<input type="checkbox"/>						
On weekdays at night	<input type="checkbox"/>						
On the weekend during the day	<input type="checkbox"/>						
On the weekend at night	<input type="checkbox"/>						

Q23. During your most recent visit, what things did you do between Union Street and Stewart Street? **Please select all that apply.**

<input type="checkbox"/>	Food and grocery shopping
<input type="checkbox"/>	Fashion shopping
<input type="checkbox"/>	Shopping - other
<input type="checkbox"/>	Restaurant/Café/Take away food
<input type="checkbox"/>	Community or health services
<input type="checkbox"/>	Working/Business related meeting
<input type="checkbox"/>	Sight seeing/Tourist
<input type="checkbox"/>	Visiting/meeting friends
<input type="checkbox"/>	Night time activities/Theatre/Pub
Walking through to another location	
<input type="checkbox"/>	Other (Please specify) _____

Q24. During your most recent visit, how long did you stay on Hunter Street between Union Street and Stewart Street? **Please select one response only.**

<input type="checkbox"/>	Less than 15 minutes
<input type="checkbox"/>	15 to 30 minutes
<input type="checkbox"/>	30 minutes to 1 hour
<input type="checkbox"/>	1 to 2 hours
<input type="checkbox"/>	2 to 4 hours
<input type="checkbox"/>	More than 4 hours
<input type="checkbox"/>	Don't know

Q25. While walking along Hunter Street between Union Street and Stewart Street, how satisfied or dissatisfied were you with the following things? **Please select one response only.**

Aspects	Very dissatisfied	Dissatisfied	Neither	Satisfied	Very satisfied	Don't know/Not applicable
The location of pedestrian crossings	<input type="checkbox"/>					
How long you had to wait at pedestrian crossings	<input type="checkbox"/>					
The safety of the pedestrian	<input type="checkbox"/>					
The width and surface of the footpaths	<input type="checkbox"/>					
The number and types of street or information signs	<input type="checkbox"/>					
The speed of vehicles driving along Hunter Street	<input type="checkbox"/>					

Q26. How satisfied or dissatisfied are you with the following aspects of Hunter Street between Union Street and Stewart Street? **Please select one response only.**

Aspects	Very dissatisfied	Dissatisfied	Neither	Satisfied	Very satisfied	Don't know/Not applicable
Appearance and cleanliness	<input type="checkbox"/>					
Shelter from the weather	<input type="checkbox"/>					
Trees and gardens	<input type="checkbox"/>					
Seating	<input type="checkbox"/>					
Public toilets	<input type="checkbox"/>					
Amount of car parking	<input type="checkbox"/>					
Facilities for cyclists	<input type="checkbox"/>					
Restaurants, cafés and takeaway shops	<input type="checkbox"/>					
Fashion shopping	<input type="checkbox"/>					
Grocery shopping	<input type="checkbox"/>					
Health services	<input type="checkbox"/>					
Personal safety	<input type="checkbox"/>					



Q27. Overall what is it that you like most about Hunter Street between Union Street and Stewart Street? **Please be as specific as possible.**

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Thank you for being part of Newcastle Voice – and taking the time to complete this survey.

**We look forward to learning more from you as a member of Newcastle Voice.**



## Appendix II – Demographics

## General Characteristics of Sample from Newcastle Voice

### Length of time lived in Newcastle LGA

	OPTIONS	TOTAL	PERCENT
O1	Less than a year	78	3.94 %
O2	1 - 3 years	199	10.04 %
O3	4 - 10 years	427	21.54 %
O4	11 - 25 years	480	24.22 %
O5	More than 25 years	798	40.26 %

### Gender

	OPTIONS	TOTAL	PERCENT
O1	Male	955	47.37 %
O2	Female	1061	52.63 %

### Age

	OPTIONS	TOTAL	PERCENT
O1	16-24	122	6.05 %
O2	25-39	610	30.26 %
O3	40-54	623	30.90 %
O4	55-69	521	25.84 %
O5	70+	140	6.94 %

## Employment Status

	OPTIONS	TOTAL	PERCENT
O1	Employed full time	996	53.93 %
O2	Employed part time	370	20.03 %
O3	Looking for work	56	3.03 %
O4	Studying	158	8.55 %
O5	Domestic activities/caring	126	6.82 %
O6	Retired	380	20.57 %
O7	Other [specify]	120	6.50 %
O8	Prefer not to answer	20	1.08 %

## Suburb of Residence

	OPTIONS	TOTAL	PERCENT
O1	Adamstown	57	2.83 %
O2	Adamstown Heights	42	2.08 %
O3	Bar Beach	30	1.49 %
O4	Beresfield	23	1.14 %
O5	Birmingham Gardens	17	0.84 %
O6	Blackhill/ Lenaghan	1	0.05 %
O7	Broadmeadow	24	1.19 %
O8	Callaghan	5	0.25 %
O9	Carrington	30	1.49 %
O10	Cooks Hill	90	4.46 %
O11	Elermore Vale	32	1.59 %
O12	Fletcher	33	1.64 %
O13	Georgetown	25	1.24 %
O14	Hamilton	77	3.82 %
O15	Hamilton East	12	0.60 %
O16	Hamilton North	9	0.45 %
O17	Hamilton South	46	2.28 %
O18	Hexham	0	0.00 %
O19	Islington	57	2.83 %
O20	Jesmond	21	1.04 %
O21	Kooragang	0	0.00 %
O22	Kotara	62	3.08 %
O23	Lambton	70	3.47 %
O24	Maryland	53	2.63 %
O25	Maryville	51	2.53 %
O26	Mayfield	117	5.80 %
O27	Mayfield East	19	0.94 %
O28	Mayfield West	18	0.89 %
O29	Merewether	204	10.12 %

	OPTIONS	TOTAL	PERCENT
030	Merewether Heights	21	1.04 %
031	Minmi	12	0.60 %
032	New Lambton	97	4.81 %
033	New Lambton Heights	20	0.99 %
034	Newcastle (CBD)	100	4.96 %
035	Newcastle East	34	1.69 %
036	Newcastle West	14	0.69 %
037	North Lambton	28	1.39 %
038	Rankin Park	13	0.64 %
039	Sandgate	0	0.00 %
040	Shortland	33	1.64 %
041	Stockton	45	2.23 %
042	Tarro	16	0.79 %
043	The Hill	57	2.83 %
044	The Junction	35	1.74 %
045	Tighes Hill	39	1.93 %
046	Wallsend	113	5.61 %
047	Warabrook	11	0.55 %
048	Waratah	45	2.23 %
049	Waratah West	15	0.74 %
050	Wickham	18	0.89 %
051	I don't live in the Newcastle area.	25	1.24 %

## 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	34.71
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	27.64
Ward 3  (including the suburbs of:  Georgetown, Jesmond, Kotara, Lambton, New Lambton, New Lambton Heights, North Lambton, Waratah, Waratah West)	25	18.99
Ward 4  (including the suburbs of:  Beresfield, Birmingham Gardens, Blackhill / Lenaghan, Callaghan, Elmore Vale, Fletcher, Hexham, Maryland, Minmi, Rankin Park, Sandgate, Shortland, Tarro, Wallsend)	25	17.42

## Planning District

PD as % LGA      Hunter Street survey

	PD as % LGA	Hunter Street survey
		sample %
Inner City South	15.8	29.02
Inner City North	8	11.90
Hamilton	18	16.33
Mayfield	10.1	7.33
Lambton	19.5	14.87
Jesmond	6.2	3.77
Wallsend	13.5	7.84
Blue Gum Hills	7.2	4.87
North West	3.4	1.98

## General Characteristics of Respondents to survey from Newcastle Voice

### Length of time lived in Newcastle LGA

	OPTIONS	TOTAL	PERCENT
O1	Less than a year	29	3.24 %
O2	1 - 3 years	85	9.49 %
O3	4 - 10 years	181	20.20 %
O4	11 - 25 years	206	22.99 %
O5	More than 25 years	395	44.08 %

### Gender

	OPTIONS	TOTAL	PERCENT
O1	Male	434	47.38 %
O2	Female	482	52.62 %

### Age

	OPTIONS	TOTAL	PERCENT
O1	16-24	23	2.51 %
O2	25-39	237	25.87 %
O3	40-54	263	28.71 %
O4	55-69	310	33.84 %
O5	70+	83	9.06 %

## Employment Status

	OPTIONS	TOTAL	PERCENT
O1	Employed full time	430	49.71 %
O2	Employed part time	156	18.03 %
O3	Looking for work	17	1.97 %
O4	Studying	53	6.13 %
O5	Domestic activities/caring	50	5.78 %
O6	Retired	225	26.01 %
O7	Other [specify]	69	7.98 %
O8	Prefer not to answer	7	0.81 %

## Suburb of Residence

	OPTIONS	TOTAL	PERCENT
O1	Adamstown	20	2.18 %
O2	Adamstown Heights	13	1.42 %
O3	Bar Beach	13	1.42 %
O4	Beresfield	10	1.09 %
O5	Birmingham Gardens	9	0.98 %
O6	Blackhill/ Lenaghan	2	0.22 %
O7	Broadmeadow	11	1.20 %
O8	Callaghan	2	0.22 %
O9	Carrington	15	1.64 %
O10	Cooks Hill	47	5.13 %
O11	Elermore Vale	13	1.42 %
O12	Fletcher	8	0.87 %
O13	Georgetown	12	1.31 %
O14	Hamilton	43	4.69 %
O15	Hamilton East	9	0.98 %
O16	Hamilton North	6	0.66 %
O17	Hamilton South	20	2.18 %
O18	Hexham	0	0.00 %
O19	Islington	27	2.95 %
O20	Jesmond	10	1.09 %
O21	Kooragang	0	0.00 %
O22	Kotara	29	3.17 %
O23	Lambton	29	3.17 %
O24	Maryland	22	2.40 %
O25	Maryville	26	2.84 %
O26	Mayfield	48	5.24 %
O27	Mayfield East	9	0.98 %
O28	Mayfield West	7	0.76 %

	OPTIONS	TOTAL	PERCENT
026	Mayfield	48	5.24 %
027	Mayfield East	9	0.98 %
028	Mayfield West	7	0.76 %
029	Merewether	92	10.04 %
030	Merewether Heights	8	0.87 %
031	Minmi	6	0.66 %
032	New Lambton	49	5.35 %
033	New Lambton Heights	10	1.09 %
034	Newcastle (CBD)	46	5.02 %
035	Newcastle East	20	2.18 %
036	Newcastle West	7	0.76 %
037	North Lambton	11	1.20 %
038	Rankin Park	4	0.44 %
039	Sandgate	0	0.00 %
040	Shortland	14	1.53 %
041	Stockton	23	2.51 %
042	Tarro	8	0.87 %
043	The Hill	28	3.06 %
044	The Junction	20	2.18 %
045	Tighes Hill	14	1.53 %
046	Wallsend	36	3.93 %
047	Warabrook	7	0.76 %
048	Waratah	22	2.40 %
049	Waratah West	8	0.87 %
050	Wickham	9	0.98 %
051	I don't live in the Newcastle area.	14	1.53 %

## Ward

	PD as % LGA	Hunter Street survey respondents %
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	36.34
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	27.82
Ward 3  (including the suburbs of:  Georgetown, Jesmond, Kotara, Lambton, New Lambton, New Lambton Heights, North Lambton, Waratah, Waratah West)	25	19.65
Ward 4  (including the suburbs of:  Beresfield, Birmingham Gardens, Blackhill / Lenaghan, Callaghan, Elmore Vale, Fletcher, Hexham, Maryland, Minmi, Rankin Park, Sandgate, Shortland, Tarro, Wallsend)	25	16.19

## Planning District

PD as % LGA      Hunter Street survey

	PD as % LGA	respondents %
Inner City South	15.8	30.66
Inner City North	8	12.45
Hamilton	18	16.48
Mayfield	10.1	7.74
Lambton	19.5	15.39
Jesmond	6.2	3.82
Wallsend	13.5	5.79
Blue Gum Hills	7.2	3.93
North West	3.4	2.18



## Appendix III – Topline Report

Q1a. When was the last time you visited Hunter Street?

**Please select one response only.**

	OPTIONS	TOTAL	PERCENT
O1	Within the last week	636	69.43 %
O2	Within the last month	174	19.00 %
O3	Within the last 6 months	71	7.75 %
O4	Within the last 12 months	16	1.75 %
O5	More than 12 months ago	18	1.97 %
O6	Never	1	0.11 %

Q2a. How many people typically travel to Hunter Street with you?

**Please select one response only.**

	OPTIONS	TOTAL	PERCENT
O1	I travel to Hunter Street alone	345	38.46 %
O2	1-2	470	52.40 %
O3	3-5	78	8.70 %
O4	6+	4	0.45 %

Q2b. What is the age group of those typically travelling with you to Hunter Street?

**Please select all that apply.**

	OPTIONS	TOTAL	PERCENT
O1	birth-15	140	25.36 %
O2	16-24	62	11.23 %
O3	25-39	143	25.91 %
O4	40-54	168	30.43 %
O5	55-69	180	32.61 %
O6	70+	43	7.79 %

Q3. What is the main type of transport you use to get to or from Hunter Street?

**Please select one response only.**

	OPTIONS	TOTAL	PERCENT
01	Car	557	62.10 %
02	Bus	73	8.14 %
03	Motorcycle/ scooter	5	0.56 %
04	Walk	147	16.39 %
05	Bicycle	49	5.46 %
06	Train	38	4.24 %
07	Ferry	15	1.67 %
08	Taxi	3	0.33 %
09	Other	10	1.11 %

Q5. During your most recent visit, what place did you go to in the City Centre? **Please select all that apply.**

	OPTIONS	TOTAL	PERCENT
01	The Hunter Street Mall	461	51.39 %
02	Newcastle/Nobbys Beach	346	38.57 %
03	Foreshore Park/Customs House	258	28.76 %
04	Queen's Wharf/Brewery	190	21.18 %
05	Honeysuckle Precinct	286	31.88 %
06	Civic Park/Wheeler Place	248	27.65 %
07	Newcastle Library/Art Gallery	238	26.53 %
08	University Hub/Conservatorium	65	7.25 %
09	David Jones	299	33.33 %
010	Frontline Hobbies	58	6.47 %
011	Darby Street	326	36.34 %
012	TAFE	19	2.12 %
013	Bridal shops on Hunter Street	7	0.78 %
014	Hunter Health Services	66	7.36 %
015	Spotlight	169	18.84 %
016	Marketown Shopping Centre	360	40.13 %
017	Other	201	22.41 %

Q6a. Which one of these priorities do you think Newcastle City Council should focus on FIRST to revitalise Hunter Street? **Please select one response only.**

	OPTIONS	TOTAL	PERCENT
O1	Improving the appearance of the street	206	22.49 %
O2	Encouraging more shops and businesses	223	24.34 %
O3	Improving pedestrian accessibility in Hunter Street	41	4.48 %
O4	Improving vehicle access and car parking	86	9.39 %
O5	Encouraging cultural activities and tourism	32	3.49 %
O6	Protecting and enhancing heritage buildings	61	6.66 %
O7	Providing more trees and green spaces	31	3.38 %
O8	Developing a night time entertainment and dining experience	68	7.42 %
O9	Improving public safety	84	9.17 %
O10	Encouraging more people to live in Hunter Street	84	9.17 %

**Area A: Focusing on the area between Pacific Street and Perkins Street, please answer the following questions.**

Q7. Have you visited Hunter Street between Pacific Street and Perkins Street within the last 12 months?

	OPTIONS	TOTAL	PERCENT
O1	Yes	805	89.74 %
O2	No	92	10.26 %

Q8. How often do you usually visit Hunter Street between Pacific Street and Perkins Street? **Please select one response only.**

frequency\_visit\_area\_a\_0: On weekdays during the day

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Every or most days	112	13.91 %
02	Once per week	132	16.40 %
03	2 or 3 times per month	153	19.01 %
04	Once per month	115	14.29 %
05	A few times a year	218	27.08 %
06	Once a year	33	4.10 %
07	Don't know	42	5.22 %

frequency\_visit\_area\_a\_1: On weekdays at night

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Every or most days	26	3.23 %
02	Once per week	42	5.22 %
03	2 or 3 times per month	61	7.58 %
04	Once per month	71	8.82 %
05	A few times a year	203	25.22 %
06	Once a year	178	22.11 %
07	Don't know	224	27.83 %

frequency\_visit\_area\_a\_2: On the weekend during the day

QUESTION TOTAL: 805

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Every or most days	56	6.96 %
O2	Once per week	104	12.92 %
O3	2 or 3 times per month	154	19.13 %
O4	Once per month	127	15.78 %
O5	A few times a year	213	26.46 %
O6	Once a year	61	7.58 %
O7	Don't know	90	11.18 %

frequency\_visit\_area\_a\_3: On the weekend at night

QUESTION TOTAL: 805

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Every or most days	27	3.35 %
O2	Once per week	42	5.22 %
O3	2 or 3 times per month	60	7.45 %
O4	Once per month	70	8.70 %
O5	A few times a year	219	27.20 %
O6	Once a year	160	19.88 %
O7	Don't know	227	28.20 %

Q9. During your most recent visit, what things did you do between Pacific Street and Perkins Street? **Please select all that apply.**

	OPTIONS	TOTAL	PERCENT
01	Food and grocery shopping	103	12.80 %
02	Fashion shopping	189	23.48 %
03	Shopping - other	280	34.78 %
04	Restaurant/Café/Take away food	401	49.81 %
05	Community or health services	112	13.91 %
06	Working/Business related meeting	165	20.50 %
07	Sight seeing/Tourist	91	11.30 %
08	Visiting/meeting friends	171	21.24 %
09	Night time activities/Theatre/Pub	121	15.03 %
010	Walking through to another location	289	35.90 %
011	Other	96	11.93 %

Q10. During your most recent visit, how long did you stay on Hunter Street between Pacific Street and Perkins Street? **Please select one response only.**

	OPTIONS	TOTAL	PERCENT
01	Less than 15 minutes	71	8.82 %
02	15 to 30 minutes	162	20.12 %
03	30 minutes to 1 hour	243	30.19 %
04	1 to 2 hours	199	24.72 %
05	2 to 4 hours	83	10.31 %
06	More than 4 hours	29	3.60 %
07	Don't know	18	2.24 %

Q11. While walking along Hunter Street between Pacific Street and Perkins Street, how satisfied or dissatisfied were you with the following things? **Please select one response only.**

walking\_aspects\_area\_a\_0: The location of pedestrian crossings

QUESTION TOTAL: 805

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	25	3.11 %
O2	Dissatisfied	60	7.45 %
O3	Neither	178	22.11 %
O4	Satisfied	410	50.93 %
O5	Very satisfied	76	9.44 %
O6	Don't know/Not applicable	56	6.96 %

walking\_aspects\_area\_a\_1: How long you had to wait at pedestrian crossings

QUESTION TOTAL: 805

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	15	1.86 %
O2	Dissatisfied	40	4.97 %
O3	Neither	142	17.64 %
O4	Satisfied	412	51.18 %
O5	Very satisfied	113	14.04 %
O6	Don't know/Not applicable	83	10.31 %

**walking\_aspects\_area\_a\_2: The safety of the pedestrian**

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	35	4.35 %
O2	Dissatisfied	106	13.17 %
O3	Neither	123	15.28 %
O4	Satisfied	416	51.68 %
O5	Very satisfied	85	10.56 %
O6	Don't know/Not applicable	40	4.97 %

**walking\_aspects\_area\_a\_3: The width and surface of the footpaths**

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	44	5.47 %
O2	Dissatisfied	165	20.50 %
O3	Neither	111	13.79 %
O4	Satisfied	369	45.84 %
O5	Very satisfied	88	10.93 %
O6	Don't know/Not applicable	28	3.48 %

**walking\_aspects\_area\_a\_4: The number and types of street or information signs**

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	32	3.98 %
O2	Dissatisfied	129	16.02 %
O3	Neither	210	26.09 %
O4	Satisfied	295	36.65 %
O5	Very satisfied	55	6.83 %
O6	Don't know/Not applicable	84	10.43 %

walking\_aspects\_area\_a\_5: The speed of vehicles driving along Hunter Street

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	57	7.08 %
O2	Dissatisfied	144	17.89 %
O3	Neither	144	17.89 %
O4	Satisfied	383	47.58 %
O5	Very satisfied	44	5.47 %
O6	Don't know/Not applicable	33	4.10 %

Q12. How satisfied or dissatisfied are you with the following aspects of Hunter Street between Pacific Street and Perkins Street? **Please select one response only.**

aspects\_area\_a\_0: Appearance and cleanliness

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	150	18.63 %
O2	Dissatisfied	326	40.50 %
O3	Neither	101	12.55 %
O4	Satisfied	203	25.22 %
O5	Very satisfied	12	1.49 %
O6	Don't know/Not applicable	13	1.61 %

**aspects\_area\_a\_1: Shelter from the weather**

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	65	8.07 %
02	Dissatisfied	244	30.31 %
03	Neither	184	22.86 %
04	Satisfied	244	30.31 %
05	Very satisfied	16	1.99 %
06	Don't know/Not applicable	52	6.46 %

**aspects\_area\_a\_2: Trees and gardens**

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	72	8.94 %
02	Dissatisfied	326	40.50 %
03	Neither	139	17.27 %
04	Satisfied	214	26.58 %
05	Very satisfied	22	2.73 %
06	Don't know/Not applicable	32	3.98 %

**aspects\_area\_a\_3: Seating**

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	56	6.96 %
02	Dissatisfied	236	29.32 %
03	Neither	200	24.84 %
04	Satisfied	220	27.33 %
05	Very satisfied	18	2.24 %
06	Don't know/Not applicable	75	9.32 %

**aspects\_area\_a\_4: Public toilets**

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	257	31.93 %
O2	Dissatisfied	282	35.03 %
O3	Neither	106	13.17 %
O4	Satisfied	33	4.10 %
O5	Very satisfied	2	0.25 %
O6	Don't know/Not applicable	125	15.53 %

**aspects\_area\_a\_5: Amount of car parking**

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	151	18.76 %
O2	Dissatisfied	246	30.56 %
O3	Neither	133	16.52 %
O4	Satisfied	179	22.24 %
O5	Very satisfied	20	2.48 %
O6	Don't know/Not applicable	76	9.44 %

**aspects\_area\_a\_6: Facilities for cyclists**

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	143	17.76 %
O2	Dissatisfied	198	24.60 %
O3	Neither	169	20.99 %
O4	Satisfied	48	5.96 %
O5	Very satisfied	10	1.24 %
O6	Don't know/Not applicable	237	29.44 %

**aspects\_area\_a\_7: Restaurants, cafés and takeaway shops**

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	50	6.21 %
O2	Dissatisfied	179	22.24 %
O3	Neither	158	19.63 %
O4	Satisfied	325	40.37 %
O5	Very satisfied	46	5.71 %
O6	Don't know/Not applicable	47	5.84 %

**aspects\_area\_a\_8: Fashion shopping**

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	48	5.96 %
O2	Dissatisfied	187	23.23 %
O3	Neither	220	27.33 %
O4	Satisfied	201	24.97 %
O5	Very satisfied	23	2.86 %
O6	Don't know/Not applicable	126	15.65 %

**aspects\_area\_a\_9: Grocery shopping**

**QUESTION TOTAL:** 805

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	72	8.94 %
O2	Dissatisfied	197	24.47 %
O3	Neither	219	27.20 %
O4	Satisfied	123	15.28 %
O5	Very satisfied	10	1.24 %
O6	Don't know/Not applicable	184	22.86 %

aspects\_area\_a\_10: Health services

QUESTION TOTAL: 805

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	29	3.60 %
O2	Dissatisfied	75	9.32 %
O3	Neither	265	32.92 %
O4	Satisfied	176	21.86 %
O5	Very satisfied	17	2.11 %
O6	Don't know/Not applicable	243	30.19 %

aspects\_area\_a\_11: Personal safety

QUESTION TOTAL: 805

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	93	11.55 %
O2	Dissatisfied	216	26.83 %
O3	Neither	168	20.87 %
O4	Satisfied	264	32.80 %
O5	Very satisfied	25	3.11 %
O6	Don't know/Not applicable	39	4.84 %

**Area B: Focusing on the area between Perkins Street and Union Street, please answer the following questions.**

Q14. Have you visited Hunter Street between Perkins Street and Union Street within the last 12 months?

	OPTIONS	TOTAL	PERCENT
O1	Yes	771	85.95 %
O2	No	126	14.05 %

Q15. How often do you usually visit Hunter Street between Perkins Street and Union Street?  
**Please select one response only.**

frequency\_visit\_area\_b\_0: On weekdays during the day

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Every or most days	143	18.55 %
O2	Once per week	115	14.92 %
O3	2 or 3 times per month	114	14.79 %
O4	Once per month	110	14.27 %
O5	A few times a year	210	27.24 %
O6	Once a year	46	5.97 %
O7	Don't know	33	4.28 %

frequency\_visit\_area\_b\_1: On weekdays at night

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Every or most days	24	3.11 %
O2	Once per week	58	7.52 %
O3	2 or 3 times per month	75	9.73 %
O4	Once per month	69	8.95 %
O5	A few times a year	212	27.50 %
O6	Once a year	131	16.99 %
O7	Don't know	202	26.20 %

frequency\_visit\_area\_b\_2: On the weekend during the day

**QUESTION TOTAL:** 771

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Every or most days	51	6.61 %
02	Once per week	93	12.06 %
03	2 or 3 times per month	109	14.14 %
04	Once per month	107	13.88 %
05	A few times a year	239	31.00 %
06	Once a year	77	9.99 %
07	Don't know	95	12.32 %

frequency\_visit\_area\_b\_3: On the weekend at night

**QUESTION TOTAL:** 771

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Every or most days	20	2.59 %
02	Once per week	55	7.13 %
03	2 or 3 times per month	60	7.78 %
04	Once per month	61	7.91 %
05	A few times a year	224	29.05 %
06	Once a year	139	18.03 %
07	Don't know	212	27.50 %

Q16. During your most recent visit, what things did you do between Perkins Street and Union Street? **Please select all that apply.**

	OPTIONS	TOTAL	PERCENT
01	Food and grocery shopping	93	12.06 %
02	Fashion shopping	74	9.60 %
03	Shopping - other	193	25.03 %
04	Restaurant/Café/Take away food	243	31.52 %
05	Community or health services	103	13.36 %
06	Working/Business related meeting	187	24.25 %
07	Sight seeing/Tourist	58	7.52 %
08	Visiting/meeting friends	132	17.12 %
09	Night time activities/Theatre/Pub	209	27.11 %
010	Walking through to another location	338	43.84 %
011	Other	106	13.75 %

Q17. During your most recent visit, how long did you stay on Hunter Street between Perkins Street and Union Street? **Please select one response only.**

	OPTIONS	TOTAL	PERCENT
01	Less than 15 minutes	127	16.47 %
02	15 to 30 minutes	162	21.01 %
03	30 minutes to 1 hour	160	20.75 %
04	1 to 2 hours	150	19.46 %
05	2 to 4 hours	117	15.18 %
06	More than 4 hours	44	5.71 %
07	Don't know	11	1.43 %

Q18. While walking along Hunter Street between Perkins Street and Union Street, how satisfied or dissatisfied were you with the following things? **Please select one response only.**

walking\_aspects\_area\_b\_0: The location of pedestrian crossings

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	47	6.10 %
O2	Dissatisfied	136	17.64 %
O3	Neither	206	26.72 %
O4	Satisfied	319	41.37 %
O5	Very satisfied	20	2.59 %
O6	Don't know/Not applicable	43	5.58 %

walking\_aspects\_area\_b\_1: How long you had to wait at pedestrian crossings

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	31	4.02 %
O2	Dissatisfied	114	14.79 %
O3	Neither	210	27.24 %
O4	Satisfied	328	42.54 %
O5	Very satisfied	20	2.59 %
O6	Don't know/Not applicable	68	8.82 %

**walking\_aspects\_area\_b\_2: The safety of the pedestrian**

**QUESTION TOTAL:** 771

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	33	4.28 %
O2	Dissatisfied	156	20.23 %
O3	Neither	162	21.01 %
O4	Satisfied	347	45.01 %
O5	Very satisfied	34	4.41 %
O6	Don't know/Not applicable	39	5.06 %

**walking\_aspects\_area\_b\_3: The width and surface of the footpaths**

**QUESTION TOTAL:** 771

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	41	5.32 %
O2	Dissatisfied	169	21.92 %
O3	Neither	130	16.86 %
O4	Satisfied	368	47.73 %
O5	Very satisfied	34	4.41 %
O6	Don't know/Not applicable	29	3.76 %

**walking\_aspects\_area\_b\_4: The number and types of street or information signs**

**QUESTION TOTAL:** 771

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	27	3.50 %
O2	Dissatisfied	135	17.51 %
O3	Neither	239	31.00 %
O4	Satisfied	266	34.50 %
O5	Very satisfied	25	3.24 %
O6	Don't know/Not applicable	79	10.25 %

walking\_aspects\_area\_b\_5: The speed of vehicles driving along Hunter Street

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	73	9.47 %
O2	Dissatisfied	184	23.87 %
O3	Neither	168	21.79 %
O4	Satisfied	290	37.61 %
O5	Very satisfied	25	3.24 %
O6	Don't know/Not applicable	31	4.02 %

Q19. How satisfied or dissatisfied are you with the following aspects of Hunter Street between Perkins Street and Union Street? **Please select one response only.**

aspects\_area\_b\_0: Appearance and cleanliness

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	241	31.26 %
O2	Dissatisfied	351	45.53 %
O3	Neither	76	9.86 %
O4	Satisfied	88	11.41 %
O5	Very satisfied	5	0.65 %
O6	Don't know/Not applicable	10	1.30 %

aspects\_area\_b\_1: Shelter from the weather

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	104	13.49 %
O2	Dissatisfied	267	34.63 %
O3	Neither	166	21.53 %
O4	Satisfied	177	22.96 %
O5	Very satisfied	5	0.65 %
O6	Don't know/Not applicable	52	6.74 %

aspects\_area\_b\_2: Trees and gardens

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	165	21.40 %
O2	Dissatisfied	344	44.62 %
O3	Neither	119	15.43 %
O4	Satisfied	96	12.45 %
O5	Very satisfied	14	1.82 %
O6	Don't know/Not applicable	33	4.28 %

aspects\_area\_b\_3: Seating

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	127	16.47 %
O2	Dissatisfied	318	41.25 %
O3	Neither	157	20.36 %
O4	Satisfied	72	9.34 %
O5	Very satisfied	4	0.52 %
O6	Don't know/Not applicable	93	12.06 %

aspects\_area\_b\_4: Public toilets

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	240	31.13 %
O2	Dissatisfied	276	35.80 %
O3	Neither	92	11.93 %
O4	Satisfied	24	3.11 %
O5	Very satisfied	2	0.26 %
O6	Don't know/Not applicable	137	17.77 %

aspects\_area\_b\_5: Amount of car parking

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	129	16.73 %
O2	Dissatisfied	236	30.61 %
O3	Neither	155	20.10 %
O4	Satisfied	159	20.62 %
O5	Very satisfied	13	1.69 %
O6	Don't know/Not applicable	79	10.25 %

aspects\_area\_b\_6: Facilities for cyclists

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	152	19.71 %
O2	Dissatisfied	187	24.25 %
O3	Neither	151	19.58 %
O4	Satisfied	43	5.58 %
O5	Very satisfied	9	1.17 %
O6	Don't know/Not applicable	229	29.70 %

**aspects\_area\_b\_7: Restaurants, cafés and takeaway shops**

**QUESTION TOTAL:** 771

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	81	10.51 %
O2	Dissatisfied	233	30.22 %
O3	Neither	192	24.90 %
O4	Satisfied	180	23.35 %
O5	Very satisfied	16	2.08 %
O6	Don't know/Not applicable	69	8.95 %

**aspects\_area\_b\_8: Fashion shopping**

**QUESTION TOTAL:** 771

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	96	12.45 %
O2	Dissatisfied	176	22.83 %
O3	Neither	222	28.79 %
O4	Satisfied	93	12.06 %
O5	Very satisfied	12	1.56 %
O6	Don't know/Not applicable	172	22.31 %

**aspects\_area\_b\_9: Grocery shopping**

**QUESTION TOTAL:** 771

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	94	12.19 %
O2	Dissatisfied	161	20.88 %
O3	Neither	228	29.57 %
O4	Satisfied	89	11.54 %
O5	Very satisfied	6	0.78 %
O6	Don't know/Not applicable	193	25.03 %

aspects\_area\_b\_10: Health services

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	44	5.71 %
O2	Dissatisfied	76	9.86 %
O3	Neither	246	31.91 %
O4	Satisfied	129	16.73 %
O5	Very satisfied	17	2.20 %
O6	Don't know/Not applicable	259	33.59 %

aspects\_area\_b\_11: Personal safety

QUESTION TOTAL: 771

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	137	17.77 %
O2	Dissatisfied	215	27.89 %
O3	Neither	174	22.57 %
O4	Satisfied	191	24.77 %
O5	Very satisfied	22	2.85 %
O6	Don't know/Not applicable	32	4.15 %

**Area C: Focusing on the area between Union Street and Stewart Street, please answer the following questions.**

Q21. Have you visited Hunter Street between Union Street and Stewart Street within the last 12 months?

	OPTIONS	TOTAL	PERCENT
O1	Yes	721	80.38 %
O2	No	176	19.62 %

Q22. How often do you usually visit Hunter Street between Union Street and Stewart Street?  
**Please select one response only.**

frequency\_visit\_area\_c\_0: On weekdays during the day

QUESTION TOTAL: 721

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
01	Every or most days	106	14.70 %
02	Once per week	112	15.53 %
03	2 or 3 times per month	114	15.81 %
04	Once per month	95	13.18 %
05	A few times a year	221	30.65 %
06	Once a year	40	5.55 %
07	Don't know	33	4.58 %

frequency\_visit\_area\_c\_1: On weekdays at night

QUESTION TOTAL: 721

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
01	Every or most days	24	3.33 %
02	Once per week	48	6.66 %
03	2 or 3 times per month	59	8.18 %
04	Once per month	63	8.74 %
05	A few times a year	142	19.69 %
06	Once a year	134	18.59 %
07	Don't know	251	34.81 %

frequency\_visit\_area\_c\_2: On the weekend during the day

**QUESTION TOTAL:** 721

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Every or most days	49	6.80 %
O2	Once per week	79	10.96 %
O3	2 or 3 times per month	80	11.10 %
O4	Once per month	93	12.90 %
O5	A few times a year	228	31.62 %
O6	Once a year	78	10.82 %
O7	Don't know	114	15.81 %

frequency\_visit\_area\_c\_3: On the weekend at night

**QUESTION TOTAL:** 721

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Every or most days	21	2.91 %
O2	Once per week	38	5.27 %
O3	2 or 3 times per month	47	6.52 %
O4	Once per month	61	8.46 %
O5	A few times a year	139	19.28 %
O6	Once a year	149	20.67 %
O7	Don't know	266	36.89 %

Q23. During your most recent visit, what things did you do between Union Street and Stewart Street? **Please select all that apply.**

	OPTIONS	TOTAL	PERCENT
O1	Food and grocery shopping	155	21.50 %
O2	Fashion shopping	62	8.60 %
O3	Shopping - other	314	43.55 %
O4	Restaurant/Café/Take away food	128	17.75 %
O5	Community or health services	118	16.37 %
O6	Working/Business related meeting	119	16.50 %
O7	Sight seeing/Tourist	33	4.58 %
O8	Visiting/meeting friends	77	10.68 %
O9	Night time activities/Theatre/Pub	76	10.54 %
O10	Walking through to another location	238	33.01 %
O11	Other	92	12.76 %

Q24. During your most recent visit, how long did you stay on Hunter Street between Union Street and Stewart Street? **Please select one response only.**

	OPTIONS	TOTAL	PERCENT
O1	Less than 15 minutes	129	17.89 %
O2	15 to 30 minutes	183	25.38 %
O3	30 minutes to 1 hour	202	28.02 %
O4	1 to 2 hours	120	16.64 %
O5	2 to 4 hours	50	6.93 %
O6	More than 4 hours	29	4.02 %
O7	Don't know	8	1.11 %

Q25. While walking along Hunter Street between Union Street and Stewart Street, how satisfied or dissatisfied were you with the following things? **Please select one response only.**

walking\_aspects\_area\_c\_0: The location of pedestrian crossings

QUESTION TOTAL: 721

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	52	7.21 %
02	Dissatisfied	152	21.08 %
03	Neither	208	28.85 %
04	Satisfied	234	32.45 %
05	Very satisfied	14	1.94 %
06	Don't know/Not applicable	61	8.46 %

walking\_aspects\_area\_c\_1: How long you had to wait at pedestrian crossings

QUESTION TOTAL: 721

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	34	4.72 %
02	Dissatisfied	126	17.48 %
03	Neither	221	30.65 %
04	Satisfied	256	35.51 %
05	Very satisfied	13	1.80 %
06	Don't know/Not applicable	71	9.85 %

**walking\_aspects\_area\_c\_2: The safety of the pedestrian**

**QUESTION TOTAL:** 721

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	67	9.29 %
02	Dissatisfied	170	23.58 %
03	Neither	160	22.19 %
04	Satisfied	256	35.51 %
05	Very satisfied	22	3.05 %
06	Don't know/Not applicable	46	6.38 %

**walking\_aspects\_area\_c\_3: The width and surface of the footpaths**

**QUESTION TOTAL:** 721

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	62	8.60 %
02	Dissatisfied	148	20.53 %
03	Neither	147	20.39 %
04	Satisfied	311	43.13 %
05	Very satisfied	20	2.77 %
06	Don't know/Not applicable	33	4.58 %

**walking\_aspects\_area\_c\_4: The number and types of street or information signs**

**QUESTION TOTAL:** 721

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	45	6.24 %
02	Dissatisfied	130	18.03 %
03	Neither	236	32.73 %
04	Satisfied	222	30.79 %
05	Very satisfied	20	2.77 %
06	Don't know/Not applicable	68	9.43 %

walking\_aspects\_area\_c\_4: The number and types of street or information signs

**QUESTION TOTAL:** 721

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	45	6.24 %
O2	Dissatisfied	130	18.03 %
O3	Neither	236	32.73 %
O4	Satisfied	222	30.79 %
O5	Very satisfied	20	2.77 %
O6	Don't know/Not applicable	68	9.43 %

walking\_aspects\_area\_c\_5: The speed of vehicles driving along Hunter Street

**QUESTION TOTAL:** 721

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	95	13.18 %
O2	Dissatisfied	181	25.10 %
O3	Neither	147	20.39 %
O4	Satisfied	244	33.84 %
O5	Very satisfied	26	3.61 %
O6	Don't know/Not applicable	28	3.88 %

Q26. How satisfied or dissatisfied are you with the following aspects of Hunter Street between Union Street and Stewart Street? **Please select one response only.**

**aspects\_area\_c\_0: Appearance and cleanliness**

**QUESTION TOTAL:** 721

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	385	53.40 %
02	Dissatisfied	246	34.12 %
03	Neither	45	6.24 %
04	Satisfied	35	4.85 %
05	Very satisfied	1	0.14 %
06	Don't know/Not applicable	9	1.25 %

**aspects\_area\_c\_1: Shelter from the weather**

**QUESTION TOTAL:** 721

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	177	24.55 %
02	Dissatisfied	248	34.40 %
03	Neither	153	21.22 %
04	Satisfied	86	11.93 %
05	Very satisfied	1	0.14 %
06	Don't know/Not applicable	56	7.77 %

**aspects\_area\_c\_2: Trees and gardens**

**QUESTION TOTAL:** 721

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	247	34.26 %
02	Dissatisfied	286	39.67 %
03	Neither	92	12.76 %
04	Satisfied	65	9.02 %
05	Very satisfied	5	0.69 %
06	Don't know/Not applicable	26	3.61 %

**aspects\_area\_c\_3: Seating**

**QUESTION TOTAL:** 721

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	197	27.32 %
02	Dissatisfied	255	35.37 %
03	Neither	139	19.28 %
04	Satisfied	40	5.55 %
05	Very satisfied	0	0.00 %
06	Don't know/Not applicable	90	12.48 %

**aspects\_area\_c\_4: Public toilets**

**QUESTION TOTAL:** 721

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	284	39.39 %
02	Dissatisfied	207	28.71 %
03	Neither	92	12.76 %
04	Satisfied	12	1.66 %
05	Very satisfied	0	0.00 %
06	Don't know/Not applicable	126	17.48 %

aspects\_area\_c\_5: Amount of car parking

QUESTION TOTAL: 721

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	137	19.00 %
02	Dissatisfied	188	26.07 %
03	Neither	153	21.22 %
04	Satisfied	167	23.16 %
05	Very satisfied	14	1.94 %
06	Don't know/Not applicable	62	8.60 %

aspects\_area\_c\_6: Facilities for cyclists

QUESTION TOTAL: 721

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	184	25.52 %
02	Dissatisfied	157	21.78 %
03	Neither	127	17.61 %
04	Satisfied	38	5.27 %
05	Very satisfied	4	0.55 %
06	Don't know/Not applicable	211	29.26 %

aspects\_area\_c\_7: Restaurants, cafés and takeaway shops

QUESTION TOTAL: 721

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
01	Very dissatisfied	138	19.14 %
02	Dissatisfied	216	29.96 %
03	Neither	180	24.97 %
04	Satisfied	100	13.87 %
05	Very satisfied	3	0.42 %
06	Don't know/Not applicable	84	11.65 %

aspects\_area\_c\_8: Fashion shopping

QUESTION TOTAL: 721

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	145	20.11 %
O2	Dissatisfied	157	21.78 %
O3	Neither	183	25.38 %
O4	Satisfied	62	8.60 %
O5	Very satisfied	6	0.83 %
O6	Don't know/Not applicable	168	23.30 %

aspects\_area\_c\_9: Grocery shopping

QUESTION TOTAL: 721

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	128	17.75 %
O2	Dissatisfied	124	17.20 %
O3	Neither	172	23.86 %
O4	Satisfied	117	16.23 %
O5	Very satisfied	30	4.16 %
O6	Don't know/Not applicable	150	20.80 %

aspects\_area\_c\_10: Health services

QUESTION TOTAL: 721

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	46	6.38 %
O2	Dissatisfied	57	7.91 %
O3	Neither	218	30.24 %
O4	Satisfied	188	26.07 %
O5	Very satisfied	30	4.16 %
O6	Don't know/Not applicable	182	25.24 %

aspects\_area\_c\_11: Personal safety

QUESTION TOTAL: 721

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Very dissatisfied	204	28.29 %
O2	Dissatisfied	202	28.02 %
O3	Neither	132	18.31 %
O4	Satisfied	134	18.59 %
O5	Very satisfied	9	1.25 %
O6	Don't know/Not applicable	40	5.55 %



## Appendix IV – Quantitative Analysis

## Area A

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The mean score for this question is 3.50 which indicates that there is room for improvement with respect to the appearance and cleanliness.

Table 1: Mean Score – Appearance and cleanliness

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	12	1x12	The score is calculated by dividing 2775 by the number of 1-5 responses (792)
2 – Satisfied	203	2x203	
3 – Neither	101	3x101	
4 - Dissatisfied	326	4x326	
5 – Very dissatisfied	150	5x150	
6 – Don't know/NA	13		
<b>TOTAL</b>	<b>805</b>	<b>2775</b>	<b>Score = 3.50</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The mean score for this question is 3.13 which indicates that residents/ratepayers are neither satisfied nor dissatisfied with shelter from the weather.

Table 2: Mean Score – Shelter from the weather

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	16	1x16	The score is calculated by dividing 2357 by the number of 1-5 responses (753)
2 – Satisfied	244	2x244	
3 – Neither	184	3x184	
4 - Dissatisfied	244	4x244	
5 – Very dissatisfied	65	5x65	
6 – Don't know/NA	52		
<b>TOTAL</b>	<b>805</b>	<b>2357</b>	<b>Score = 3.13</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.27 which indicates that residents/ratepayers are neither satisfied or dissatisfied with trees and gardens.

Table 3: Mean Score – Trees and gardens

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	22	1x22	The score is calculated by dividing 2531 by the number of 1-5 responses (773)
2 – Satisfied	214	2x214	
3 – Neither	139	3x139	
4 - Dissatisfied	326	4x326	
5 – Very dissatisfied	72	5x72	
<b>TOTAL</b>	<b>805</b>	<b>2531</b>	<b>Score = 3.27</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.13 which indicates that residents/ratepayers are neither satisfied or dissatisfied with seating.

Table 4: Mean Score – Seating

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	18	1x18	The score is calculated by dividing 2282 by the number of 1-5 responses (730)
2 – Satisfied	220	2x220	
3 – Neither	200	3x200	
4 - Dissatisfied	236	4x236	
5 – Very dissatisfied	56	5x56	
6- Don't know/NA	75		
<b>TOTAL</b>	<b>805</b>	<b>2282</b>	<b>Score = 3.13</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 4.12 which indicates that residents/ratepayers are dissatisfied with public toilets.

Table 5: Mean Score – Public toilets

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	2	1x2	The score is calculated by dividing 2799 by the number of 1-5 responses (680)
2 – Satisfied	33	2x33	
3 – Neither	106	3x106	
4 - Dissatisfied	282	4x282	
5 – Very dissatisfied	257	5x257	
6- Don't know/NA	125		
<b>TOTAL</b>	805	2799	<b>Score = 4.12</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The calculation of the mean score follows. The score for this question is 3.45 which indicates that residents/ratepayers are neither satisfied or dissatisfied with the amount of car parking.

Table 6: Mean Score – Amount of Car Parking

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	20	1x20	The score is calculated by dividing 2516 by the number of 1-5 responses (729)
2 – Satisfied	179	2x179	
3 – Neither	133	3x133	
4 - Dissatisfied	246	4x246	
5 – Very dissatisfied	151	5x151	
6 – Don't know/NA	76		
<b>TOTAL</b>	805	2516	<b>Score = 3.45</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The mean score for this question is 3.73 which indicates that there is room for improvement for facilities for cyclists.

Table 7: Mean Score – Facilities for cyclists

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	10	1x10	The score is calculated by dividing 2120 by the number of 1-5 responses (568)
2 – Satisfied	48	2x48	
3 – Neither	169	3x169	
4 - Dissatisfied	198	4x198	
5 – Very dissatisfied	143	5x143	
6- Don't know/NA	237		
<b>TOTAL</b>	805	2120	<b>Score = 3.73</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 2.82 which indicates that residents/ratepayers are satisfied with the restaurants/café/take away shops.

Table 8: Mean Score – Restaurants/café/takeaway

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	46	1x46	The score is calculated by dividing 2136 by the number of 1-5 responses (758)
2 – Satisfied	325	2x325	
3 – Neither	158	3x158	
4 - Dissatisfied	179	4x179	
5 – Very dissatisfied	50	5x50	
6- Don't know/NA	47		
<b>TOTAL</b>	805	2136	<b>Score = 2.82</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.06 which indicates that residents/ratepayers are neither satisfied or dissatisfied with fashion shopping

Table 9: Mean Score – Fashion shopping

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	23	1x23	The score is calculated by dividing 2073 by the number of 1-5 responses (679)
2 – Satisfied	201	2x201	
3 – Neither	220	3x220	
4 - Dissatisfied	187	4x187	
5 – Very dissatisfied	48	5x48	
6- Don't know/NA	126		
<b>TOTAL</b>	805	2073	<b>Score = 3.06</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.32 which indicates that residents/ratepayers are neither satisfied or dissatisfied with grocery shopping

Table 10: Mean Score – Grocery shopping

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	10	1x10	The score is calculated by dividing 2061 by the number of 1-5 responses (621)
2 – Satisfied	123	2x123	
3 – Neither	219	3x219	
4 - Dissatisfied	197	4x197	
5 – Very dissatisfied	72	5x72	
6- Don't know/NA	184		
<b>TOTAL</b>	805	2061	<b>Score = 3.32</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.81 which indicates that there is room for improvement with respect to health services.

Table 11: Mean Score – Health services

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	17	1x17	The score is calculated by dividing 2139 by the number of 1-5 responses (562)
2 – Satisfied	176	2x176	
3 – Neither	265	3x265	
4 - Dissatisfied	75	4x75	
5 – Very dissatisfied	29	5x29	
6- Don't know/NA	243		
<b>TOTAL</b>	805	2139	<b>Score = 3.81</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.11 which indicates that residents/ratepayers are neither satisfied or dissatisfied with personal safety.

Table 12: Mean Score – Personal safety

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	25	1x25	The score is calculated by dividing 2386 by the number of 1-5 responses (766)
2 – Satisfied	264	2x264	
3 – Neither	168	3x168	
4 - Dissatisfied	216	4x216	
5 – Very dissatisfied	93	5x93	
6- Don't know/NA	39		
<b>TOTAL</b>	805	2386	<b>Score = 3.11</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

## Area B

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The mean score for this question is 3.97 which indicates that there is room for improvement with respect to the appearance and cleanliness.

Table 1: Mean Score – Appearance and cleanliness

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	5	1x5	The score is calculated by dividing 3018 by the number of 1-5 responses (761)
2 – Satisfied	88	2x88	
3 – Neither	76	3x76	
4 - Dissatisfied	351	4x351	
5 – Very dissatisfied	241	5x241	
6 – Don't know/NA	10		
<b>TOTAL</b>	<b>771</b>	<b>3018</b>	<b>Score = 3.97</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The mean score for this question is 3.40 which indicates that residents/ratepayers are neither satisfied nor dissatisfied with shelter from the weather.

Table 2: Mean Score – Shelter from the weather

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	5	1x5	The score is calculated by dividing 2445 by the number of 1-5 responses (719)
2 – Satisfied	177	2x177	
3 – Neither	166	3x166	
4 - Dissatisfied	267	4x267	
5 – Very dissatisfied	104	5x104	
6 – Don't know/NA	52		
<b>TOTAL</b>	<b>771</b>	<b>2445</b>	<b>Score = 3.40</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.75 which indicates that there is room for improvement with trees and gardens.

Table 3: Mean Score – Trees and gardens

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	14	1x14	The score is calculated by dividing 2764 by the number of 1-5 responses (738)
2 – Satisfied	96	2x96	
3 – Neither	119	3x119	
4 - Dissatisfied	344	4x344	
5 – Very dissatisfied	165	5x165	
6 – Don't know/NA	33		
<b>TOTAL</b>	771	2764	<b>Score = 3.75</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.73 which indicates that there is room for improvement regarding seating.

Table 4: Mean Score – Seating

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	4	1x4	The score is calculated by dividing 2526 by the number of 1-5 responses (678)
2 – Satisfied	72	2x72	
3 – Neither	157	3x157	
4 - Dissatisfied	318	4x318	
5 – Very dissatisfied	127	5x127	
6- Don't know/NA	93		
<b>TOTAL</b>	771	2526	<b>Score = 3.73</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 4.13 which indicates that residents/ratepayers are dissatisfied with public toilets.

Table 5: Mean Score – Public toilets

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	2	1x2	The score is calculated by dividing 2630 by the number of 1-5 responses (637)
2 – Satisfied	24	2x24	
3 – Neither	92	3x92	
4 - Dissatisfied	276	4x276	
5 – Very dissatisfied	240	5x240	
6- Don't know/NA	137		
<b>TOTAL</b>	771	2630	<b>Score = 4.13</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The calculation of the mean score follows. The score for this question is 3.39 which indicates that residents/ratepayers are neither satisfied or dissatisfied with the amount of car parking.

Table 6: Mean Score – Amount of Car Parking

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	13	1x13	The score is calculated by dividing 2345 by the number of 1-5 responses (692)
2 – Satisfied	159	2x159	
3 – Neither	155	3x155	
4 - Dissatisfied	236	4x226	
5 – Very dissatisfied	129	5x129	
6 – Don't know/NA	79		
<b>TOTAL</b>	771	2345	<b>Score = 3.39</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The mean score for this question is 3.79 which indicates that there is room for improvement for facilities for cyclists.

Table 7: Mean Score – Facilities for cyclists

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	9	1x9	The score is calculated by dividing 2056 by the number of 1-5 responses (542)
2 – Satisfied	43	2x43	
3 – Neither	151	3x151	
4 - Dissatisfied	187	4x187	
5 – Very dissatisfied	152	5x152	
6- Don't know/NA	229		
<b>TOTAL</b>	771	2056	<b>Score = 3.79</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.22 which indicates that residents/ratepayers are neither satisfied or dissatisfied with the restaurants/café/take away shops.

Table 8: Mean Score – Restaurants/café/takeaway

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	16	1x16	The score is calculated by dividing 2259 by the number of 1-5 responses (702)
2 – Satisfied	180	2x180	
3 – Neither	182	3x182	
4 - Dissatisfied	233	4x233	
5 – Very dissatisfied	81	5x81	
6- Don't know/NA	69		
<b>TOTAL</b>	771	2259	<b>Score = 3.22</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.42 which indicates that residents/ratepayers are neither satisfied or dissatisfied with fashion shopping

Table 9: Mean Score – Fashion shopping

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	12	1x12	The score is calculated by dividing 2048 by the number of 1-5 responses (599)
2 – Satisfied	93	2x93	
3 – Neither	222	3x222	
4 - Dissatisfied	176	4x176	
5 – Very dissatisfied	96	5x96	
6- Don't know/NA	172		
<b>TOTAL</b>	771	2048	<b>Score = 3.42</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.43 which indicates that residents/ratepayers are neither satisfied or dissatisfied with grocery shopping

Table 10: Mean Score – Grocery shopping

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	6	1x6	The score is calculated by dividing 1982 by the number of 1-5 responses (578)
2 – Satisfied	89	2x89	
3 – Neither	228	3x228	
4 - Dissatisfied	161	4x161	
5 – Very dissatisfied	94	5x94	
6- Don't know/NA	193		
<b>TOTAL</b>	771	1982	<b>Score = 3.43</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.00 which indicates that residents/ratepayers are neither satisfied or dissatisfied with health services.

Table 11: Mean Score – Health services

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	17	1x17	The score is calculated by dividing 1537 by the number of 1-5 responses (512)
2 – Satisfied	129	2x129	
3 – Neither	246	3x246	
4 - Dissatisfied	76	4x76	
5 – Very dissatisfied	44	5x44	
6- Don't know/NA	259		
<b>TOTAL</b>	771	1537	<b>Score = 3.00</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.34 which indicates that residents/ratepayers are neither satisfied or dissatisfied with personal safety.

Table 12: Mean Score – Personal safety

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	22	1x22	The score is calculated by dividing 2471 by the number of 1-5 responses (739)
2 – Satisfied	191	2x191	
3 – Neither	174	3x174	
4 - Dissatisfied	215	4x215	
5 – Very dissatisfied	137	5x137	
6- Don't know/NA	32		
<b>TOTAL</b>	771	2471	<b>Score = 3.34</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

## Area C

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The mean score for this question is 4.32 which indicates that residents/ratepayers are dissatisfied with the appearance and cleanliness.

Table 1: Mean Score – Appearance and cleanliness

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	1	1x1	The score is calculated by dividing 3080 by the number of 1-5 responses (712)
2 – Satisfied	35	2x35	
3 – Neither	45	3x45	
4 - Dissatisfied	246	4x246	
5 – Very dissatisfied	385	5x385	
6 – Don't know/NA	9		
<b>TOTAL</b>	<b>721</b>	<b>3080</b>	<b>Score = 4.32</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The mean score for this question is 3.78 which indicates that there is room for improvement with regards with shelter from the weather.

Table 2: Mean Score – Shelter from the weather

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	1	1x1	The score is calculated by dividing 2509 by the number of 1-5 responses (665)
2 – Satisfied	86	2x86	
3 – Neither	153	3x153	
4 - Dissatisfied	248	4x248	
5 – Very dissatisfied	177	5x177	
6 – Don't know/NA	56		
<b>TOTAL</b>	<b>721</b>	<b>2509</b>	<b>Score = 3.78</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 4.01 which indicates that residents/ratepayers are dissatisfied with trees and gardens.

Table 3: Mean Score – Trees and gardens

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	5	1x5	The score is calculated by dividing 2790 by the number of 1-5 responses (695)
2 – Satisfied	65	2x65	
3 – Neither	92	3x92	
4 - Dissatisfied	286	4x286	
5 – Very dissatisfied	247	5x247	
6 – Don't know/NA	26		
<b>TOTAL</b>	721	2790	<b>Score = 4.01</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.97 which indicates that there is room for improvement regarding seating.

Table 4: Mean Score – Seating

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	0	1x0	The score is calculated by dividing 2502 by the number of 1-5 responses (631)
2 – Satisfied	40	2x40	
3 – Neither	139	3x139	
4 - Dissatisfied	255	4x255	
5 – Very dissatisfied	197	5x197	
6- Don't know/NA	90		
<b>TOTAL</b>	721	2502	<b>Score = 3.97</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 4.28 which indicates that residents/ratepayers are dissatisfied with public toilets.

Table 5: Mean Score – Public toilets

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	0	1x0	The score is calculated by dividing 2548 by the number of 1-5 responses (595)
2 – Satisfied	12	2x12	
3 – Neither	92	3x92	
4 - Dissatisfied	207	4x207	
5 – Very dissatisfied	284	5x284	
6- Don't know/NA	126		
<b>TOTAL</b>	721	2548	<b>Score = 4.28</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The calculation of the mean score follows. The score for this question is 3.41 which indicates that residents/ratepayers are neither satisfied or dissatisfied with the amount of car parking.

Table 6: Mean Score – Amount of Car Parking

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	14	1x14	The score is calculated by dividing 2244 by the number of 1-5 responses (659)
2 – Satisfied	167	2x167	
3 – Neither	153	3x153	
4 - Dissatisfied	188	4x188	
5 – Very dissatisfied	137	5x137	
6 – Don't know/NA	62		
<b>TOTAL</b>	721	2244	<b>Score = 3.41</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The mean score for this question is 3.94 which indicates that there is room for improvement for facilities for cyclists.

Table 7: Mean Score – Facilities for cyclists

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	4	1x4	The score is calculated by dividing 2056 by the number of 1-5 responses (510)
2 – Satisfied	38	2x38	
3 – Neither	127	3x127	
4 - Dissatisfied	157	4x157	
5 – Very dissatisfied	184	5x184	
6- Don't know/NA	211		
<b>TOTAL</b>	721	2056	<b>Score = 3.94</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.61 which indicates that there is room for improvement with respect to restaurants/café/take away shops.

Table 8: Mean Score – Restaurants/café/takeaway

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	3	1x3	The score is calculated by dividing 2297 by the number of 1-5 responses (637)
2 – Satisfied	100	2x100	
3 – Neither	180	3x180	
4 - Dissatisfied	216	4x216	
5 – Very dissatisfied	138	5x138	
6- Don't know/NA	84		
<b>TOTAL</b>	721	2297	<b>Score = 3.61</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.67 which indicates that there is room for improvement with respect to fashion shopping

Table 9: Mean Score – Fashion shopping

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	6	1x6	The score is calculated by dividing 2032 by the number of 1-5 responses (553)
2 – Satisfied	62	2x62	
3 – Neither	183	3x183	
4 - Dissatisfied	157	4x157	
5 – Very dissatisfied	145	5x145	
6- Don't know/NA	168		
<b>TOTAL</b>	721	2032	<b>Score = 3.67</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.36 which indicates that residents/ratepayers are neither satisfied or dissatisfied with grocery shopping

Table 10: Mean Score – Grocery shopping

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	30	1x30	The score is calculated by dividing 1916 by the number of 1-5 responses (571)
2 – Satisfied	117	2x117	
3 – Neither	172	3x172	
4 - Dissatisfied	124	4x124	
5 – Very dissatisfied	128	5x128	
6- Don't know/NA	150		
<b>TOTAL</b>	721	1916	<b>Score = 3.36</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 2.82 which indicates that residents/ratepayers are satisfied with health services.

Table 11: Mean Score – Health services

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	30	1x30	The score is calculated by dividing 1518 by the number of 1-5 responses (539)
2 – Satisfied	188	2x188	
3 – Neither	218	3x218	
4 - Dissatisfied	57	4x57	
5 – Very dissatisfied	46	5x46	
6- Don't know/NA	182		
<b>TOTAL</b>	721	1518	<b>Score = 2.82</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			

The question was presented with a five point scale. The numeric values from the scale (1 to 5) were converted to an average (mean) score for all responses for this question. The score for this question is 3.67 which indicates that residents/ratepayers are neither satisfied or dissatisfied with personal safety.

Table 12: Mean Score – Personal safety

Response Scale	Number of Responses	Response Scale x Number of Responses	Score
1 – Very Satisfied	9	1x9	The score is calculated by dividing 2501 by the number of 1-5 responses (681)
2 – Satisfied	134	2x134	
3 – Neither	132	3x132	
4 - Dissatisfied	202	4x202	
5 – Very dissatisfied	204	5x204	
6- Don't know/NA	40		
<b>TOTAL</b>	721	2501	<b>Score = 3.67</b>
To obtain a score of 5.0, ALL respondents would have to have answered "5 – Very dissatisfied"			



## Appendix V – Qualitative Results

## Q1b. Why no visit to Hunter Street for more than 12 months

### **why\_not\_visited\_hunter\_street**

have not had a reason to go to the city for business shopping or pleasure

Health and disability problems

Hunter Street is a big disappointment to me. We had visitors from the UK and were too embarrassed to take them up Hunter Street as it is still a derelict street compared to the bustling area that it used to be before the earthquake all those years ago. I used to work in the city and liked to shop there but no more. There is not a good feel to the street and one feels afraid to walk past some of the buildings as they are sooo run down and disgusting that you feel that someone is hiding waiting to jump out at you.

I have had no cause to visit anyone in Hunter Street. I have regularly driven down and back in it. There is nothing in Hunter street that attracts me to visit.

However I must say that I did have cause to visit Hunter St. within the last three months, and that was to have an ultra sound at the Hunter Radiologists. That took less than one hour.

I shop in the suburban shopping centres.

My last visit was to a lawyer about my will

It looks pretty uninviting with all the old run down buildings & it doesn't have the shops we require.

Main reason; paying for parking!!

Not enough variety stores.

Hunter street has an atmosphere of neglect.

Not a family friendly environment.

The street portrays a war torn zone with empty, graffitied, abandoned buildings and empty land lots.

A feeling of being unsafe!!!!

No business houses drew my attention

No need for me to go there, I can get all I need at local shopping centre clothing, shoes, chemist, hair, needs, food.

No need to go

No reason or encouragement to visit

The only reason i would go there is for a specific specialty shop or to a particular restaurant/cafe. Nothing of note exists there at the moment.

There are not enough retail shops to attract me and it is difficult to get park. It is easier to go to the suburban shopping centres where there is a wider variety of shops. My impression when I last visited was of a very drab and uninteresting street scape.

There is no reason for me or my family to go to Hunter St. Last time I went to Hunter St it was full of junkies and didn't feel safe being there. I either shop at my local grocery store or online. If I go out to a cafe it's on Darby St.

There is nothing there in which I am interested and that together with the lack of convenient parking makes the suburbs more attractive.

There is nothing to invite me to go into the city. Everything is available in the suburbs

To see what? were will I shop? Is it safe? For the centre of a city it is disgusting, and I am being polite

Used to go a lot, perhaps 5 to 10 years ago.

Now only for dentist (so previous answer should really be 3 months, but I wasn't shopping).

Too few shops now, and too spread out, can't compete with Kotara.

### Q3. Main type of transport used – other

#### **transport\_used\_9\_other**

Bus or tram from Warratah on car to Gordon

Av

car and bicycle

Car and Train

car or bicycle

Car, bus and walk

Company Service Unit

I am a parking officer-I drive to work but walk all around Newcastle nearly every day

Train/Bus/Car/ Walk/Bike

WALK

Walk and car

## Q4a. Easier travel to or from Hunter Street

subject	transport_better
cycling facilities	1. Less cars (the roads make access difficult. 2. Better bike paths and walking areas 3. Creative business ventures that spill onto the street (this would entail Newcastle council relaxing its stringent regulations-look at inner Sydney for inspiration) 4. Speed up the traffic lights
cycling facilities	a comprehensive network of bicycle paths in central newcastle a dedicated bicycle path allowing for more bicycle traffic. Trams from Hunter St to local suburbs.
cycling facilities	One way traffic, West to east along Hunter St and east to west along King St.  A dedicated bicycle-only lane .ie a cycle lane free of opening car doors & being sandwiched between motor vehicles
cycling facilities	More frequent & on-time buses Free rail between Hamilton & Newcastle like the bus system. A designated bicycle lane would make it safer and easier to travel to and from Hunter St. I use it as an access to ride to the Foreshore, to go to DJs and to ride to the gym. I often find myself having to choose between the car door death lane or being hit by passing cars or buses.
cycling facilities	A designated bike path A designated EASTBOUND cycle access to, say, Hunter and Bolton Street.
	Westbound access is enabled by the Mall, but eastbound is inhibited by:  1. narrowing of Scott Street approaching Newcastle Station and congestion caused by restricted clearance for buses turning left into Watt St at the Railway Station  2. King Street is not suitable for casual cyclists unable to readily climb the hill.
	I am aware of the harbourside shared path, but that involves additional travel for many commuters/shoppers.
cycling facilities	There does not seem to be an obvious solution, but perhaps a creative legal, marked sharing of the footpaths by cyclists and pedestrians, as in Munich, Vienna, etc for some blocks may be possible. a more usable and safe cycle way
cycling facilities	access to parking cycle way cheaper bus service As I either walk or cycle to Hunter Street travel is not a problem. Opening the Mall to traffic (bikes) was a good move. Bicycle parking racks would be appreciated.
cycling facilities	better bike access Rail corridor would be great with bike access.
cycling facilities	more frequent public transport Better bike path access

- |   |   |
|---|---|
| cycling facilities  | Better cycle lanes.   |
| cycling facilities  | Better cycle paths making it safer to travel along roads  |
| cycling facilities  | Better cycle ways , better and cheaper parking  |
| cycling facilities  | Better cycling lanes & racks.   |
| cycling facilities  | better cycling lanes, in respect to travelling by car free parking on weekends - this would encourage people back into town   |
| cycling facilities  | Better dedicated cycle paths, easier access on the railways for bicycles, establish more level crossings between honeysuckle and hunter st.   |
| cycling facilities  | Better/more obvious bike lanes (to be honest, I'm not sure whether it has bike lanes) and non-metered parking.  |
| cycling facilities  | bicycle lanes   |
| cycling facilities  | Bicycle paths along hunter street   |
| cycling facilities  | Bike lanes not pictures of bicycles in the car door lanes.  |
| cycling facilities  | bike lanes that dont put me at risk of being hit by cars or killed by opening doors   |
| cycling facilities  | Bike lanes<br>breaks in traffic   |
| cycling facilities  | some views  |
| cycling facilities  | Bike lockers or bike facilities   |
| cycling facilities  | bike parking areas which are secure and safe. Cycle ways along hunter st to keep clear of road traffic. More frequent trains.   |
| cycling facilities  | Bike parking stands on Hunter street.   |
| cycling facilities  | Bike paths - clearer bike lanes in which cars are unable to park and block the clear passage. It's a hazard to be riding right alongside parked cars in case they open their doors.   |
| <br>I think a tram from the highway into the city would be great! |   |
| cycling facilities  | The main problem getting to or from hunter street is the rail crossings - ie. on Stewart Ave and Merewether street. The trains are so frequent and during peak hour the traffic becomes so banked up that sometimes you have to wait for two sets of trains and level crossings to get through. |
| cycling facilities  | bike pathway from merewether, free bus  |
| cycling facilities  | bike trails. Providing bicycle safety dose not exist in Newcastle! Hunter Street is the worst...  |
| cycling facilities  | Completion of Honeysuckle walk.   |
| cycling facilities  | completion of the throsby creek cycleway from linwood to honeysuckle Copenhagen style bike lanes. Fully separated, and segregated push-bike lanes for clean healthy active transport. Car lanes should be reduced.  |
| cycling facilities  | More public transport.  |
| cycling facilities  | Creation of cycleways.  |
| cycling facilities  | Cycle path  |
| cycling facilities  | Cycle path. I really do not feel safe riding my bike along hunter street. Its dangerous!!! I slowly ride on the footpath - but feel uncomfortable doing so because I know I shouldn't be.   |
| cycling facilities  | Cycleway  |

- cycling facilities      Cycleways (preferably physically separated) that allowed us to avoid the death trap intersections we are required to negotiate between the Inner west and the city.
- cycling facilities      The city isn't a destination, it's the journey. If a shop or cafe sets up between home and the city, then I don't need to go to the city. Council needs to ensure that the value of city business isn't diluted by allowing existing developments to siphon off all the business. Otherwise you may as well quit now. The only people who go the city will be surfers (they don't even drink coffee), and stall holders selling to the ships.
- cycling facilities      Cycleways in certain areas where there is not enough space between moving traffic and parked cars. Areas might include Darby St and Hunter St itself.
- cycling facilities      cycling paths and better bike parking stations
- cycling facilities      dedicated bicycle facilities - own lane, not sharing with parked cars or travelling cars.
- cycling facilities      dedicated bicycle lane from Merewether
- cycling facilities      Dedicated bicycle lane not shared with car parking. Better public transport.
- cycling facilities      Dedicated bicycle lanes and perhaps light rail like what is used around Pyrmont in Sydney.
- cycling facilities      Dedicated bike lanes.
- cycling facilities      Dedicated bike paths and secure bike storage - that is, sufficient bike storage in highly visible locations. Council's policy of putting bike symbols in the middle of a road is ridiculous and deadly. Hunter Street is wide enough to have a proper two way bike lane protected by broken curbing between the current footpaths and parked cars.
- cycling facilities      Dedicated bike track so ther would be no intimidation from cars and trucks
- Dedicated or marked on road cycleways (but I realise there probably isn't a lot of room for that in Hunter Street itself). The free buses are a great idea but the system they have in Perth (the Red, Yellow and Blue cats) would also work well to move people around the CBD.
- cycling facilities      Dedicated walkway/cycleway into Hunter St including over pass of hih volume/busy roads.
- cycling facilities      Designated cycleways  
for me personally there is no problem. I live close and enjoy the walk. I believe the city centre is perfect for bicycle tracks; it's flat, streets are broad and lots oculd be put in place to enhance this green and healthy way of transport. I am from Holland and bikepaths incl bike traffic lights have been part of traffic since I remember and are clear for all road users. Kids in Primary school do a traffic liscence on their bike as well, learning how to use the road safely on their bikes (incl certificate and theory at school)
- cycling facilities      Further more we need free busses that are plenty, clean and have nice bustops (use adds for cost, needs benches and cover at least)
- Lightrail etc could be nice future prospects. This could cater for people travellign in by car. They could park cars just outside centre at purpose built carparks and go on to free transport (even consider free bicycles or riksha's; very popular new transport in amsterdam often cycled by students) People using this method could get rewarded somehow by system that registers and gives people free something after doing this for term/ year etc
- cycling facilities      Above all, people need reason to come to Hunter street, so its needs a drastic clean and businessess daring to start there now could do with stimulus package and support from local gov.

- |                    |   |
|--------------------|---|
| cycling facilities | Good cycleways.<br>Good push bike access so that I can ride more often<br>easy short term and day parking   |
| cycling facilities | Having better cycle ways instead of shared cycle/parking, which seem specifically designed to try and kill cyclists. Most drivers are blissfully unaware or just don't look or care when they swing their doors open. Causign you to swerve into traffic.   |
| cycling facilities | Having proper cycle ways, not the silly pseudo bike lanes that are really car-opening spaces and are a hazard for cyclists.<br>Hunter street is currently unpleasant for me as a bike rider because there is not enough space between opening car doors and the passing vehicles. Hunter St should have safe space provided for cyclists. Not just some white lines, but space on the road that is safe enough for me to take my children.  |
| cycling facilities | I ride to and from Hunter St on Darby St, Union St, or Watt St. None of these is particularly bike friendly. Sometimes Auckland St which is better, but not usually on my route.<br>I also cycle along Hunter St regularly, as I cycle to work at King St.  |
| cycling facilities | A cycle lane or beautification generally.<br>I live in Mayfield so buses and trains are easily accessed. However, I usually drive for the convenience and because I think public transport costs are outrageously expensive. The timed tickets are not user friendly as return journeys usually take longer than an hour. I recently returned from Melbourne where I relied on public transport. It was efficient and frequent and amazingly cheap. I could barely believe the low cost for a day pass which allowed travel on bus, train and tram. |
|                    | Both myself and my children prefer public transport if it is reliable, cost and time effective.   |
| cycling facilities | Also, a good, safe cycle path stretching from Mayfield to town would be great. Along Throsby creek is good and once you get to Honeysuckle but through Mayfield it is hazardous with young children in tow. A better cycle path network connecting all inner suburbs would serve the community well. I ride to work each day - a bike lane along Maitland Road would make it safer  |
| cycling facilities | I would feel more comfortable riding my bike if there were more cycle paths.  |
| cycling facilities | I would like to ride my bike, but feel it is quite unsafe at the moment.  |
| cycling facilities | better bike lanes, separate from car lanes would be really helpful<br>I would ride my bicycle if there were proper bike lanes.  |
| cycling facilities | I am especially disappointed that honeysuckle has been designed with narrow roads and no thought for a cycle way!!!(I might add i would ride my bike a lot more all around Newcastle if this issue were properly addressed - I did not have a car from 1983-1989 and travelled by bike or bus, but these days there is just so much more traffic on the roads and the drivers are more aggressive!)   |
| cycling facilities | If i was to feel safer on the road - proper bike lanes that are not being shared with car doors that open or other cars. I feel nervous using hunter and king st these days since i was knocked off my bike by a motorist opening his door. Now i go around via throsby.  |
| cycling facilities | Improved cycleway access, more parking  |

	It is already quite easy - car access and buses from Mayfield are excellent.
cycling facilities	I would ride if there were more and better cycle paths.
cycling facilities	Linked bicycle pathways (better connectivity from honeysuckle to hunter street)
cycling facilities	More Bicycle storage facilities
cycling facilities	more bike racks bike lanes along hunter st as it is very busy and quite dangerous on a bike turning lanes for bikes to get across hunter st more pedestrian and bike crossings from honeysuckle to hunter st bike lanes on Stewart Ave
cycling facilities	More buses and safer cycle-ways. My local bus route (111) no longer has evening or Sunday services provided. As an adult not accompanying a child riding a bicycle it is illegal for me to ride on footpaths. When I ride in the designated cycle-ways they are often blocked by cars parked too far from the curb or rendered dangerous by drivers opening their doors without checking for cyclists etc.
cycling facilities	More clear, separated and safer bike way
cycling facilities	Off road bicycle paths.
cycling facilities	Push bike
cycling facilities	Safe cycle ways that link inner city suburbs (eg cooks hill, hamilton, merewether) to the Hunter Street.
cycling facilities	Safer and more direct cycling infrastructure (especially through Honeysuckle) - but without cutting the rail line!
cycling facilities	Safer bicycle route.
cycling facilities	Safer Cycleways: I am not a confident rider but would ride more often if I didn't have to ride in the 'suicide lanes' where bikes contend with opening car doors.
cycling facilities	Safer defined cycleways, improved public transport or more readily available parking.
cycling facilities	the only real issue is traffic. i nearly get hit at least twice and car doors opening.I have been to hospital twice from car doors opening.If the heavy rail was stopped at hamilton north,the whole remaining corridor could be used for light rail and a cycleway on both sides.Shops could open up along this corridor, creating jobs, and safety for cyclists. and the graffiti might be so predominant!
cycling facilities	wider bike lanes with a consistent run all the way along Hunter St (not in the car door lane)
cycling facilities	keep the train system and the free buses.
nothing	a reason to go there
nothing	A reason to go there in the first place...
nothing	As my visits are usually after hours and for dinner only, I take my car. I wouldn't take public transport on my own of an evening.
nothing	As we live on Pacific Park we always walk unless going to the West end and then it is by car.
nothing	By car
nothing	Car
nothing	CAR IS BEST
nothing	car only
nothing	Car only required
nothing	Car the easiest and more convenient

nothing	Car, bus or train make visits to Hunter easy from our home, Maryville Clean up the drug and drunkenness activity - you feel threaten and uncomfortable. Simply put close the long opening hours of the pubs and remove the rail way and forge ahead with GPT
nothing	Does not apply, I live within 4km of the CBD.
nothing	Easy to get to from Kitchener Parade The Hill For me there are no barriers to travel to Hunter Street, I just do not have a need to visit the area frequently. When I need to go to a business in Hunter Street I take my car and park at David Jones Car park or similiar. getting to or from Hunter Street is not the problem, the issue is that there is nothing to do once your there.
nothing	Happy at present with transport I am happy with how I get there
nothing	I currently travel by car or by ferry and both are reasonable
nothing	I do not experience any problems
nothing	I do not find any difficulties as most of the time there is hardly anybody in Hunter Street, and few people travel to and from Hunter Street except for work.
nothing	I do not have any difficulty travelling to or from Hunter Street in my car I only use it when I absolutely have to because of the disgraceful state of the street I try to avoid it and travel either around the foreshore or the beaches from the Hamilton area.
	There are enough lights in the area parking can be a little bit of a strain at times due to the fact that a lot of the shop owners park in front of the little shops that are operating.
	I would think that a light rail operating from the Wickham station with regular stops would allow access to carparks on the harbour side of Hunter street more accessible.
nothing	The bus system seem to operate efficiently so really it is just the way it looks that is the problem and like me most people avoid it.
nothing	I don't experience any problems with travelling to or from Hunter St currently. i dont feel its difficult to travel hunter st.However i dont think traffic through the mall or the markets are the answer to revitalising the area,,,i dont see how a few cars streaming down hunter st will help business owners ,what i see now is kids not roaming freely.
nothing	I don't find it difficult to travel to town i dont have any trouble ilive at the 9 ways plenty of bus's and trains
nothing	I don't have any trouble either by car or bicycle.
nothing	I don't really want to go to Hunter St so I have no particular opinion about what would make it easier. It's fairly easy - parking is ok, though annoying because you have to pay. The streets are a bit confusing but I know them well enough. There is just nothing there to attract me.
nothing	i dont see getting to hunter street a problem. although travel at night is a bit difficult
nothing	I don't think it could be easier, I pretty much just have to walk out my door and up a few metres
nothing	I feel I have a good choice of means of travel to and from town
nothing	I find it easy to access Hunter Street - although finding parking close to my considered destination can be hit and miss
nothing	I find it easy to get to Hunter Street via foot or car.

nothing	I find it ok as it is
nothing	I find it quite easy apart form the occasional bottle neck due to peak hour and/or level crossing delays
nothing	I find it quite easy to get to and from Hunter st at the moment but I live very close to the city
	I find it quite easy to travel to Hunter St because I live in Mayfield West near the industrial highway. It usually takes only 10 - 15 minutes.
nothing	I have to cross Hunter St to get to work at Hamilton TAFE. My major frustration is the time it takes to get through two sets of lights and the train line in the Wickham area. This hundred metre stretch is the longest part of the trip.
	I find it very easy to get to and from Hunter Street by car. My brother doesnt have a car and he often catches the train from Warratah.
nothing	I think more buses frequent buses would be make a big difference.
nothing	I find it very easy to travel to or from Hunter St
nothing	I find it very easy. i take the bus from work, or I ride from home.
nothing	I generally find travel to and from Hunter Street easy. I use car for "work" type activities - or to attend performances - and walk with friends from Merewether / Dixon Park most weeks for social get-together (cafe).
nothing	I have no difficulty travelling to Hunter St. The free bus service to Hamilton is good.
nothing	I have no difficulty travelling to Hunter Street.
nothing	I have no difficulty travelling to or from Hunter Street.
nothing	I have no particular difficulty. If there were more congestion or parking difficulties I would consider public transport e.g. a train from Waratah if the servcice is retained.
nothing	I have no problems travelling to or from Hunter Street
nothing	I have no problems travelling to or from Hunter Street
nothing	I have no problems with this. Sometimes parking is an issue, especially when the meters are not working correctly.
	I HAVE NO TROUBLE AS I USE MY CAR. iF i AM WITHOUT MY CAR i USE THE BUS. a MORE FREQENT SERVICE FROM sCENIC dRIVE mEREWETHER WOULD THEN BE OF HELP.
nothing	I live 30 metres from Hunter St
nothing	I live 50 m away in Scott St.
nothing	I live close by - i either walk or drive
nothing	I live close by so walk.
nothing	I live in Brown Street between Hunter and King Streets, therefore have no trouble in accessing Hunter Street by foot. I do not personally need better access.
nothing	I live in Hunter St so the bus is easiest. The rail is just behind me so I use rail as well,especially for longer journeys out of town. Light rail would be just as convenient as bus.
nothing	I live in Hunter St.
nothing	I live in Merewether, it is easy now.
nothing	i live in newcastle cbd so question not applicable
	I live in Newcastle so I try to walk to Hunter Street. BUT because it is such a long street, I take the car when I want to get to the far end. Would I take another type of transport. NO. Because, when I go to the far end, I am usually shopping (Market Town)
nothing	i live in Perkins st
nothing	I live in Scott Street, so access to or from Hunter Street is relatively easy.

	i live in stewart ave hamilton east so i walk and ride my bicycle in hunter street and the surrounding area most days of the week
nothing	I live in walking distance so nothing
nothing	I live two minutes away on foot from Hunter St so am already well positioned.
nothing	I mainly travel in hunter st on my way to work or appointments.I don't have any problem doing this - however, I do find the travel times on the bus during the peak very long, so I tend to avoid it during peak hour when I can.
nothing	I need to use Car as my spouse can't walk far
nothing	I never find it difficult to travel to or from Hunter street. I usually park in the DJ's car park which suits my needs well. I have 3 children under five so the convenience of parking here far out ways the issue of having to pay for parking!
nothing	I park in the Kings Street parking station and travel along King St to and from Newcastle
nothing	I prefer to use my own vehicle to access Hunter Street.
nothing	I really don't find going into Hunter street a problem, i also ride a bike and lock up outside where i am going.
nothing	I said my main way of travelling along Hunter Street is walking, however I very often use the free bus service which I think is great.
	As I live in No1 Scott Street, right near the beach, both walking and using the bus are my way of going.
nothing	I would not take the car unless it was a very urgent situation, so as I see it for me I already have it easy.
nothing	I sometimes walk, I sometimes catch the bus, and I have a car so I'm fine. I take the car if I am banking or needing large items too heavy or large to carry. As I live in Stockton I catch the local bus to the ferry and then cross the river by ferry
nothing	I think the roads, train and buses make it quite accessible. I have avoided travelling in to Hunter Street, and gone to Kotara or Charlestown so as not to pay for parking though.
nothing	I travel by train, so no problems with parking, it is easy and convenient to catch the train into Newcastle Station and walk to work/restaurants.
nothing	I wouldn't drive into the city, too expensive and difficult to get a park. Cheaper and easier by train.
nothing	I travel from home by car and cannot think of a better way to reach Hunter Street
nothing	I use public bus at present. This is quite adequate for my needs.
nothing	I use the train if I am going to the library to make it easy leave the rail corridor
nothing	I usually just drive to where I am wanting to go
nothing	My disabled son walks to Hunter st to catch a bus to work
nothing	I walk
nothing	If Hunter St was like a square rather than a long street - It would get more of a city Buzzing feeling" and all the shops would be located in the square rather than traveling all the way down Hunter st to specialist shops.
nothing	It would be good if Hunter st was like Canberra city.
nothing	if i catch the ferry i walk using the overhead bridge into hunter st and back

If there was something to do when you got there.

nothing

Transport wise I would prefer a light rail system that toured from Woodville to Nobbys then along Darby Street to Junction and Beaumont Street.

nothing	Improvement in my mobility.
nothing	Not possible, as I have various health issues
nothing	It is a pleasure to travel into Newcastle by train which I do often
	it is already easy for me.
nothing	It is easy enough - do you mean other than by car? I don't think getting there is the problem
nothing	It is easy for me to get to Hunter St
	It is easy for me to use my car. If you are wanting to reduce traffic then you would need a high calibre public transport system. From my suburb it would have to be buses.
nothing	It is easy to travel to hunter street via bus and train and or car, it is why would you want to go there it is dirty and unused.
nothing	It is easy to walk to and from Hunter Street given the proximity to my place of residence.
nothing	It is easy.
nothing	Many buses from Hamilton.
nothing	Parking is easy, if I choose to drive.
nothing	I can walk from work.
nothing	It is fine for me to walk
nothing	It is quite easy now.
	It is very convenient for me to travel from Beresfirs to Newcastle by train it is a very short walk to Hunter St from the station.
nothing	Why can't Newcastle have an underground railway from Wickham to Newcastle? This would make all happy and the wealthy residents could beautify their suburb as that so desire
nothing	It was a Saturday when we went so it wasn't difficult to travel there
nothing	It wasn't that difficult, we needed to go to Medicare and were able to get a park both days opposite.
nothing	I travel by car during the week for work purposes, travel by ferry if going to one of the cafe/ restaurants of a weekend.
nothing	It's already easy
nothing	It's already easy enough so i can't think of anything that would make it easier.
nothing	it's already fairly easy. I mostly go by car, occasionally by bike, both are easy.
nothing	Its easy now...however I'd travel by bus if the services were more frequent.
nothing	Or if light rail (or trams) were an option
nothing	it's easy to travel by car
nothing	It's fine already - I can get several buses, or the train.
nothing	It's not difficult. I just don't like spending much money on meters.
nothing	It's pretty easy now
	It's relatively straight forward and very easy to get through except when traffic banks up due to the ineffective use of rail travel on the side streets. I prefer to turn down Stewart Ave to get onto Honeysuckle Dve to get to the end of town.
nothing	it's very easy already

	Its very easy now. There is very little traffic. Bike riders are an issue because they want to dominate the roadway. Huge numbers of empty buses also block up the street.
nothing	less hill parking
nothing	somewhere to go
nothing	less hills!
nothing	Live in area
nothing	Living in Eastend, ease of travel by bus
nothing	make it more interesting. As the centre of town it should be a highlight
nothing	N/A; live in walking distance.
nothing	nil
nothing	Nil. I live about 1 km from Hunter Street. I find it convenient to walk, go by bus or car. Parking is not much of an issue as my visits are not long.
nothing	No issue with traveling to or from Hunter Street
nothing	No need for anything here
nothing	No need to go there because its dirty specially that discusting bus shelter. I catch the bus but refuse to catch bus after at a shelter, it makes me sick.
nothing	Newcastle should be ashamed
nothing	no problem. enjoy a walk.
nothing	no problems
nothing	No problems getting to Hunter St, perhaps a tram or a monorail around the city?
nothing	No suggestions; currently OK.
nothing	Not applicable. I prefer to be independent and take my own motor vehicle.
nothing	If I wish, there is a good bus service from Mayfield into the City, and return.
nothing	Aditonally, I can get a bus to just about anywhere I want to go and there are good train connections as well. In would like to see the Newcastle train terminal refurbished to make it more appealing for both travellers and visitors. Train travel is just so convenient.
nothing	nothing
nothing	nothing - I am either going there or not - I may sometimes ride my scooter but there are no impediments to me getting there or paarking there.
nothing	Nothing - I would only use a car. But if I live firthier out I would use light rail if available
nothing	Nothing - I'm happy the way it is
nothing	Nothing - it's very easy for me to get there
nothing	Nothing , I live on Hunter Street
nothing	Nothing as I drive car
nothing	Nothing as I live near by
nothing	Nothing at the moment....I do not have any problems.
nothing	Nothing from where I reside
nothing	nothing hunter street is easily accesed by rail, bus and car and for pedestrians
nothing	Nothing I am quite happy with the transport system. Maybe a monorail system may help.

nothing	Nothing I live close by
nothing	Nothing I live on Stockton I take the ferry and walk if nothing to carry
nothing	Nothing in particular
nothing	Nothing in particular I can think of
nothing	Nothing in particular.
nothing	Nothing- its easy at the moment. maybe if there was something in Hunter Street worth visiting i'd go there more often
nothing	nothing it's round the corner we drive , walk, cycle and bus along it
nothing	nothing really
nothing	nothing really, it's at walking distance from/to my house and I have both a car and a bike.
nothing	Nothing really, just to leave between 7.30-7.45am so I miss the traffic.
nothing	Nothing really. I have adequate access to Hunter Street by road & Rail.
nothing	Nothing really. I live close enough to walk and have my own mode of transport.
nothing	Nothing really. We either drive or catch the train. There is a station close to home.
nothing	Nothing to encourage. Problem with parking.
nothing	Nothing walking is fine, unless I need to carry something heavy. In which case I would need to drive and park nearby.
nothing	Nothing would make it easier. I would go more often if parking was free of a weekend
nothing	Nothing, as I live on Hunter st
nothing	Nothing, car is the only transport I use. Impossible to rely on public transport.
nothing	Nothing, I find my trips are trouble free apart from a little traffic congestion in the mornings and afternoons. Newcastle Road at Jesmond is the worst but otherwise traffic flows quite smoothly most of the time.
nothing	Nothing, I'm fine
nothing	Nothing, it's as easy as it can get
nothing	Nothing, only a short trip.
nothing	Better car parking.
nothing	Nothing. I find it quite easy.
nothing	Nothing. I have an existing bus service which I could use if I chose.
nothing	Nothing. I travel at about 6.30am from Cooks Hill to Newcastle baths to swim and then call at Newcastle Post Office to clear mail box on way back.
nothing	Nothing.
nothing	I usually go in my car for a specific reason, usually to shop at DJs, park my car, shop and only maybe walk up the mall if I have time and there's something of interest.
nothing	nothing. Hunter Street is a rundown area that needs to be redeveloped or fixed up.
nothing	Nothing. I don't want to go to Hunter Street as there are no facilities there that I can't get at other more conveniently located places.
nothing	Nothing. I live nearby. It's more a problem of it not being an attractive place to go. I would go much more often if there was more retail, cafes etc.
nothing	Nothing. I need a car as I usually make stops along the way and getting off and on buses would waste time and be awkward to carry items.
nothing	Nothing. It's in easy walking distance.

nothing	Nothing; free bus is good
nothing	Only two blocks to Hunter St so not an issue.
nothing	Our car as it is the most comfortable and convenient mode of travel in our senior years due to poor mobility most times.
nothing	the bus is perfect
nothing	The buses are good
nothing	The only reason we have been to Hunter St in the last month is to show relatives Newcastle city centre
nothing	The public bus is ideal.
nothing	travel to Hunter street poses no problems for us.
nothing	Unfortunately, a motor vehicle is the easiest form of travel for myself due to a leg injury which makes walking to and from bus stops, and getting on and off buses, very difficult. For those who are able to use public transport, I don't believe our bus services, for example, can be improved in any way due to lack of funding. If it could be improved however, this may prevent so many people travelling into the city by car.
nothing	Usually I walk from The Hill to Hunter Street between Perkins Street and Bolton Street. If I need to visit the Civic Theatre; Box Office or attend a weekly U3A class in Civic Arcade, then I drive.
nothing	I either use metered carparks e.g. top of town near T & G building or I take advantage of half hour parks in Mall or in Wolfe Street outside David Jones. I occasionally use DJ's carpark if the street parking is difficult to get.
nothing	very easy for us
nothing	We are both 80+ and find the car necessary and we use Hunter St often we mainly use our car, but we also use bus and train, which we have near our home in adamstown
nothing	When visiting the Eastern end of Hunter Street we, wife and I, usually drive, sometimes bus from Wickham and maybe take the train from Hamilton.
nothing	We have little trouble, apart from business hours parking, visiting Hunter Street.
nothing	why would i want to go to hunter street if i could avoid it,it needs a bulldozer
nothing	With two young children under 3 it's difficult to travel in anything other than a car. Parking in Hunter Street is generally not a problem so there really isn't anything I can think of to make it easier.
nothing	I am aware of a bus route that can take me and the family into town but it's not practical with all the bags and pram that are required.
nothing	With young children, we are probably going to favour the car as it keeps us together and is more flexible.
parking	Wolfe Street not being a steep hill :-)
parking	access to parking
parking	cycle way
parking	cheaper bus service
parking	Access to parking. Even if public transport was better I would still go by car.
parking	accessible parking when driving into the city.
parking	Adequate parking within reasonable distance from Hunter Street. There should be some incentive for short-time visits, such as to visit the Medicare

office or Bank.

- |         |  |
|---------|--|
| parking | Affordable Parking<br>Affordable parking and parking spaces would make it possible to drive to Hunter Street.<br>A reliable bus timetable offering frequent trips would encourage me to travel by bus, although the nearest bus stop is more than 400 meters in the opposite direction and has no shelter from the elements. |
| parking | An increase in 4 hr parking meters closer to Hunter St- 2hrs is too short to go to my business meetings, go to the movies or have my hair cut and shop. The majority of cars spaces at David Jones carpark are too narrow for my medium size car.  |
| parking | As I usually travel by car - free or reasonably priced parking facilities  |
| parking | but could use public transport as long as timetable was regular and reasonably frequent but would then need courtesy bus/vehicle to travel the length of Hunter St (should the whole length of Hunter St be revitalised with reasonable shopping outlets)  |
| parking | At present, I only travel to Hunter Street if I really have too. The overall environment is depressing, car parking is totally insufficient and too expensive.   |
| parking | Availability of free short term parking.   |
| parking | Availability of parking as trains dont run from my area.   |
|         | Better parking. Into Newcastle City I would quite happily use public transport if it was satisfactory.   |
|         | Over the last several years I have used a bus a few times, the buses I have used take too long- they run too infrequently to suit my purpose.  |
| parking | I am a dedicated motorist but I believe that private vehicles should be excluded from the City centres   |
| parking | better & cheaper parking   |
| parking | better access to parking as i work on hunter st - at the moment I have to park approx 10 -15 minutes walk away or else face moving my car every couple of hours and/or paying for parking  |
| parking | Better car parking facilities . Meter parking restricts your activities, due to time constraints. I would then travel by car   |
| parking | Better parking   |
| parking | Better parking   |
| parking | Acess to foreshore   |
| parking | Better parking eg longer than two hours.   |
| parking | Better parking facilities  |
| parking | Better parking in the civic precinct   |
| parking | better parking opportunities   |
| parking | Better parking or free buses from our suburb   |
| parking | Better parking, more of it, once I get to Hunter St. OR better, more frequent trains.  |
| parking | better parking, possibly free parking.   |
| parking | Better parking. I like to use my local Greater Union cinema but can't as it's impossible to find parking nearby that allows me to watch an entire film.  |
| parking | The only way is to use David Jones or Council carpark and that makes the exercise too expensive so i end up driving to Glendale or Charlestown instead.  |

Better public transport - particularly rail transport at night. I don't particularly like the jerking and jolting of the buses, and I live near the rail. The train takes me to Civic and the theatre, and it also takes me to the mall end. The Showcase Cinema has gone now, and I can't be sure about the Tower's future, but the Brewery and the waterfront are currently very accessible by rail. Also, if the Honeysuckle precinct was not encouraged to drag all of the services that used to be available in the CBD away, the rail would service them too. The point of this is that there is more than one way to access Hunter Street.

The other issue with Hunter Street is the parking. It's much easier and cheaper to go to one of the shopping malls than to go to Hunter Street, where I have to pay for parking and where I am in danger of collecting a fine if I overstay for whatever reason. I understand there are difficulties with the parking, but they are not insoluble. Sadly, the meters seem to be there mostly for revenue raising. Too bad they discourage the revitalization of Hunter Street.

parking  
parking

Better, cheaper, more friendly parking  
Car is my preferred transport. Parking is the main impediment to visiting Hunter Street. Having found a parking spot in or near Hunter Street, travel within the precinct would be enhanced by some form of regular public transport.

Ideally that would be regular (say every 10 - 15 minutes) and free or a nominal charge of say \$1.00 and follow a circular route with stops at significant points. In that respect light buses or even light rail (trams) would be good. Having spent a considerable amount of time in Melbourne I know what a difference to public travel over short distances trams make.

parking  
parking  
parking

I see public transport of the type above being the only way of overcoming the vastness of Newcastle CBD. Trams could well be the curiosity and stimulus to attract people back to Newcastle.

Cheaper and easier parking. Light rail or similar from west end of newcastle.

cheaper and more temporary on-street parking. currently need to park in stations to shop or try your luck for a metered park somewhere near by.

parking

Cheaper parking.  
Cheaper bus fare.

Although I don't really see travel as a big issue for Hunter St clearer bus and train time tables, perhaps having popular routs (bus) displayed electronically throughout the city.

parking  
parking  
parking  
parking

Designated bike lanes with access to darby st and the junction (crossing Hunter and Kind streets can be very difficult in busy times).

Disable parking

easier parking

Easier parking

Easier parking

affordable parking

longer parking

Easy Parking i.e. parking station/s situated around the

theatres/entertainment areas, parking so as to use parks - e.g. King

Edward, parking for families to use beach, parking to access shops.

Easy parking on the street

- Either  
better bus service  
or  
less punitive parking fees. This morning I visited the Leonardo exhibition, did not know how long it would take, bought an hour of parking but really needed more. Had to leave exhibition early or risk punitive fine. Should be able to pay retro. OK, so I could have bought 2 hours and risk needing 30mins
- parking
- Firstly, in case I have no chance to explain elsewhere in this survey.....Hunter Street runs from Pacific Street right down through citywest to Selma Street, there is no Stewart St, and if you mean Stewart Avenue it is about time that you got the facts right before preparing a survey.....there are still a lot of businesses west of Stewart Avenue.
- Now, as to your question:
1. The free bus service is tremendous and should be expanded.
  2. More parking
  3. short term parking, say 30 minutes for free.
- Free 30 minute parking (or validated parking tickets when you buy something along the strip), so I could repark in a number of different places along the length of Hunter St that's too far to walk with children.
- The 'CAT' system in Perth is amazing- you can catch the bus for free and it runs like clockwork every 6 minutes along the route, with CAT busstops with a count-down clock for the different coloured routes (red, yellow or blue). If there was a regular easily identified free bus system like Perth I would definitely travel into town more often, especially if there was a place I could park my car along the route to catch this. The CAT route was so welcoming into Perth city, that the tourists all love it. There is no hesitation entering the city without a car because of this!
- parking
- free parking
- Free parking and maintain train service. The council can't popularise Hunter St and profit from parking. In my opinion the free parking is why people go to Charlestown and Kotara. A system where shops supply tokens to shoppers, would solve the problem of city workers using the parking spaces all day, or in the case of a parking station, the attendant citing a docket from a local business.
- parking
- Free Parking and more availability
- parking
- free parking and safe transport
- parking
- Free parking for at least 2 hrs
- parking
- Free parking options for short visits.
- parking
- Free parking
- parking
- More buses
- parking
- If it were safer to walk at night
- parking
- Free parking, better roads
- parking
- Free timed parking areas nearby (i.e 2 hour free parking)
- parking
- Free, time based parking
- parking
- friendlier parking areas even if just for 1 hour intervals for appointments or lunch hours to be FOC would encourage me to visit more often
- parking
- From broadmeadow a light rail or a monorail, vehicle parking is a problem . Get rid of the parking meters. They are a real drawback to visiting the
- parking

- CBD.
- parking Good parking  
good parking
- parking or good (reasonable fare and timetables) public transport  
Having parking meters is a barrier to using Hunter Street. I generally don't have change to feed the parking meters and you can shop in other suburbs and shopping malls with more shops and you don't have to pay for parking.
- parking I currently only come in on a Sunday to go to David Jones and possibly Rivers. I only come then because there are plenty of carparks available in DJ's car park at about 10am on Sunday mornings
- The ability to find a park at other times would make it easier for me come into the city more frequently
- parking As train travel is not possible from Wallsend, and the buses in the area are private buses which do not run to the city, car travel is the only feasible option  
I do have a car and it would be better if I could travel by car as it is much quicker than the bus. Since I go to Newcastle Business School once a week, I need to park the car long-term and parking in the city is quite difficult due to paid parking as well as trying to find somewhere to park in the vicinity.
- parking I do not go into Hunter St on a regular basis as I find it difficult to park and the cost of parking in the CBD is expensive. I think a park and ride system as I have experienced in the UK and the USA with a frequent free bus service with plenty of stops along the length of Hunter St would be good (The cost of the bus ticket would be included in the parking fee).  
I generally go in my car e.g. to the Civic Theatre or Playhouse, I would not contemplate going by bus at night. Parking, however, is an issue at night if you're on your own because you need generally to park a fair bit away. A taxi rank near to the Civic Theatre would probably be helpful.
- parking I go by car to do the business I have to do and then leave. I don't say because the parking is expensive and policed by nazis. Newcastle needs to be more car friendly to allow people easy in out access.
- parking I live in Mayfield so buses and trains are easily accessed. However, I usually drive for the convenience and because I think public transport costs are outrageously expensive. The timed tickets are not user friendly as return journeys usually take longer than an hour. I recently returned from Melbourne where I relied on public transport. It was efficient and frequent and amazingly cheap. I could barely believe the low cost for a day pass which allowed travel on bus, train and tram.
- Both myself and my children prefer public transport if it is reliable, cost and time effective.
- parking Also, a good, safe cycle path stretching from Mayfield to town would be great. Along Throsby creek is good and once you get to Honeysuckle but through Mayfield it is hazardous with young children in tow. A better cycle path network connecting all inner suburbs would serve the community well.

- parking  
I live so close that walking is best. However more short term parking (1/2 hour) would be good for when car is better eg its wet or too hot.  
When I lived in Kotara train was best for speed but bus stops closer to home so more direct bus routes would have been a plus.  
I normally use the train as traffic and parking during morning and afternoon peaks is terrible. I will sometimes drive in outside of peak times.
- parking  
It would be much easier to drive to Hunter street if there was no Buses adding to conjetion and more parking.  
I only usually go there at night and very occasionally weekends, but if I do happen to go during the day I have to catch a bus or park far away so I don't have to pay. Parking is definitely a major inconvenience.  
I would travel to Hunter St more often if the parking was free for 1-2 hours and I could visit a few shops. I have only recently gone back to Hunter Street as I have been able to park for free in the new car parks along the mall but these are very limited.
- parking  
As a resident of Merewether, Hunter Street should be promoted as our local shopping area, therefore we should be offered some free parking.
- parking  
Everytime I go to buy something along Hunter Street it costs me an extra \$1-2 so therefore I choose to go somewhere I don't have to stress about getting back to the parking meter and I save on the parking fee.  
If / when driving - parking WITHOUT paid tickets: need more "brief - stay" options: I have been booked recently - when I was 5 minutes collecting something at the post office; then again when I had a ticket and was 10 minutes overtime.
- When bike riding - need safe bicycle lane + bike lock spaces in Hunter Street
- Bus: EXTEND the free bus times to include evening (ie to get to the movies, restaurant); also on weekends. The current hours are only available to those who do not work / or are available to during working hours - all others are excluded.
- Ferry: We have a magnificent harbour / river and one ferry route that goes back and forth to ONE destination; this could easily be extended to Nobbys, Harbour Square / Lee Wharf, Carrington, The Co-Op Fish Markets ..... think Brisbane ...
- parking  
we could / should have a vibrant river transport system.  
parking  
I'm not far away. My biggest problem would be parking.  
parking  
Improved car parking.  
Improved parking
- Less traffic lights
- parking  
More to do in terms of shopping  
parking  
improved parking.  
parking  
Increased parking at lower fees.this would also make it more attractive, as major shopping centers are easier to access with no parking fees and greater opportunity for parking.

It is pretty easy to get around on my bike as there is not a lot of traffic. If I drive my car it can be a little difficult to park at certain times. Some more parking stations would be helpful. I would suggest underground parking to not waste space in the city centre.

It would make it easier for me if you replaced the 104 bus. I don't go out as often as I did since that has gone

Lack of parking between Darby St and Union St often means driving around the block several times to find a suitable parking spot.

More accessible parking

More accessible parking areas

More and better parking, and parking meters that work and are easy to use, cause the last few I used, one didn't work, which was ok by me.... however the other worked but the instructions are illustrated in an unusual way, which made getting tickets a longer process.

More and cheaper car parking

More and cheaper parking. Feeling safe on public transport and walking.

More available parking

More car parking and more direct access to Hunter Street than all the 1 way streets.

More car parking at local train stations.

more car parking at suburban train stations

More car parking facilities

More car parking in the vicinity

more car parking

no meters

More car parking facilities.

more designated free scooter parking

More disabled parking areas

More free available parking

More free buses. More parking.

More free parking

More free parking and meters that actually worked and not clogged up or out of order but still manage to take your money.

**Suggestion:**

Can the Newcastle council officers who take fines be also checking to see if machines do work as they walk past them

They are on the beat all the time and can monitor and advise for breakdowns of ticketing. SMS or radio to log the calls so the machines can be fixed quickly

more free parking spaces...particularly residential

More frequent bus service and free all day car parking,

More frequent bus service or train service, dependable and affordable.

Less parking meters.

More frequent bus service  
and

free parking area with enough space to open car door and get kids out would encourage me to bring family. Kotara and Charlestown offer this.

More long term parking

- |         |  |
|---------|--|
| parking | More parking   |
| parking | More parking and for longer periods. 2 hours is not even enough time to have you hair done,hence I don't frequent many business in Newcastle   |
|         | More parking facilities around the middle to West end of Hunter st.  |
| parking | No right turns unless turning lanes provided. People turning right from Hunter St (heading east) congest traffic very quickly. The left lane is usually slowed by busses already.  |
| parking | more parking facilities close to the civic precinct.. day and night  |
|         | More parking for when I drive to/from Hunter St.   |
|         | Clearer signage for easier navigation (i.e. finding which streets to turn off onto).   |
| parking | When travelling to/from Hunter St via ferry it would be good to have open spaces and direct access (without having to climb stairs over the rail line) for quicker and safer access.   |
|         | More parking in the for shore, timed parking first 2hr free. Remove the railway to allow access to all areas and to Hunter street. I can remember when my children were small, we would walk all through Hunter St from the beach to the bank corner,(as it was known then) it is now Spotlight. There was Coles store right in town in the Mall it was fun taking the Kids there, you could have lunch in the cafeteria up stairs. We need more places like that were ordinary people can get a reasonably priced meal. |
|         | It is sad to see Hunter Street looking like a ghost town, so many empty shops. My be the space could be used for residential living. They have revitalised Sydney forshore with lots of new buildings. The coastal Towns all along NSW coast have lots of new residential & retail areas in the towns the community love them. We have the best beaches some of the whitest sand but newcsatle counsil dont seam to get it.  |
| parking | Merewether surf house which could have been removed long ago, is still there, if it had been removed the area could have the tables, chairs and shade, coffee shop, like the one at Toronto water front. I can only sugest the things I have seen work for other cities, and wonder why Newcastle is still stuck back in time.   |
| parking | More parking options and/or even opening up the existing carparks!   |
| parking | more parking spaces.I can almost never get a parking space to the theatre or the town hall so I walk or get a taxi.  |
| parking | More parking stations - with free parking for the first hour.  |
|         | More parking would encourage me to go there more. More reliable train service would encourage me to tajke the train however with a young baby it is just easier to go in the car as thr trains are dirty and old.  |
| parking | More parking   |
| parking | Free parking   |
|         | more parking   |
| parking | more free transport from side routes from The Junction, Darby St etc, not just along Hunter St   |
| parking | MORE PARKING!  |
| parking | more parking, more to visit e.g. shopping centre, small bars etc   |

parking	More parking. Free parking More parking. It appears to me that there could be more bays in Hunter street if they were better positioned.
parking	I also find the round road markers deceptive - in a small car it is not possible to see them when close to them or when reversing. They take up a lot of space and are quite unattractive. I have nicknamed them the devil's marbles.
parking	more parking; more frequent buses which are reasonably priced
parking	More places to park my motor scooter. If I park in a metered space I am taking far more space than I require which is wasteful of a scarce commodity. What do I do with my meter receipt ?
parking	More short term free parking spaces in the shopping areas.
parking	No parking meters!
parking	No parking restriction eg free parking on weekends. I feel over the years hunter street has become difficult for people to access for shopping (you can park all day at westfield Kotara for free)
parking	NO PROBLEM MEETING THERE - PARKING SOMETIMES AN ISSUE - ESPECIALLY DURING EVENTS
parking	non pay parking.
parking	Parking
parking	Parking
parking	parking
	Parking - Definitely parking. There is no parking stations for the parts of Hunter St I wish to regularly access.
	I love the free bus concept and use this whenever possible but drive to where I can park. With small children I sometimes find this inconvenient.
parking	Hate the parking meters
parking	Parking , I also work in Newcastle
parking	parking availability at the western end. Then I would utilise the free bus
	Parking availability.
parking	More train services.
parking	Parking costs
parking	parking options
parking	parking that is longer than 2 hrs on the street most often come in to cinemas and DJs
	parking
	shuttle bus
parking	reasons to go there
parking	PARKING,
parking	Provide more parking space.In example provide a general car park near the shops as it is safer and easier.
	Quite easy for me. Some more motorcycle parking and bicycle racks in the western sections of Hunter street would be good.
parking	Parking for cars is always difficult - pay parking reduces my use of the area with family and for shopping - I go to Kotara or Charlestown for such shopping expeditions.
	Road access is OK.
parking	Need inexpensive long term parking for shopping or dining out within walking distance to shops, entertainment and restaurants.

### Safe pedestrian crossing cnr. King and Newcomen Street

parking	Short term free parking for e.g. wet weather stops - banks, PO, etc
parking	Some free short term parking
parking	Somewhere to park
parking	Street parking, preferably not metered. As Hunter Street is quite long, if parking wasn't metered, I would be more inclined to spend more time walking its length, rather than having to rush back to fill a meter.
parking	The bus serves its purpose. Parking limit is too short for attending places like the Newcastle Health Center and for doing business.
parking	the expectation of finding a parking space close to where i expect to do business
parking	the metered parking is a problem in and around hunter street.
parking	the only difficulty i have is in finding street parking.
parking	Traveling to or from Hunter Street in the car is no problem.
parking	Being there is the problem. The whole area is infested with parking meters.
parking	Travelling is not the issue, the lack of short term car parking in the locality makes trips to Hunter Street either unviable, or loathed.
parking	User friendly parking facilities. Parking is always a problem.
parking	Would be happy to park further west e.g. and travel in by train but parking at train stations is a problem.
parking	Buses are not reliable and not user friendly when I take grandchildren in prams with me.
parking	We need more parking
parking	We would visit Hunter Street or anywhere in the city more often BUT THOSE PARKING METERS are such a PAIN. It is such a hassel to find the machine, you have to walk half a block to get to it, when you put your money in it is easy to print a ticket with the incorrect amount of time on it and when you put more money in you cannot add the time to the first one, so you get two tickets with the same time on, then you have to get back to your car, open it up again, and display the ticket. I have seen many people complain of the same problem and vow they will not visit the town centre for that reason, myself included. It is penny pinching to charge people to park in town on the weekends because it stops them coming into town and spending their money. Why would you risk a parking fine in town when you can go to a suburban shopping centre and park for free. And as far as parking through the week, why can't Newcastle council open its sporting ovals as car parks and have shuttle busses to various locations where people work. It seems to work beautifully at Energy Stadium. Why can't they do more for the people who work and pay tax since you cannot catch a bus to work in Newcastle because they take forever to get anywhere because they go via every hospital, shopping centre etc. If there was a network of mini-busses which got you to your destination in a reasonable time then perhaps more poeple would use public transport.
parking	* Better parking options, particularly around Civic Theatre / Town Hall;
public transport	* public transport could be an option when my children are older - but not while I have a child in a pram, and two other young children - too hard to manage getting on/off public transport unless I am not the only adult. Also - public transport would only be attractive if it were direct from my house to Hunter Street (ie: not needing to change buses / trains etc)
public transport	* Light rail system i.e. tram like in Melbourne or shuttle bus

- public transport > better designed / directed inner city roads  
 > regular public transport  
 > accessible taxi service  
 1. A real reason for making the trip e.g. specific shops or attractions.
- public transport 2. Direct bus transport. Routes are too circuitous and time consuming.  
 Unreliable time table & often do not arrive or are very late.
- public transport 3. Parking is very sparse & too timed.  
 1. More frequent bus services
- public transport 2. More regulated parking.  
 A better bus fare structure - it costs me more to travel to Hunter Street and back on the Bus than it does to drive and park my car. I live in Maryville. It would be also easier if there were some bike racks to lock my bike to so that I can ride to Hunter Street.
- A BETTER BUS SERVICE
- public transport a better bus service that is more regular from Merewether and surrounds. It needs to be a shuttle type of service.
- A better bus service, especially the 100 bus which serves the TAFE Campus at Tighes Hill (which has 22,000 students onsite) and the University. The service is inadequate and in the busy morning period the bus has been full at CIVIC! and has left all intending passengers behind at the bus stop.
- public transport The free CBD bus service is an excellent initiative.  
 A better public transport system could be established. My address is 24, Silsoe Street, Hamilton, and when I was young (now 67) I lived in the same street and it was well provided with bus routes that went directly into the CBD. Now days I find the bus routes very confusing and they seem to meander all over the place.
- A better train and bus service
- public transport A big carpark at Wickham and a light rail link that runs every 15 mins going into Newcastle and be extended to do a loop up around King Edward Park and back down the Parkway, Stewart ave and back to Wickham.
- public transport It would be a great tourist trip and convenience for everyone to get into Newcastle, the beaches and enjoy the foreshore.  
 A bus direct from Maryland. This is a pipe dream. There is no way that efficient public transport will be available for the elderly in my lifetime.
- FORGET ABOUT THE CITY AREA AND CONCENTRATE ON THE SUBURBS.
- public transport The silent majority do not care about the inner city.  
 A bus route from Merewether to HUNTER street.  
 a bus that was on time to catch the train.
- public transport a busses only rd where the railway line now is. this will also take the fruitcake bus drivers and lane hoging busses off hunter street.
- public transport A cheaper, more reliable and more connected public transport system.  
 A decent 'Park n Ride' transport service allowing for the car to be left out of the cbd. The current free bus service is great, but not backed up with free parking facilities

- public transport  
public transport
- public transport  
public transport
- A dedicated bicycle-only lane .ie a cycle lane free of opening car doors & being sandwiched between motor vehicles  
More frequent & on-time buses  
Free rail between Hamilton & Newcastle like the bus system.  
A dedicated bus lane  
A direct bus from Hannell Street to the CBD; eliminating a need to change buses on Hunter Street in order to access anything further than Market Town.  
A direct bus route from MARYLAND into town is required as the bus travel now is time consuming and costly.  
A free bus on a circular route Hunter Street & returning along King Street diverging to the Cultural Centre, say from Pacific Street & adjacent to Markettown.  
A light rail line would be the most suitable to connect key parts of the city with the central Hunter Street spine with little impact on the environment.  
A light Rail service from either Broadmeadow or Hamilton to the city to ease Rail crossing congestion. As well a bike path to go alongside this light rail would be of great benefit  
A loop of regular, clean, reliable public transport (eg electric bus, light rail)that runs along the harbour and through the mall back to a hub which connects with heavy rail to Sydney. Interchange must be short distance, preferably same level and has timed connections. Many, many cities have such a system and it removes much of the car congestion, pollution etc from the city heart. Encourages tourism, supports business, allows students to be viably accommodated and learning in the city.Any startegy that brings students into the heart of the city is desirable - brings vibrancy and business, improves security.
- The transport loop could go one way either east in the mall then west along the harbour corridor or vice versa.
- A monorail from mayfield to Newcastle and back  
A tram would be god  
Bike paths  
A more frequent bus service and restrictions on parking in the city to encourage more use of public transport.  
A more frequent bus service would make travel more convenient - I use the 225 to get to Hunter St as I live off Union St or I cycle.  
A more regular goverment bus service ( A 1 hr service 310 only if and when they are on time )  
A public transport system, buses that was efficient. This can have many meanings but basically to get from Waratah West quickly ans easily  
A ramp available at Waratah train station, we can walk to the train and are very pro public transport but have a pram and have no access at Waratah  
A regular (say quarter-hourly) reliable (trains leaving at the same number of minutes past the hour all the time) train service from Thornton with connecting bus service to Black Hill. It will never happen!  
A set free shuttle bus from callaghan campus to the city campus  
A train and bus interchanged at Broadmeadow or wickham or Hamilton  
A train station near my house (maryland). hunter street is long, so it's easy in a vehicle to go from one area of hunter street to another if required.  
A train to Newcastle train station better timetable  
A tram-train system that goes to the Junction/Merewether region.

	access to parking cycle way cheaper bus service
public transport	An elevator at Kotara railway station. I live quite near the station but cannot manage the climb up all the steps to walk across the line then the climb down the steps to the platform. The rail trip to Newcastle is very quick but the elderly, the disabled and those with young children can't use it.
public transport	An improved public transport system from my suburb (Lambton) or free parking in the city.
public transport	An increase in the frequency of public transport
public transport	As I always ride into Newcastle from Beaumont St on the weekends and use a car to get to Nobbys on a saturday morning I try to avoid Hunter street and its traffic lights. I definitely think the train SHOULD go as it divides the town in half too much.
public transport	I don't work in town so do not need the public services provided. As I have 2 very small children I will continue to use a car to travel to Hunter Street. A pram and toddler are too difficult to travel with by bus, but I would consider getting a train to Hunter Street.
public transport	As I live in Cooks Hill The Junction end, the only transport suitable is a bus. I doubt that it would be worth while to a bus going up and down every street in the inner city area.
public transport	As I live in Hamilton Sth, a walk to The Store, then the shoppers bus is a very convenient way for me to travel. Improved suburban public transport would of course be even better
public transport	As I live near The Junction, a regular bus service travelling from say Junction Fair into Hunter Street would be ideal. In Melbourne, buses or trams run every 10 minutes but in Newcastle even every 20 minutes would be better than what we have at present.
public transport	At the moment the car is my preferred option. An extension of the free bus to Broadmeadow might get me in.
public transport	Better public transport...buses trains trams. Cycle paths
public transport	Being able to park at a central spot i.e. car park at Broadmeadow and have a bus running every 15 minutes similar to what the cat system does in Perth.
public transport	Better access from Honeysuckle (rail line).
public transport	Better ammenities at Warabrook Railway Station. Living in Warabrook, i used to catch the train into the city for work, however leaving the car down there one afternoon, my number plates were stolen. There is absolutely no lighting at the station car park and the car park itself is quite small.
public transport	better and more frequent bus public transport. why do government buses need to be so large in size? the state gov. should consider increasing their fleet in regional areas like newcastle by having a greater number of smaller/mini buses to service the needs of the community. pretty sure this is the latest model of thinking for bus services in europe. if and when the uni comes to town in a larger presence (and we fully support this plan) frequent bus services of 10-15 minutes in and out of the precinct will be required by uni students, teachers and staff to fully accommodate the transition of newcastle to a university city.
public transport	Better and more reliable buses. Buses that go as far as Fort Scratchley. better bus service

- |                  |   |
|------------------|---|
| public transport | Better bus service  |
| public transport | Better bus service or a light rail system in the Newcastle area.  |
| public transport | Better bus services   |
| public transport | More Parking  |
| public transport | Better bus services.  |
|                  | Better bus services. I catch buses on the 100 route and find that they are usually not on time, especially in the morning. I have to do a lot of standing around waiting for connecting buses in areas of Newcastle that don't feel very safe and inviting any time of day.   |
| public transport | Better bus timetables and more train stations   |
| public transport | Better bus timetables. Car is easiest as bus timetables are not complimentary.  |
| public transport | Better Ferry connections with the only bus service in stockton.   |
| public transport | better public transport   |
| public transport | better public transport   |
|                  | Better public transport - particularly rail transport at night. I don't particularly like the jerking and jolting of the buses, and I live near the rail. The train takes me to Civic and the theatre, and it also takes me to the mall end. The Showcase Cinema has gone now, and I can't be sure about the Tower's future, but the Brewery and the waterfront are currently very accessible by rail. Also, if the Honeysuckle precinct was not encouraged to drag all of the services that used to be available in the CBD away, the rail would service them too. The point of this is that there is more than one way to access Hunter Street. |
| public transport | The other issue with Hunter Street is the parking. It's much easier and cheaper to go to one of the shopping malls than to go to Hunter Street, where I have to pay for parking and where I am in danger of collecting a fine if I overstay for whatever reason. I understand there are difficulties with the parking, but they are not insoluble. Sadly, the meters seem to be there mostly for revenue raising. Too bad they discourage the revitalization of Hunter Street.  |
| public transport | better public transport (trains)  |
| public transport | better public transport and better parking when I drive. I would be more inclined to use public transport if it was reliable  |
| public transport | Better public transport and better road layout  |
|                  | better public transport connectivity  |
|                  | More rapid public transport options   |
|                  | more direct public transport options  |
|                  | Improved parking options  |
| public transport | greater value for money in parking and transport options  |
| public transport | better public transport from the outer suburbs of Newcastle   |
| public transport | Better public transport less cars and buses, and more people encouraged to use the train.   |
| public transport | Better public transport options, more reliable and more frequent public transport.  |
| public transport | Better public transport system (buses & trains), also night time transport. I travel by car because its more convenient then waiting for public transport   |

public transport

however this can become costly.

Better public transport system at peak hour vehicular traffic in King and Hunter Street is bumper to bumper...must have park and ride from Maitland, Hexham for Raymond Terrace people and Central Coast residents

public transport

Better public transport. The buses in Newcastle are terrible. Lack of frequency is a big problem. There are also too few buses routes. The current bus routes try to cover too much and as a results it takes a long time to get anywhere. During the morning or afternoon peak times I can walk faster than it takes the bus to get to some places - seriously. Bridge or tunnell from Stockton to Newcastle.

public transport

More regular ferry services, also a ferry terminal at Honeysuckle for convience.

Bring back the number of buses that go along Maitland Road through Islinton - Tighes Hill.

Prior to the new bus timetables we were serviced by the 100,101,102,104,105. We now have only the 100 every 30 mins, but you can rarely get a seat by the time it reaches Islinton on the way out of town and no seats from when it reaches the University going in to town.

They re-routed 4 buses that normally travelled through Maitland Road at Islinton-Tighes Hill and our only gain was we finally got a direct bus to John Hunter Hospital.

They never took into account that we still had the same number of passengers going to and coming from both the TAFE at Tighes Hill & the University at Callaghan.

The 100 bus is the only bus that services the TAFE at Tighes Hill and all students going to and from TAFE regardless of where they are coming from has to get onto the 100 to get to where they make their other connections.

You often see elderly people standing and it's dangerous during school rush hour as the number of School children, TAFE, University and passengers standing packed in from the back of the bus to the driver, the elderly or anyone for that matter can easily get their legs tangled or place a foot into a strap of a backpack that's been placed on the floor.

There's a lot of young mothers in the area and when 2 mothers get on with strollers you've automatically lost 6 seats in the bus, because the strollers have to be strapped into the wheelchair places.

I'm only 46 but I have suffered a back broken in 5 places and both legs shattered and it's not unusual to stand from Islinton to the Mall, so I only ever go into the mall when there's no other alternative.

Bus

Bus

Bus- no other form from where I live

Bus or light rail to a nearby train station. Alternatively, as direct walking paths as possible to and from railway station.

public transport

public transport

public transport

public transport

public transport

Bus transport from the outer suburbs of Newcastle.

We live at Fletcher and it takes over 1hr 20m to travel by two bus companies or get into Hunter St.

As well the cost of a one way fare from Fletcher to Wallsend to change to Govt buses is \$5.10. It is not economically viable to use public transport.

public transport

Time for business people to spend on public transport and than the inconvenience of not having transport to go to anf rom interviews/appointments etc over the city forces us to use cars.  
Buses are good from Mayfield

public transport

A cycleway along Maitland Road joining Hunter Street would be fantastic!  
Buses are great, but are subject to cancellation without notice. Fix the scheduling of services on the weekend.

public transport

buses at more regular interval. You can sometimes wait for a bus for 10-

15min, then 3 will come at the same time

buses connecting with train services

Buses feeding into/out of Newcastle more often. That is, the 100 bus every 15 minutes not 30 minutes. When buses come every 10 - 15 minutes you don't have to make timetable choices you just come to the bus stop. It reduces the waiting time and makes it more accessible. Adelaide has shown that it also increases the number of people willing to use the buses. Park and ride service also would be good provided the buses were very frequent - 10-15 minutes.

I usually use a car and park in David Jones car park. For other parts of Hunter St I'll park and then use the free buses. For me with chronic health problems, the metered car spaces are useless, as for medical appointments you never know when you will get back and so I must avoid them.

Buses from outside centre can park at the business district

Buses that take a more direct route, when we first moved to Kotara, Kimbarra Close. We were able to catch a bus that took 30 minutes, now to catch a bus that goes past our street, it takes over an hour, so much for improving the bus service.

By bus if timetables suited us

by train is the best way for me

public transport  
public transport

public transport  
public transport  
public transport

car parking at kotara rail station & free light rail to the city centre.  
Cars

or more frequency buses especially at night time from Birmingham Gardens.

cheaper public transport

Cheaper public transport.

Car parking

Circuit bus, Hunter , Darby, Bar Beach, Merewether, Union St, Hunter St city tram line (Europeans use this system a lot in their cities and is a proven system that works), more taxi's online - it is always a headache to get a taxi in the later hours. Appears to be okay by day.

public transport

public transport

close the train corridor.

eliminate right hand turn into honeysuckle from stewart ave/hannell street.

public transport

Closure of the railway line - gates take a long time and are closed often.  
Continued rail link to Newcastle City - retention of existing link.

Free 'bus service from Newcastle to Broadmeadow - to encourage 'bus patronage - this service was provided during the 1960s.

Accelerated 'bus service through Hunter Street - first stop principle

Use of King Street as a 'bus outlet

public transport

Greater usage of linkages with train and bus services - each to complement

convenient public transport that wasnt dependant on traffic conditions would definately improve travel. Finding parks and having to pay for them even if its for a 5 min visit is a hassle. creating efficient and reliable transport system would encourage people to use it, thus reducing the need for expanding on parking. It would then be suitable to charge for car parking.

Convenient, timely public transport

public transport  
public transport

Daytime - Not especially difficult as it is, because I can access employee parking unless arriving too late.

More frequent buses, including at night, would encourage me to catch the bus (235)for evenings out in town - last bus home is about 6.30pm.  
decent public transport applicable to Newcastle not done by Sydney idiots who dont even travel to Newcastle

NO PARKING METERS

Dedicated bicycle lane not shared with car parking. Better public transport.  
Dedicated bicycle lanes and perhaps light rail like what is used around Pyrmont in Sydney.

definately more parking spaces, otherwise, a huge safe security attended car park down near spotlight??or west end, and buses REGULARLY running around Hunter street, and foreshores, at very low or free cost, get the traffic outta town...

Definitely the removal of the rail line and the crossing would make it a lot easier to get to Hunter Street. I dont necessarily come to Hunter Street from the same direction. But in most cases the Rail Line makes it more difficult.

Depending on the purpose of my visit but light rail would be great if I did not need my car

Diffiicult to say, sometimes I drive to a parking station and walk, but more frequent bus services from my home area might encourage me to visit more frquently.

Direct bus route

Adamstown rail crossing removal/replacement with underpass

Direct more frequent rail travel

Efficient and regular Bus transport

Either - more options for buses - ie more regularly than 30+ min wait or more parking for the car

public transport

public transport

public transport

public transport

public transport

public transport

Even as a parking officer working in the CBD, you see and hear lots of things.....the biggest being lack of frequent and reliable buses....

It has been suggested (and I agree) that a more frequent timetable using smaller (19-20seat)gas operated buses not only to get to the CBD but to travel up and down Hunter Street....

Buses seem to be the choice as they provide more stopping options. By far and away comments regards the rail line are that it is time for the line to go and open the city right up.

Car parking will always be problem...I dont think the Civic Park idea is realistic.....the CBD needs better traffic management with more consultation with those that work in the area....and traffic management need to listen.

Even though I live in Cooks Hill I never drive into Hunter St due to the congestion & unreliable parking. I think that a bus that just did a city loop say Ncle Nobbies , Ncle Beach , Bar Beach & Merewether , then back through the Junction & down Darby St would be a very popular & well patronized initiative particularly if it allowed for larger items like surfboards to be carried . It would need to run at regular intervals & be reliable. A similar service could run through Hamilton & Wickham & into the city . Existing bus services from/to Kotara South are reasonable during the week, but inadequate or non-existent at week-ends. A bus service, even if limited to, say, a two hourly

public transport

timetable, would allow us to travel to Hunter St and the City in general without the problem of car parking.

Extension of direct bus or train service from the Blue Gum Hills area. Currently it takes two buses, with a change at Wallsend. Similarly, a six minute drive from Maryland to University also involves a bus change. This is the largest population growth area in the Newcastle LGA, and is completely ignored.

public transport

extension of the free bus into beaumont street hamilton and over the bridge to islington

better parking - ie free carparking after 9am

Extension of the rail network to more of the outer suburbs. Further businesses/shops/cafes that people need to visit for business, and would like to visit for leisure activities.

public transport

Fare free bus or light rail.

public transport

Ferry from Carrington

public transport

Firstly, in case I have no chance to explain elsewhere in this survey.....Hunter Street runs from Pacific Street right down through citywest to Selma Street, there is no Stewart St, and if you mean Stewart Avenue it is about time that you got the facts right before preparing a survey.....there are still a lot of businesses west of Stewart Avenue.

public transport

Now, as to your question:

1. The free bus service is tremendous and should be expanded.
2. More parking
3. short term parking, say 30 minutes for free.

public transport

public transport  
public transport  
public transport

public transport  
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public transport

public transport

public transport  
public transport

For public transport: better bus services, free trips, encouraging others to make use of the service too.

Also, keep the trains running into newcastle.

For private transport: not paid car parking around the hunter street area. SAFE CYCLE AREAS are vital, proper cycle ways, not just signs painted on the side of the road.

free bus from mayfield on mayfield road

free bus service loop from the Junction down Darby Street and down Union street

free bus service so I can park away from the centre an get up and down the length of Hunter Street. A dedicated bike lane so I am encouraged to ride in.

Free bus service to extend to Beaumont street

free buses, free + better parking

Free circular transport route

FREE CITY LOOP BUS, ROUND THE CITY AND FORESHORE AREA SAY BETWEEN MARKETTOWN, DARBY ST,CONSERVATORIUM, CIVIC STN,ZAARA ST, HOSPITAL,COURTS,END OF MALL EG WOLF ST, NEWCASTLE STATION,FORESHORE HONEY SUCKLE AND BACK VIA STEWART AVE INTO KING ST. NOT NECESSARILY IN THAT ORDER

free public transport

free trains from hamilton the same as the free buses. Better cycle space and bike racks,

Free travel on trains between Hamilton and Newcastle  
frequent bus services from Merewether west

From where I live in Light St Bar Beach I have a choice of 201 Bus (every hour), car, or walk. It doesn't get much easier

On reflection a small bus running very frequently (continuously)from the proposed new interchange at Wickham via Hunter - Newcastle Beach - Bar Beach - Merewether - The Junction - Union Street would be even better

get rid of the train line from Hamilton to Newcastle.  
less traffic lights, greater organisational flow of traffic.  
could be one way in and one way out - more streamlined

Great public transport that arrives at 10-15 intervals

Hunter Street really needs more arteries feeding it. It was, I believe, at one stage intended to widen Darby Street. Had that gone ahead it would certainly have helped.

The CBD's best hope of salvation is vastly improved public transport. I strongly believe light rail or tramway is the best option.

I commute to Hunter St for work everyday. Train station Facilities like Locker, surfboard storage, bike storage etc. would make it easier to integrate more social activities after work as well as reducing the need to utilize a car to commute.

When I do drive my car to work the need for convenient affordable parking. I have a disabled son if the trains were weelchair friendly I would catch a train and leave the car at home

I live in Kotara South. A bus goes to Newcastle every 30 minutes, at other times even only once a hour. From Kotara South the bus travels via various suburbs to Newcastle. A more frequent bus service/train service would encourage me to take public transport especially if it would go via a direct route.

public transport

I live on the corner of Hunter and Pacific Street.  
 I walk to the Art Gallery, Conservatorium and City hall very frequently.  
 I use buses for Calvary Mater, and John Hunter Hospitals, and the TRAIN for trips to Sydney, Central Coast etc.  
 Parking is the biggest problem for my family and visitors.  
 I firmly recommend that the rail remain, and public transport be enhanced.

public transport

I recently visited perth and fremantle, both cities have a free bus service that does the loop of the most frequented areas. it's a fantastic service and we were easily accommodated with two children and a pram. therefore simple bus service would be key for us.

public transport

I think that the train is an existing infrastructure option which is convenient for me because it's such a direct means of transport unlike cars or buses, you don't have to stop at every traffic light and you don't have to contribute to or deal with traffic congestion. I think if this options were retained then it would continue being an easy route to get into town. ( I certainly wouldn't want this infrastructure to be removed)

public transport

I travel to Hunter st on the train. This service must be retained. I would be far less likely to visit Hunter St without it.

public transport

I travel to Hunter St when I need to visit somewhere in that part of town.

public transport

The rail and bus networks make it perfectly easy for me to get there. The removal of the rail would make it harder to travel there as I often use rail to go into town

public transport

I walk as I live near the Mall...however more frequent bus transport along Hunter St (from the Mall to other areas of Hunter St) would be good.

I work in the east end & travel to Hunter St to do shopping. It would be easier to get there if there were more free buses. I imagine the same stands true if you're coming from a westerly direction. Often when I'm heading back to the east end, buses can be 20min apart...almost quicker to walk! And then 3 arrive at once!

public transport

More bus stops along Hunter St would also be useful - many of them (particularly heading east) are pretty spaced out. For example, there's one opposite the intersection with Darby St, and the next stop isn't until near the pedestrian crossing at to the mall (near the feet statue). It doesn't worry me particularly (a lunchtime walk is often welcome), but I imagine it would be difficult for less mobile people,

public transport

I work in town so I just walk. However the free bus service is working very well. The train service is also very convenient.

public transport

I work near Newcastle Train Station so the Train is suitable, rarely drive

public transport

I would like a tram line to replace heavy rail in the city. It should cover an inner city loop from Wickham, Newcastle, Merewether to Broadmeadow.

public transport

I would also like a dedicated cycle lane.

public transport

I do not support replacing the heavy rail with buses.

	I would like to say better more regular public transport but because our trips are spur of the moment we probably wouldn't use it.
public transport	I used to come in regularly when I was at school and we would always catch the train I would like to see a station between civic and Newcastle station to improve access to the mall. Also removal of fences and make trains travel slowly (no removal of train track).
public transport	More bike parking in street and allow bikes to travel both ways in the mall. I would prefer to be able to catch a tram or a bus that ran at regular intervals of around fifteen minutes.
public transport	If I have to take my elderly parents to their Doctor in Watt Street we go by car. But when I travel alone to Newcastle I catch a train from Adamstown. I like to attend the festivals when they are on and train travel is the easiest without worrying about parking. TRAINS THE WAY TO GO.
public transport	If the train lines were cut at Wickham and if there were more friendly cycle ways.
public transport	if there was a bus\public transport from Carrington that I didn't need to wait more than 5 mins I'd take a bus
public transport	If there was a train/light rail that connected Charlestown to the CBD and if there was a train/light rail that connected Merewether to the CBD.
public transport	If there was no rail line.
public transport	improved and regular public transport
public transport	Improved public transport
public transport	improving the efficiency of the bus system. Buses do not run on time from Newcastle station. Some run as much as five minutes early, many are several minutes late, some more than five minutes late. About half the buses on most routes are old, with damaged seats and windows which are hard to open if the bus is not air conditioned.
public transport	A small bus running a loop along Honeysuckle Drive and Hunter Street at frequent intervals, say every quarter hour, would be helpful
public transport	Buses going east along Hunter St. run in groups or waves, with sometimes 10-12 minute gaps between groups. A regular spacing would mean less waiting times. Most buses are about half full in the free area.
public transport	Improving the frequency of trains would make it easier to travel to and from. Decreasing the train fares would also make it more attractive to go into the city and Hunter St.

In it's current form, cheaper parking and fewer traffic lights.  
 But this is not the best solution: A better option would be viable public transport along the feeder roads such as Hannell st, Darby st, Maitland Rd and Tudor street and continuing into Hunter st all the way to the beach.

Please consider Lyon in France where I lived for 2 years: they have a light rail/tram network throughout and around the city, which along road/street corridors and receive right of way to traffic. It's cheap, easy to get on and off, and frequent (they run every few minutes).

Please, please, please take a look at Lyon's model.

It will help justify pulling up the heavy rail and using that corridor for trams, with more streets crossing the corridor to open up the foreshore. This would be a good compromise for people wanting public transport to remain on that corridor.

The other initiative worth considering, again from Lyon - is the public bicycle infrastructure existing there. Public bike 'stations' house locked bikes that can be used by inserting a card or paying a fee (a security deposit is involved in establishing an account). Bikes are deposited at other stations dotted around town when a commuter is finished using them. Up to 30 minutes of use is FREE - this encourages people to use them. For example, one could pick up a public bicycle at Wickham and pedal into Hunter St, drop the bike off at another bike station and do the same on return.

public transport

I am happy to talk to someone at council about these suggestions further if they would like to call me on 0418 465 728

In the absence of a decent (regular) public transport my view is that making Hunter and King Street one way (opposite directions) and wherever possible both sides of the road angle parking (including the mall which could see much better road access if a few trees were removed. integrated public transport - light rail, trams  
 It would make it so much easier to travel to or from Hunter Street, by keeping NEWCASTLE RAIL STATION where it is.

I frequently go to Sydney for my medical appointments and I have difficulty to walk. It is very good for me to catch the bus to Hunter Street, Newcastle and catch the train on level ground or do some shopping before or after the trip to Sydney.

I live at Mayfield and I would like the Buses to go back to the former Timetable when it was only 20 minutes for a Bus to go to Newcastle which enabled the Buses to meet the Trains. The Mayfield Bus Service is now 30 minutes apart and it requires me to go to Newcastle very early to catch the train.

I would like to see the Mall with many businesses instead of the Real Estate Signs. Keep the Mall clean and painted nicely during this slow time, and the Mall will keep going until the money gets better again.

public transport

I walked up the Mall on my own the day after the earthquake and I was so glad Newcastle Mall was still there. I think Newcastle has the best area with businesses, shops and the rail service to go to the beautiful beaches

- we have here.  
Everything is close together and is accessible to all.
- public transport  
Keep the trains running to Newcastle  
Keep up the public transport system - including buses and the train (right to the end of the line, i.e. Newcastle Station). I think a free bus running up and down Hunter Street would be a great idea!
- public transport  
keeping newcastle train station  
Leave the rail alone, put in a pedestrian overpass near the council buildings or further west over both the rail and the road  
Leave train line as is, will not use interchange. I will use car to access areas outside Newcastle. Currently use train line 3 to 4 times weekly. I will not waste time, due to the stop, start, on/off nature of an interchange. For my wife and I the interchange means another car on the road. You need to take a longer view with the train line.
- public transport  
Light public transport eg light rail /tram style transport  
public transport  
Light rail  
public transport  
Light rail - rip up the train tracks and put a light rail down the middle of Hunter Street. The road is that wide you can fit one without effecting the car travel. It would also get people back into this area of the city  
public transport  
Light Rail system such as trams or more buses and more short term parking.  
public transport  
Light rail with a park and ride at say Clyde Street. If not more parking ie 1hr fee sites  
public transport  
Light rail would be better than buses though I usually walk the east strip  
LIGHT RAIL!
- public transport  
A well planned and reliable light rail system is what this city needs. The heavy rail line divides the city. Light rail is smaller, quieter and street integrated. The nature of Newcastle's CBD leaves little room for congestion created by heavy rail networks, bus and car congestion. Light rail is ideal. Please develop a system.
- public transport  
light rail, provided there was much better interaction between Hunter street and the foreshore  
more regular buses  
dedicated cycleways  
public transport  
light rail, regular bus service and safe cycleways  
public transport  
Light rail/tram from Wallsend to Newcastle, the buses are hopeless.  
public transport  
Light rail and over passes for prams and disabled persons  
public transport  
Light rail train  
public transport  
lite rail.  
public transport  
Living in James St Hamilton have access to frequent bus services. Being just three blocks from Gordon Ave can travel into town from there for free. Maintenance of the rail system, I use the rail system as my primary transport and without it I would never travel into the city. Currently I use shops and restaurants in the 2300 area on a near daily basis and always by rail.  
public transport  
Making sure buses are able to travel through the street on time.  
public transport  
maybe more buses

- |  |  |
|--|--|
| public transport   | <p>More buses<br/>More buses and safer cycle-ways.<br/>My local bus route (111) no longer has evening or Sunday services provided.</p> <p>As an adult not accompanying a child riding a bicycle it is illegal for me to ride on footpaths. When I ride in the designated cycle-ways they are often blocked by cars parked too far from the curb or rendered dangerous by drivers opening their doors without checking for cyclists etc.</p> <p>More buses at regular intervals</p>   |
| public transport   | <p>Eg Hunter St at midday- Buses few and fat between</p> <p>More buses in New Lambton area<br/>Needs shelter with seats for both heat and rain<br/>Visible time tables</p>   |
| public transport<br>public transport<br>public transport   | <p>More convenient and affordable public transport.<br/>more direct buses (ie not so many winding detours)<br/>More direct link public transport. The train is ok but not frequent enough.<br/>Bus links that don't go around the world to get to Hunter street. Quick link public transport. Otherwise I wouldn't use public because it is easier and quicker to drive with how the service is now.</p>   |
| public transport<br>public transport   | <p>more frequent and cheaper public transport<br/>More frequent bus service<br/>and<br/>free parking area with enough space to open car door and get kids out would encourage me to bring family. Kotara and Charlestown offer this.</p>   |
| public transport<br>public transport<br>public transport<br>public transport<br>public transport<br>public transport<br>public transport<br>public transport | <p>More frequent bus services<br/>More frequent bus services from Shortland or train services from Sandgate<br/>More frequent buses<br/>More frequent buses<br/>More frequent buses that travel more directly to Hunter St; light rail<br/>More Frequent buses to get to Hunter Street.<br/>More frequent Govt Buses</p> <p>More frequent public transport - trains should be every 15 minutes - on weekends it is disastrous. It really puts you off going into town.</p>   |
| public transport<br>public transport<br>public transport<br>public transport<br>public transport<br>public transport   | <p>More frequent trains, probably shorter in length<br/>More frequent trains<br/>More frequent trains from the uni.<br/>More local trains towards Kotara<br/>More public transport</p> <p>More parking in the foreshore, timed parking first 2hr free. Remove the railway to allow access to all areas and to Hunter street. I can remember when my children were small, we would walk all through Hunter St from the beach to the bank corner, (as it was known then) it is now Spotlight. There was Coles store right in town in the Mall it was fun taking the kids there, you could have lunch in the cafeteria up stairs. We need more places like that where ordinary people can get a reasonably priced meal.</p> |
| public transport   | <p>It is sad to see Hunter Street looking like a ghost town, so many empty shops. Maybe the space could be used for residential living. They have revitalised Sydney foreshore with lots of new buildings. The coastal towns all along NSW coast have lots of new residential &amp; retail areas in the towns the community loves them. We have the best beaches some of the whitest</p>   |

sand but newcsatle counsil dont seam to get it.

Merewether surf house which could have been removed long ago, is still there, if it had been removed the area could have the tables, chairs and shade, coffee shop, like the one at Toronto water front. I can only suggest the things I have seen work for other cities, and wonder why Newcastle is still stuck back in time.

more public transport, more direct buses from my home and more regular times ( I live 15 minutes away and the bus near my home takes ONE HOUR to get to town!)

public transport

This is ridiculous when I may be going shopping or to a meeting for a few hours only, and spend more time travelling!  
More regular bus services from suburbs.

public transport

Improved accessibility from harbour and honeysuckle precincts.  
More regular buses. I live in Merewether, close to Merewether Heights and we only have a bus once an hour into Hunter Street which makes it difficult to get into the city at specific times. Especially considering the bus is usually full as it comes from Belmont and that it is an hour and a half to walk in.  
More regular train service to Newcastle Station

public transport  
public transport

More reliable and frequent bus service through broadmeadow. Extend free fair zone to include all areas within 10km radius from cbd.

Designated cycle paths/ lanes on roads to increase safety.

More reliable Bus Services

No heavy rail line between Wickham and Newcastle stations

no rail line

No railway line!

No railway to cross over - more parking

No train lane

no train line up the middle of city

No train line!!

Nothing as there is no public transport from my home that I can travel on that gets me to Hunter Street in under 1.5 hours.

Nothing really, I typically travel by car. However, I would travel by bus if the need arose.

public transport

I am unable to travel by rail as I live at Wallsend. If there was a rail service here, I would consider travel by rail. Else, I need to drive to most likely Waratah station, perhaps, Sandgate or Warabrook to take a train. This would be only a few minutes less travel time than taking my car.

Nothing really. I find it easy to catch the train as I live at Hamilton, and prefer it to driving. It's easier to put my bub in the pram and walk to the station, than to go through loading the baby and pram into the car and unloading at the other end etc. So if anything more trains would be better. I would also like a train line that connects The Junction and Merewether beach etc.

public transport

public transport

Nothing. But RELIABLE FREQUENT public transport at a fair price (less than driving) would entice us from the car. The train from Adamstown to Newcastle & return is convenient at times (daylight only). Government once provided subsidised (from taxes) trams, then buses to stimulate business. Those funds have been re-directed, & today's buses are uncomfortable, indirect (slow), & unreliable. In Sydney we always use light rail or train if available in preference to buses.

Council could of course ban private vehicles, & GPT could make Newcastle (light) rail station a feature within its new development, as often seen overseas. What a draw for customers ! --- but this is not a world-class city, is it ?

Park and Ride  
Park and ride areas

Park and ride depots in some outlying areas

More public parking (This could be realised by demolishing some of the dilapidated buildings throughout the Hunter St preceinct)  
park and ride facilities. trams.

Park and ride. I use this to a limited extent with the free bus service.  
Plentiful parking OR regular known public transport times. For example, in Melbourne you know that the tram comes every 10 minutes between 9am and 8pm. This sort of regular scedule for transfort would make it appealing to use public transport rather than drive. Also a loop that did king/darby and Hunter wojuld be fabulous.

Possibly a parking area for cars and a light tram/rail feeder to the top of town  
Promote the Free Bus Service to visitors and with Rate Notice Mail out.

Open a plaza in front of Civic Station with green lawn and shade trees.

A crush lane for turning vehicles at Civic Gates so that two lanes of traffic continue to west along Hunter Street.

Public transport

Public transport (express service)Direct from Maryland, picking up only say to Wallsend going in & from the top of town to say the bank corner comming out.

Second choice is more parking available at cardiff railway & elevator/escalator access to the platform

Third choice availability of car parking. The parking stations now in existance a generally full.

Public transport, betting on street parking

Put the railway line underground and cut the traffic congestion at Stewart Avenue

Quicker and more frequent public transport

Reckon having a nice Tram-Train service would be convenient. Newcastle CBD is a geographic bottleneck and traffic can only leave west or south, making rush hour crazy. With expected population growth, it would be foolish not to invest into better public transport

public transport  
public transport  
public transport

public transport  
public transport  
public transport

public transport  
public transport

public transport  
public transport

public transport  
public transport

public transport  
public transport

public transport

- Regular bus or tram services. I live in New Lambton so its not as efficient at the moment to travel by bus compared to car. Buses take a lot longer. If I had a need to regularly visit Hunter St and there were parking problems I would consider public transport.
- I also ride my bike weekly and would also use this as an option. Safer bike paths or markings on roads would make me more likely ride my bike into Hunter Street.  
Regular bus travel
- A shopping hub with easy access from one bus stop/ parking point/train station  
Regular buses through Shortland which don't go through half of newcastle until they come to Hunter street. More free parking, or even just more parking.  
Regular public transport from North Arm Cove. A bus service is available, but it is geared to schools and is not frequent enough.  
regular public transport, so regular that you wouldnt have to know the time table from areas like lambton, waratah to Hunter St.  
regular reliable public transport, particularly at night time.  
removal of rail line  
Removal of railway gates @ Wickham & Civic.  
Removal of traffic lights or making traffic lights more in tune with traffic flow.  
Bike path to allow for safe usage of bikes including bike racks.  
Removal of the Heavy rail from Broadmeadow and replace with light rail loop  
removal of the rail line - I live on the harbour side and therefore need to cross the rail line to get into Hunter Street.  
Removal of the rail line and an extended ferry service, particularly of a night.  
Removal of the train line to stop delays at the crossings.  
Remove heavy rail and improve traffic flow  
remove the heavy rail line  
Remove the railway line crossing the highway. Major traffic problems that block alternative accesses to Hunter Street at Honeysuckle Drive and from other directions.  
remove trains  
install cycleway along rail corridore.  
install footpath between king st and hunter along stewart ave. on the eastern side.  
(thru the park)  
remove traffic lights at honey suckle drive and industrial highway and install roundabout  
Removing the rail barrier will make it easier to travel to Hunter Street.  
Removing the railway line. Its very frustrating to sit there and watch trains pass behind 100's or cars during peakhour times.  
replacement of trainline with lightrail line / mixed use zone - like in darling harbour  
Retain train line.  
Retention of the full railway line to Newcastle Station and an increase in train frequency for the regular times when I would like to catch a train from Singleton ,where my hobby farm is located.  
shuttle bus or light tram. No train

public transport	Some form of light rail like Melbourne's tram system to and from an area of easy parking
public transport	State Government creating a decent public transport system in Newcastle and the Hunter. Improved cycleways in the inner city and Citywest would also help. It also seems silly to charge for parking in a struggling part of the City.
public transport	Terminate railway line west of the present Wickham station and continue streets that come off the round about in the Honeysuckle into Hunter Street. More access Roads from Hunter St to Honeysuckle and the foreshore would possibly relieve the traffic congestion which appears to occur every afternoon along Wharf Road
public transport	the CAT system they have in Perth
public transport	The elimination of the level crossings on Stewart Avenue and Merewether Street.
public transport	The inner of two light rail transport loops that connect newcastle, to merewether, to waratah, and go continuously every 15 min or so. The ouyter loop connects outer suburbs with train lines and bus routes.
public transport	The present train line is fantastic and so quick coming from Hamilton. the railway gone!
public transport	The Stewart Avenue train crossing is always a bottle neck to gain access to Hunter Street. Once this area is restructured I believe there would be nothing making it difficult to get to Hunter Street. I think that there should be an overpass at the Stewart Avenue crossing, or alternately drop the railway line down under the road.
public transport	The traffic at the corner of Hannell St and Lee Wharf Road is horrendous. I usually take Lee Wharf Road to Merewether St and then onto Hunter St.
public transport	There is an existing road alignment and pavement that could easily be modified to provide a slip lane on Hannell St heading left avoiding the lights onto Lee Wharf Road alleviating traffic in this direction as well as the traffic heading straight through to Hunter St across the railway line. The traffic snarl at the intersection of Hunter St & Stewart Ave is chaotic. This is made worse by the rail crossing and the lights at the intersections of Stewart Ave with King St and also with Honeysuckle Drive. This is a bottleneck that needs to be addressed. I would suggest a flyover that starts South of King St and finishes North of Honeysuckle Drive, to remove all crosstown traffic from the equation. Either some more footbridges or pedestrian crossings of the railway line would be handy to open up access to/from Hunter St from the harbour side of the tracks.
public transport	It would also be great if the free bus initiative was extended to/from Beaumont Street in Hamilton and also to/from The Junction along Darby and/or Union Streets. this would mainly be a better bus service, and the ability to catch the bus from any part of the town. At present there are three bus services reasonably close to my destination - one departing Hunter Street at Darby Street, one at Union Street and another at Stewart Avenue. If boarding a bus west of Union Street the service is quite limited.
public transport	train Train is good.....Car well problem with parking it. Bus is free and that's good it allows me to have no expense.
public transport	trains that stop at Kotara station more frequently especially on the weekend and of an evening up to 10pm
public transport	tram

public transport

Tram

Tram / lightrail - if there was streamlined transport system, i would probably visit the hunter street (and the mall more often). Buses are terrible at the moment and many of the routes are useless. If there were trams that serviced only inner suburbs you would def. use them, even to commute between downtown and the junction, or down town and the junction of similar.

Bike Lanes - dedicated bike lanes should be everywhere in Newcastle, especially for a town that plans to grow the university in it's center.

Train - more regular services on the existing train line. Faster trains.

Free parking - often go into town to do 1 simple thing. It's a pain the bum to have pay for parking. there should be more free 2 hour parking spots.

tram along hunter street from hamilton end

tram or light rail

TRAM SYSTEM, RETURN TO THIS MODE of transport AS WAS PRIOR TO 1950

TRAMS

Trams

Trams

Trams or buses at 10 minute intervals around the surrounding streets goint to and from Hunter Street

trams!

Trams/ light rail

Trams/buses from Honeysuckle to Hunter St.

Travel is easy and uncomplicated. I would take trains or buses more often however the timetabling is appalling. each seem to run only hourly, and if a connection is required, the connecting service departs 5 mins before arrival, resulting in another 55 minutes.

It is crazy that a 7 minute drive takes 75 mins by bus.

travelling too or from is easy.

the trains are ok but the busses are not.

it is not about the cost, it is about the time. in my car i can be in Newc door to door in about 10 minutes, if travelling by train i need to walk/drive to train station (20 mintues walk), wait on the platform, 10 minutes in and then walk to hunter street - all up about 45 minutes. The quality of the train is great but i live too close to NEwc for the train to be effective for me.

the bus - same deal as the train - just less pleasant in traffic, crowded, long way around, don't like to company you keep on the bus.

Using the free bus service overcomes any problems

Walking TO Hunter Street is easy but walking ALONG is not.

Either consolidate the premises into a single district or provide a tram with hop-on hop-off

Well integrated public transport

When I travel down to Sydney bu train it is convenient to go into Newcastle Station.

public transport  
public transport

public transport  
public transport

public transport

If I have a number of parcels I then catch a cab at the rank. Keep the trains

Within the location enjoy walking.

But have always enjoyed short travelling in cities using trams it is convenient and suited to low traffic areas and it also gives an enchanting feel to heritage cities.

public transport

Call me a romantic?

1. Less cars (the roads make access difficult.
2. Better bike paths and walking areas
3. Creative business ventures that spill onto the street (this would entail Newcastle council relaxing its stringent regulations-look at inner Sydney for inspiration)
4. Speed up the traffic lights

streetscape/pedestrian needs

A pedestrian crossing across the rail line from Wharf Rd to Scott St at Market st . As was there before the addition of the mountain climb over the rail

streetscape/pedestrian needs

A softer streeescape, more landscaping and decent paving.

streetscape/pedestrian needs

Additional rail crossing for pedestrians at Worth Place

streetscape/pedestrian needs

Additional spaces reserved for scooter parking. And, a more pleasant surrounding. Some time it is just unpleasant to walk past vacant buildings where the doorways have been used for a urinal! And, the bus stops are sosmetimes ugly with rubbish and graffiti.

streetscape/pedestrian needs

an escalator going up the hill. LOL

streetscape/pedestrian needs

As me and my wife live in Stockton and always take the ferry across and use the footbridge over the railway, I cannot think of anything, which would make it easier to access Hunter St.

streetscape/pedestrian needs

What we would like to see is a pedestrian crossing across Wharf Road at the bus terminal, preferably with a speed hump. The traffic on this road is quite high and it should be a no-brainer to improve the movement for the pedestrians in this area.

Better footpaths. Sometimes uneven and with holes in the ground due to removal of utilities covers etc. Continual active street fronts and cluttered appearance (street furniture, A frame signs, trees and planter boxes) would help to make it more appealing and enjoyable.

streetscape/pedestrian needs

Reopen footpath between Honeysuckle workshops and Merewether St railway gates - the closure of this footpath adds a few minutes to the walk, which diverts people around the building instead of them being able to cut directly through to Merewether St from Civic platform No 2.

Better maintained foot paths, clear of low overhanging tree branches.

streetscape/pedestrian needs

Cured arthritis in knees

streetscape/pedestrian needs

Cleanliness of the area; safety and regular time tables

Connecting public transport through to Honeysuckle, or pedestrian access from Hunter Street over to Honeysuckle Drive and Wharf Road.

I work on Honeysuckle Drive, but have to alight in Hunter Street near the closest street junction to Honeysuckle drive, which is at Hannell Street.

I then have to walk about half a kilometre to my workplace.

If there was any kind of pedestrian access across the railway line, this could be shortened for me and countless others.

feeling safe

Feeling safe to walk in the city.

Fewer cars

getting rid of cars from Wickham onwards for starters.

streetscape/pedestrian needs

getting rid of cars from the mall.

streetscape/pedestrian needs

Good footpaths, good crossings, good lighting systems, less traffic, good weather shelters, good bus service.

streetscape/pedestrian needs

Greater pedestrian amenity. Existing traffic movements make Hunter Street difficult to cross for the pedestrian / cyclist.

streetscape/pedestrian needs

Better integration of railway stations / light rail would improve pedestrian amenity.

streetscape/pedestrian needs

Green space and dedicated cycle paths.

Have more disable parking , the seats in the mall are too low then it is difficult to get up after sitting, with the cement footpaths it is difficult to walk on pavers when you use a walker

streetscape/pedestrian needs

I live close to hunter therefore it is easy for me to get to. However, there is a issue with the pedestrian crossing in the Newcastle area, cars do not seem to aware of them, do not slow down or even stop. I will only cross Hunter and King streets at traffic lights or when there is no traffic around. Crossings are not safe.

streetscape/pedestrian needs

I live on King Street my only issue with Hunter street is at night it is not safe.

streetscape/pedestrian needs

I prefer to walk to town and back as long as I am able. Using the bus service is my second option, but that intails waiting at the filthy bus stops.

When walking, and apart from having to avoid filthy footpaths {e.g.vomit, discarded food scraps from drunks and such like}

streetscape/pedestrian needs

that is my prefered way to get to Hunter street.

streetscape/pedestrian needs

I walk to Hunter Street and often even in the middle of the day do not feel safe walking alone

I walk to hunter street so nothing would make it easier at present other than upkeep of pavements and better lighting at night.

The street lighting is very poor around much of Newcastle city centre. I live in wolfe Street and there is poor lighting in Wolfe and Church street and virtually none in Tyrell Street,--- especially around the Primary school where the pavement is quite uneven. I do not believe in over lighting the street as that can lead to light pollution but perhaps more strategic lighting would encourage more people to walk at night thus making the Hill safer Improved footpath surfaces. Many are uneven due to poor state of cement or bitumen either from lack of maintenance or tree roots, often have broken glass from discarded and broken bottles.

streetscape/pedestrian needs	<p>Improved pedestrian crossing corner Perkins and King Sts. - now under construction</p> <p>Make sure that all of the paths have curbs that you can cross on a bike with an infant. I mean, when you get to a road, there is an indented part so that you don't have to go down a gutter.</p>
streetscape/pedestrian needs	<p>Also, better bike/ pedestrian paths.</p> <p>More parking for when I drive to/from Hunter St.</p>
streetscape/pedestrian needs	<p>Clearer signage for easier navigation (i.e. finding which streets to turn off onto).</p>
streetscape/pedestrian needs	<p>When travelling to/from Hunter St via ferry it would be good to have open spaces and direct access (without having to climb stairs over the rail line) for quicker and safer access.</p>
streetscape/pedestrian needs	<p>More pedestrian crossings</p>
streetscape/pedestrian needs	<p>More pedestrian friendly</p>
streetscape/pedestrian needs	<p>More shade - it can get quite hot walking down this road. The free bus is a great alternative and I also use this regularly. It would be good if it started at 7am and stopped at 7pm (esp in summer).</p>
streetscape/pedestrian needs	<p>No other vehicles.</p>
streetscape/pedestrian needs	<p>Nothing is needed during the day but better lighting and security is needed after dark</p>
streetscape/pedestrian needs	<p>The footpaths in many places are not good</p>
streetscape/pedestrian needs	<p>Walking trails and paths</p>
streetscape/pedestrian needs	<p>We walk from Cooks Hill to the Civic Theatre, and use a few of the businesses from Spotlight down toward Merewether Street (sometimes we drive, depending on what else we are doing at the time). Better lighting along Darby, Laman, and Aukland Streets as they meet Hunter Street would help. At night, we avoid Darby Street as there are too many drunks and the potential for alcohol-related violence or just unpleasantness.</p>
streetscape/pedestrian needs	<p>wider footpaths cover from the elements more trees (cool it down) remove street parking one way streets</p>
streetscape/pedestrian needs	<p>A co-ordinated approach to traffic lights and rail gates. When the gates are closed the lights don't change but when the gates go up the lights immediately change to clear the backlog of traffic ASAP. The traffic lights are also a problem in themselves. Turn right only lines don't get enough time to clear the line of traffic. The intersections that have turn right and turn left or straight through are ridiculous because the left turn is held up by pedestrians crossing and there may be no traffic in the turn right lane - so traffic doesn't flow freely at any time. Better method of traffic lights have a priority for main flow of traffic</p>
traffic flows	<p>lesser priority roads have two pads which change when traffic is stationary at second pad. The lights change for ENOUGH time to get that much traffic through lights - could extend if traffic still flowing but to a set maximum time in ratio to traffic flow studies. Ask if you cannot follow.</p>

	a dedicated bicycle path allowing for more bicycle traffic.
traffic flows	Trams from Hunter St to local suburbs. One way traffic, West to east along Hunter St and east to west along King St.
traffic flows	A direct road from my house! The road links are good, But I wouldn't get the bus as bus fares really aren't competitive for 2 people to travel without student concessions.
traffic flows	a road that takes people/cars out of the top of town, to main roads, like the old wharf rd.
traffic flows	An overpass for stewart ave
traffic flows	Better public transport and better road layout
traffic flows	Better synchronised traffic lights and not have to stop at every block.
traffic flows	Better traffic light control
traffic flows	close the train corridor. eliminate right hand turn into honeysuckle from stewart ave/hannell street. Easier access from the Hannell Street. Three sets of traffic lights and a railway crossing, all of which seem to operate independently of each other, makes this a real bottleneck. Even when travelling along Honeysuckle Drive, holdups are common.
traffic flows	We find it easier to access Hunter Street by travelling along Albert St Wickham, then crossing the railway bridge which brings you in near Stewart Avenue. This is a very circuitous route.
traffic flows	A lot of thought needs to be put into directional flows to ease this problem until a real solution can be arrived at. This system is used in Sydney and in Adelaide during peak hours. fewer traffic lights - I only live at Kotara but you can't just 'duck into town' - it takes half an hour to drive in half of which is spent at traffic lights.
traffic flows	Public transport is useless as what do you do with your shopping if you don't have a car to put it in while you continue shopping? and it means you are locked into timetables.
traffic flows	Fewer Traffic lights - roundabouts like honey suckle drive Provision of more parking Taking out the rail line Get rid of level crossing at Stewart Ave and Merewether St
traffic flows	Hunter Street really needs more arteries feeding it. It was, I believe, at one stage intended to widen Darby Street. Had that gone ahead it would certainly have helped.
traffic flows	The CBD's best hope of salvation is vastly improved public transport. I strongly believe light rail or tramway is the best option.

traffic flows  
traffic flows

I usually travel to the easter end of Hunter Street via King Street to avoid narrow sections of Hunter Street and speeding and impatient traffic.

If you are able to find a park in Hunter Street cars que up behind and become impatient. My experience is Hunter Street, is to narrow and congested with traffic travelling above the legal speed limit.

For me to feel safe to use Hunter Street, I believe the speed restriction for the entire length of Hunter Street needs to be reviewed as well as engineering speed restrictions.

I would need all the traffic lights synchronised from Wallsend into the city. Improved east/west linkages between outer suburbs and the City Centre. The proliferation of traffic lights and roundabouts along the transport corridors makes it increasingly difficult to access the city centre without significant delays on the way to or from.

traffic flows

I occasionally use public transport (bus) to access the city centre, but the bus takes twice as long as the car. Improved services and timeframes could enhance my motivation to use public transport.

traffic flows

Improved parking  
Less traffic lights

More to do in terms of shopping

Improved road access from west to East of Newcastle is essential. There has been a lot of work going into the south to north roads and from the west to the east of Newcastle it is getting more and more congested. There are many new estates in the west of the city. If the car (and public transport access) is not improved in this direction people will not travel in as far as hunter st and will shop eat etc in the lambton areas etc. All of the roads have many (and more being installed) traffic lights and points where the roads go from two to one lane and back again. Also there are many side streets slowing down the flow of traffic. Could you please look into this? thank you.

traffic flows

Improved traffic flow especially along King St between Union and Darby Sts

traffic flows

improved traffic flow, less railway crossings, cheap available parking at my destination.

traffic flows

for me to use public transport, it would be a more direct route, with increased frequency of service. I do object to a bus or rail service that takes > an hour to travel 5kms, with a frequency of around 1 hour.

Currently it is inconvenient to use, not amenable to my lifestyle, and after dark, I wouldn't call it safe.

traffic flows

In the absence of a decent (regular) public transport my view is that making Hunter and King Street one way (opposite directions) and wherever possible both sides of the road angle parking (including the mall which could see much better road access if a few trees were removed). King Street and Hunter Street should each be made one way to allow more space for a dedicated bicycle lane. Either street at the moment is extremely dangerous for cycling.

traffic flows

King and Hunter one way would also make more space for trees, car parking and perhaps even space to reinstate the tram line. Hunter Street was historically built along a tram line and thrived because of this.

traffic flows	Less traffic
traffic flows	Less traffic congestion
traffic flows	Less traffic lights along King Street
traffic flows	Less traffic lights!
	less traffic
traffic flows	coordinated traffic lights
traffic flows	less traffic!
traffic flows	less traffic, and no train lines to hold up traffic
traffic flows	Less traffic congestion on Hunter Street passing through the railway gates at Wickham. The lights should be more in sync with the traffic flow.
traffic flows	Less vehicles in the city centre
traffic flows	Level gates across the railway line from wharf road. Not up and over as at present
	More parking facilities around the middle to West end of Hunter St.
traffic flows	No right turns unless turning lanes provided. People turning right from Hunter St (heading east) congest traffic very quickly. The left lane is usually slowed by busses already.
traffic flows	No intentions of accessing Hunter St other than by car and usually use King Street to Access the Mall therefore widening of King Street in the section that narrows
traffic flows	oneway king st oneway hunter st
traffic flows	Single carriage way lanes in either direction with angle parking down both sides and pedestrian crossings at frequencies greater than the existing traffic lights. You then double the parking numbers, make it easy for people to cross the street to access shops and improve the viability of Hunter Street.
traffic flows	Slower traffic
traffic flows	Synchronised traffic lights!
	Turn Hunter St into one way traffic East and King St one way west. Allow specific bus and bike lanes and angled parking. Extend free bus and train travel to maximise public transport. Retain the rail line to Newcastle.
traffic flows	Turn both streets into tree lined boulevards.
traffic flows	Use Hunter and King Streets as one way directional.

## Q4b. Easier travel within Hunter Street

<b>subject</b>	<b>transport_move_around</b>
cycling facilities	a cycleway
cycling facilities	A designated bike lane
	A safer biking environment. There are too many cars on the roads and adding a bike to that mix leaves the bike riders with far too little space to ride safely and confidently.
cycling facilities	More trains and buses would help reduce the need for cars on Hunter St and make it more conducive to people riding.
cycling facilities	Again, I would ride my bike if there were cycle paths. At night I would feel unsafe walking around as there are too many dark spots.
cycling facilities	As previous. I think it should have protected cycle lanes provided, at the expense of some parking spaces.
cycling facilities	better bicycle lanes, fewer cars
cycling facilities	Better bicycle tracks
cycling facilities	Better bike paths.Safer bike paths separate from from road
cycling facilities	Better cycle lanes.
cycling facilities	Better cycle paths, together with existing pedestrian pathways.
cycling facilities	Better cycling lanes & racks.
	Better dedicated cycle paths,
	wider footpaths.
cycling facilities	Single car lane, angle parking
cycling facilities	bicycle lanes
cycling facilities	Bicycle only paths. Make the roads cycle friendly (as in europe) to reduce traffic congestion etc
cycling facilities	bike
cycling facilities	BIKE BUS
cycling facilities	Bike facilities
cycling facilities	Bike lanes in Hunter st
	bike lanes
	cafes
	breaks in traffic
cycling facilities	awnings in fornt of shops
cycling facilities	Bike lanes.
cycling facilities	bike parking facilities, frequent tram stops, access between Hunter st and the foreshore.
cycling facilities	bike racks and cycle way.
cycling facilities	Bike tra. The free bus system is realy good
cycling facilities	Bikes are the best as Newcastle is so flat - mostly - and easy to get around. Introduce better bike ways along the roads
cycling facilities	Copenhagen style bike lanes. Fully separated, and segregated push-bike lanes for clean healthy active transport. Car lanes should be reduced. More public transport.
cycling facilities	cycle paths again
cycling facilities	Cycle paths.
cycling facilities	cycleway
cycling facilities	Cycleway
	Cycleways or areas where bikes can travel without risk of car doors opening on them.
cycling facilities	Also the buses on Hunter St move very fast and very close to the edge of the road.

- cycling facilities      Cycleways. Clean footpaths.
- cycling facilities      Dedicated bike lanes and bike locking facilities.  
dedicated cycleways  
  
light rail
- cycling facilities      more regular bus services, including regular, free loop services
- cycling facilities      designated Bike / green corridor footpaths, light rail.
- cycling facilities      Designated cycleways, like Clover Moore is doing in Sydney, in conjunction with the railway.  
For trips by bicycle when travelling to east or west end, a safer on-road cycle route.
- When walking, shift the bus stop patrons from the footpath to a waiting area that keeps the footpath clear for other users.
- cycling facilities      Get rid of canvassers and beggars from the mall.
- cycling facilities      Improved clcle ways with designated areas to lock bikes up. Scapping of the heavy rail replaced by light rail and bike paths.  
In its heyday my friends and I would walk from the mall area to Union St regularly. It isn't far. the shuttle bus service was a good idea. Although Hunter St West is so horrible these days I never go there unless I have to access Spotlight or Hunter Health.
- Maybe the European idea of having bikes that can be used to cycle through the city centre along a safe cycle path would be useful. You could catch a bus in, pick up a bike in the mall area, cycle to the Civic then to the Junction then up to Market town where you would drop it off and get a bus home. A healthy, fun means to explore the city.
- cycling facilities      More clear, separated and safer bikeway on the main road
- cycling facilities      More of a dedicated bikeway and paths.
- cycling facilities      Off road bicycle path.  
On foot, clean footpaths (not necessarily flat or non-paver), on the free bus, the ability to find the bus stops, on cycle, not being hit by a bus or car (see earlier comments on cycleways). By car, a tough one, I think the solution is to park in a parking station and walk. Many world cities (new York, Amsterda) manage to share the footpaths with bikes and walkers but it must be heavily signposted and separated by flower beds o something. With out the signage, walkers are unsure as to where they can walk, and risk being hit. (as per Fernleigh Track)
- cycling facilities      Removal of traffic lights, bike lanes
- cycling facilities      safe push bike access
- cycling facilities      Separate space for bicycles.  
In general, access within Hunter St is easy due to free buses - and adjacent train services
- cycling facilities      This is where the bike lanes are probably more applicable - bike lanes where cars are unable to park as it is dangerous to beriding right alongside parked cars in case they open their doors into your path.
- cycling facilities      two way bike lane in hunter mall  
bike lanes on hunter st
- cycling facilities      bike buttons to cross hunter st
- nothing                  Are you talking about on foot or by vehicle this question is misleading.
- nothing                  As Is
- nothing                  current city centre free bus is adequate for this
- nothing                  Currently I find it easy to move aorund .
- nothing                  Do not find barriers once at Hunter ST it is more getting there from the west of

	Newcastle.
nothing	easy access now...flat, free bus etc
nothing	Find present bus services adequate as frequent and free.
nothing	Fine
	Free bus service up and down
nothing	Hunter st which we already have
nothing	Good ass it is . Free busses excellent
	I also don,t have a problem as if in the car i choose to park to suit the time i am spending there and i walk every where, sometimes if there is a function my Husband and i catch the Train into Newcastle ,
nothing	I am happy with existing free bus service.
nothing	I am happy with the bus service.
	I am happy with the free bus transport during business hours.
nothing	If I was looking to shop on weekends I would generally use a private vehicle - free bus transport at this time might be handy.
nothing	I am happy with this as well, I usually walk but I can catch a bus along Hunter St if I need to
nothing	I currently park centrally and walk everywhere. I find it easy as it is now.
nothing	I do not find it difficult
nothing	I do not have a problem moving around within Hunter Street, though would not do so at night on my own
nothing	I do not have a problem. I think the free bus is a good idea, but it should just be a Newcastle free bus within the city and NOT RELY on the outer services when they come into the city.
nothing	i don't find it at all difficult as it is
nothing	I don't have any problem moving around within Hunter St
nothing	I don't have any problems
nothing	I don't really have a need to go to multiple locations in Hunter street at each visit. Generally my visits are for a specific purpose. Having said that a form of public transport at frequent intervals, especially at night, would make it easier.
nothing	i dont see moving around within hunter street a problem especially with the free CBD bus
nothing	I find it quite good to move around in.
nothing	I find moving around within Hunter St is easy and convenient, whether on foot, by bike, or through the use of the free bus zone.
nothing	I find the free bus system that runs within the central CBD to be very convenient and I also enjoy cycling or walking along Hunter St.
nothing	I find the present circumstances adequate.
nothing	I found it quite easily to move around
	I generally get a bus from one end to the other if I need to
nothing	it is not difficult for me to get around Hunter St
nothing	I go for a reason & would always take my car
nothing	I have no difficulty moving around within Hunter Street.
nothing	I have no issues with access while I am there.
nothing	I have no problem moving around Hunter St, but the free bus service is certainly a bonus.
nothing	I have no problem moving around within Hunter St. I would not be likely to travel in Hunter Street after working hours.

nothing	I have no problem with movement along or around Hunter St
nothing	I have no problem with walking in Hunter Street
nothing	I have no problems as I am happy to walk within Hunter Street.
nothing	I have no suggestions
nothing	I have no trouble moving around Hunter St
nothing	I have no trouble moving around.
nothing	I have no trouble moving round Hunter Street as I either walk or catch the free bus if I need to go to the other end
nothing	i have used the free bus service that is good. otherwise i just walk
nothing	I park at Djs my accountant and financial advisor are all in Hunter St so I don't have any trouble
nothing	I select a parking spot then walk.
	I think it is very easy to move around. I can walk short distances and can walk around the Mall; the free buses up and down Hunter/Scott Streets are very useful to get further.
nothing	I think the buses make it reasonably easy to move around within the street, as do the trains.
nothing	I think the free bus is great, other than that I'am happy to walk.
	I understand there is already a free bus, I've not used it & don't know anymore about it. That would be sufficient if regular enough
nothing	I use either bike or car. I don't work it town, it's only ever for pleasure that I come in.
nothing	I use free city bus during daylight hours
nothing	I use my car now but as I age a small bus dropping off to all business , suns all day
nothing	I use public bus or walk. Both are adequate for my purposes.
nothing	I use the free bus instead of moving my car or I walk
nothing	I usually go for one specific reason - haircut, DJs etc - and do not need to move around
nothing	i walk no problem
nothing	i walk, so not an issue
nothing	I would prefer to walk.
nothing	Interesting shops and retail
nothing	is there a problem at the moment ?
nothing	It is a big wide street - nothing restricts either the pedestrian or the driver.
nothing	It is a good street for walking with mostly shade.
nothing	it is ok
nothing	It is quite easy to walk around the area at the moment not very attractive though
nothing	It isn't a problem now
nothing	It isn't that hard
	It would be easier to walk down hunter street if kids on bikes and skate boards weren't riding around you on the footpath. In saying this I would not like to see them riding on the road either.
nothing	It's fine now with the free bus
nothing	It's not been a problem for me - I rarely travel there in peak times
nothing	It's ok now
nothing	It's ok, I walk
nothing	Its pretty good, I use the free local bus lots, and encourage others to do the same. We travel from Watt St to the Civic and Markettown area occassionally by bus
	I've never found it difficult to move around within Hunter Street. The buses run regularly and walking is easy. I must say however that having cars drive through the mall concerns me as far as the safety of my children go. I would much prefer the road to have proper gutters and pathways!
nothing	just fine with me

nothing	N/A
nothing	n/a
nothing	n/a
nothing	n/a to me
nothing	Nil
nothing	Nil - it is easy to move around within Hunter St
nothing	Nil, I have a vehicle, can walk and would access the free bus service if necessary.
nothing	nil. free bus is great
nothing	Nil. Walking or free bus is OK. The only problem I can think of would be rain.
nothing	No Buses, Wider footpaths.
nothing	No car access to Hunter Street Mall. I deeply regret council reopening Hunter St Mall to cars and think it is an outrage. I loved the pedestrian zone and am very sad that Newcastle no longer boasts such an attractive feature.
nothing	No comments
nothing	No issues
nothing	No issues getting round in hunter street. Easy to walk, free bus good if in a hurry.
nothing	Again cars do not really stop at crossings or understand the shared zones in the mall, they often go to fast and will not give way to pedestrians.
nothing	No opinion on this
nothing	No other vehicles.
nothing	no problems
nothing	No problems moving around Hunter St.
nothing	no problems with moving around within hunter street
nothing	no rail line
nothing	No real difficulties I have identified with Hunter Street. I find walking along Hunter Street easy and with no barriers.
nothing	No smoking in any area including streets.
nothing	No suggestion.
nothing	Normally I have a single destination (or maybe two close together) so moving around is not a big problem.
nothing	not a problem
nothing	Not applicable. I can either walk or catch the free City bus.
nothing	not much, it works well.
nothing	not sure
nothing	nothing
nothing	Nothing - Shopping in outer suburbs is cleaner and more friendly -
	Vehicles in the Mall should not be allowed - after all it is a 'MALL'
nothing	Possibly in the next 15 - 20 years Newcastle will have Hunter back on the map.

nothing	Nothing - I attend for a specific reason - business - and it has nothing else to offer me - particularly when I have to pay to park.
nothing	Nothing - it is 3km long and outdoor. It is simply not convenient and there are plenty of other places in Newcastle that provide greater levels of amenity that are more convenient and easier to move around.
nothing	Nothing as I only go up to Pacific St to have lunch or coffee.
nothing	Parking at Market Shopping Centre is a nightmare
nothing	Nothing as long as the free bus continues
nothing	Nothing at this stage - no major problems.
nothing	nothing comes to mind
nothing	Nothing comes to mind. Perhaps a few places to tie up the dog and some water for them?
nothing	nothing in Mall but in main streets more crossing areas
nothing	Nothing occurs to me. Hunter Street is very varied and most of it is easily navigable. It is socially difficult, not physically difficult.
nothing	Nothing really.
nothing	Nothing, as I am happy with how easy is to negotiate for my needs
nothing	Nothing, as it is easy to walk the Hunter St area and the free bus service during the day is great.
nothing	Nothing, there aren't any problems with getting around.
nothing	Nothing, there's already free buses!
nothing	Nothing, we like to walk.
nothing	Nothing.
nothing	Nothing. I believe there is a free city service bus service which travels the length of Hunter Street.
nothing	nothing. I walk or use the free bus.
nothing	Nothing. It is easy enough to walk along Hunter St.
nothing	nothing. Its easy to get round its just rundown!
nothing	Nothing... It is quite easy at the moment
nothing	OK as is
nothing	OK AS IT IS
nothing	ok for us
nothing	Once again I find it easy to walk along Hunter St - yetl normally go to a single destination.
nothing	Once I have parked IN Hunter Street, I normally walk to my destinations as they are in close proximately to each other.
nothing	Oops, see previous answer
nothing	Personally, I don't have any problems moving within Hunter Street at present.
nothing	Presnet srrangements are satisfactory
nothing	pretty fgood as it is
nothing	Quite happy at present with situation
nothing	Same statement as previous one
nothing	see previous entry. call me if you would like to discuss further: 0418 465 728. happy to do so.
nothing	Sorry unknown.
nothing	Stents in my legs (I have blocked arteries which slows me down)
nothing	the current fee bus is very convenient; once there the shopos are reasonably accessible
nothing	The current FREE bus within the Hunter Street Precinct is very good and should be expanded to at least Hamilton
nothing	The existing free bus service is sufficient for my needs.

nothing                      The free bus along Hunter Street is great. I am happy to walk or catch the bus.  
 nothing                      The free bus is good  
 nothing                      The free bus is great  
 nothing                      the free bus is the best thing - it gets me up and down hunter street

nothing                      traffic in the mall is a mistake - it makes it more difficult to move around and is an accident waiting to happen - there are not enough signs reminding people that it is no longer a mall free of traffic

nothing                      The free bus service in the CBD is fine when buses are running regularly. Hunter Street tends to be a place I visit just to pass thru to somewhere else. The bus stops are lonely, dirty places and few businesses are open.

nothing                      There isn't much to attract me to Hunter Street, I normally travel it to get to somewhere else. The only business I visit in the vicinity is DJs and they have a car park.

nothing                      There's no problem at present, as can get buses (free) regularly, to go from one end to the other, or inbetween.

nothing                      this is not an issue

nothing                      This is of small consequence. More importantly, there is little incentive to spend much time in Hunter Street. Mostly the businesses are in decline, and as a father with 2 small children, I find the precinct offers little for my family.

nothing                      unsure

nothing                      We only visit the Doctor and Eye Specialist I drop Spouce at dood and use Parking Station at Boulton Street.

nothing                      When we were kids we would catch a bus or train to get to the opposite end of Hunter St if we were in a hurry otherwise we just walked

parking                      A car would make it easier to move within Hunter Street. However, while I am in the city, the bus is quite good as there is fare-free travel and buses do move quite frequently.

parking                      A more regular and free bus service. Also, the possibility of buying a parking voucher or card with which I could purchase a few hours parking and use at more than one meter.

parking                      A standard parking meter ticket, to allow moving a vehicle from one place to another without incurring multiple parking ticket requirement/s.

parking                      Additional parking spaces.

parking                      Again better car parking facilities

parking                      Again, more parking spaces per 100m of street.

parking                      Angled parking would fit more cars. Having parking available near where you need to go would be better.

Getting rid of parking meters or reduce the cost - we are not Sydney.

parking                      Have cheaper parking in car parking stations might be better to get more use for the stations.

AT PRESENT IT WOULD BE MORE APPEALING TO BE ABLE TO PAY FOR A PARKING TICKET THAT COULD BE USED AT VARIOUS LOCATIONS UNTIL THE TIME LIMIT EXPIRED, INSTEAD OF HAVING TO PAY AT EACH STOP AND LOSE UNEXPIRED PAID TIME.THIS DEFINITLY WOULD ENCOURAGE MORE PATRONAGE TO THE CITY.

parking                      Available parking along the street

parking                      Being able to park for free for the first hour in different locations when I travel by car.

parking                      Better 1/2 hour parking

parking                      Better parking

parking	Better parking
parking	better parking
parking	Better parking and footpaths
parking	better parking options
parking	Better parking, By the time you park somewhere you're miles away from where you need to be.
parking	Easier access to parking spots or a parking station
	Easy parking
parking	Free parking for the first 2 hours then charge
parking	Easy, cheap accessible parking - there is no use in buying goods if they are too awkward to carry around.
parking	Extra parking space might be helpful on some occasions.
parking	fare free bus or tram
parking	Fewer cars
	Free bus zone all the time, bike paths - definitely bike paths! And less car traffic.
parking	Also more level crossings over the train tracks or no fence at all.
parking	Free Parking
parking	Free Parking
parking	Free parking close at hand, I'm not really going to pay for parking, there isn't that much that I can't do at larger shopping centres that I would bother to go to Hunter St for.
	Free parking
parking	Pedestrian Crossings in appropriate, high pedestrian traffic locations
parking	Free short stay parking.
parking	I believe Hunter is easily accessible by Bus, Train and car although parking is a worry sometimes.
parking	I find the free bus system helps me at the moment but if I take the car into town it is very difficult to find a park.
parking	if I go by car, then more parking spots on it and parallel/perpendicular streets; otherwise, on raining days something which cover the walkway
parking	If the street was wide and easily park-able (especially if it was free) I would find it easy to go there, and be much more likely to walk around there.
parking	Increased parking
parking	less busses, more parking, opening the mall (properly) and more motorbike parking
parking	Medium to longer term parking close to shopping, restaurants and entertainment
parking	More access for cars, unfortunately this is the reality of people today. Just look at how busy Beaumont & Darby streets are most of the time. I feel, & many others I have spoken to, that there needs to be more car spaces in the mall & also the removal of the pavers to make it look more like a real road. A lot of people look at it & don't drive in.
parking	People these days like to think they can park out the front of the business they're visiting, even if they can't they drive past it, make a decision & then look for parking.
parking	Sure we can all encourage greener alternatives but the reality is the car is king, & only addressing this will make more people come in.
parking	More accessible free parking.
parking	More angle parking for cars and free bus services between train stations
parking	more attractive walkways. parking stations with public transport drop off/pick up at that location which loops the city
parking	More car parking

- parking More Car Parking  
 parking More centralised parking  
 parking More off street parking.  
 parking More parking  
 parking More parking - preferably cost free. I believe the paid parking contributes to persons not visiting hunter st when they can go to other areas and shopping complexes - cost free as far as parking is concerned.
- parking more parking areas  
 parking More parking areas for my car which I seldom use, and I detest parking meters .
- parking I ride a pushbike and travel by train whenever possible  
 parking More parking in the street  
 parking More parking places  
 parking more parking spaces  
 parking More parking when driving your own car  
 parking More parking
- Closer shops
- parking Better signs  
 parking MORE PARKING!  
 parking More parking, a free shuttle eg between the city and Broadmeadow (I have just been in Christchurch NZ where the free yellow bus makes moving around the CBD very convenient)and, after hours, a greater sense of safety.  
 parking more parking, security and more attractive businesses, also a wider variety of businesses  
 parking more parking. free parking  
 parking More pedestrian crossings  
 parking More pedestrian areas  
 parking More pedestrian crossings  
 parking More pedestrian crossings, calmer traffic, improved footpaths  
 parking More places to park the car.  
 parking No parking meters and a tram or light rail system replacing Buses down the centre of hunter Street from Broadmeadow and Hanbury St Mayfield to Nobbys  
 parking Only go mall
- parking Parking fees make it hard booked one time - metter doesn't work  
 parking Park car and walk  
 parking Parking  
 parking parking  
 parking Parking is a pobleml,more and cleaner businesses,lovely shops and buildings such as on the waterfront.please walk across the overhead from the waterfront to the centre of the city and look for oneself.  
 parking Parking is often difficult and quite expensive.  
 parking Parking is sometimes a problem. I don't often move around in Hunter Street because it is such a long stretch. Plus it is run down and sad at the moment and I don't feel like walking along it.

**parking** Remove cars from mall, clean up street  
The annoying problem is that when one is on Hunter Street there is nowhere to park without having to pay a parking meter.

Everywhere in the Newcastle CBD there are parking meters.

I pay about \$700 per year registration to be able to use my car on the road. I do not see why I should have to continually pay to have it standing stationary while I am away from it for business or pleasure.

Governments, Local State and Federal are always trying to take more and more tax from our FINITE wages. We, the wage earners, can not afford this continual plundering of our wages.

If the parking meters were removed I would go Hunter Street once per week, perhaps more often if the area were revitalised, because I live only four minutes away.

**parking** As it is, on those rare occasions when I must go to Hunter Street I take the risk and refuse to pay the parking meter. I have not yet been caught out.  
The parking again is a problem e.g. if I just want to stop to buy some bread, or whatever, I have to pay for parking just for that purpose. I think the metered parking in Hunter Street must be difficult for shop owners. Maybe there could be 5 or 10 minute parking zones here and there. Perhaps the parking issue has frightened off retailers from Hunter Street. Regular buses up and down Hunter Street are essential, but I think they are already available, mind you they are often very jerky and dangerous for elderly people

**parking** When I travel by car, more inexpensive parking.  
**parking** workers not parking all day in 2 hour parking areas  
**parking** I have used the free bus up Hunter Street on several occasions as a means to park further away, and then get closer to where I want, if I've needed to be in the area for longer than parking meters allow (eg: to attend an all day conference at Town Hall, I've parked near Markettown then caught free bus along Hunter Street). So, the only other thing to make it easier would be an alternate hop on / hop off method of public transport (light rail???)

**public transport** ? light rail  
**public transport** 10 to 20 seat mini buses running at regular intervals

**public transport** A city circle free tram would make it more appealing to travel from one end of Hunter Street to the other. Currently I only utilise Section A where the mall is.

**public transport** A constantly circulating bus or tram service running from say Stewart Av to Newcastle Rail Station , or perhaps closer to the beach

**public transport** A continuous loop transport e.g. every 10mins at most- light rail/tram/bus a continuous looping mono rail or 'tram' for the so called 'heritage buffs'

**public transport** A dedicated bus lane which would enable the buses to move faster than currently they do in heavy traffic

**public transport** a designated shuttle bus servicing only hunter street. This would also be helpful moving people at night between venues and would stop people walking the street causing problems

A few more bus stops for convenience, but not too many, as this would lengthen the journey. Free bus service is FANTASTIC. Bike lanes - Currently feel in danger due to buses. Buses often trail behind me whilst I ride west along Hunter St. This slows them down, however, I am left with no alternative. In such a busy street, buses, cyclists, trucks and cars have to share the one lane, which also has parallel parking - with the danger of opening doors being potentially fatal for cyclists.

**public transport**  
**A FIXED LOOP SYSTEM OF TRAMS**

public transport A free and frequent bus running up and down the street

public transport A free bus service at regular intervals or even a tram type system would be good.

public transport A free city bus circuit as in Adelaide, Melbourne Darwin,

public transport A free city bus. There was a free city bus in the past - not sure if there still is - and if there is, more visibility to let people know it is available.

public transport A free frequent bus service or ideally a light rail system like the one that operates in Sydney from Central railway station. It could operate from a park and ride on the outskirts of the city and do a loop that included Nobby's and Newcastle Beach and down Hunter Street

public transport A free light rail or monorail system

public transport A free shuttle bus service or tram is the best option. I realise that one can travel along Hunter Street already free of charge.

public transport A free shuttle bus that travels the length of Hunter St and takes in such destinations as the Court House and King Street

public transport A Hunter Street tram from Newcastle east at Pacific Park right along Hunter Street to Hamilton station where it would connect with heavier rail.

public transport With this tram, we can narrow the car access to 1 lane in each direction, have wider footpaths and less noisy buses.

public transport A light rail electric bus transport system

public transport A light rail or efficient bus system so I could just park my car and go where I wanted to.

public transport However, it is easy to move around at the moment because I can drive and park easily because it is not very busy.

public transport A light rail running down Hunter St would be fantastic

public transport A light rail system that had plenty of stops

public transport a light rail system. Jump on and jump off.

public transport A light rail. This could service the length of Hunter Street and perhaps extend up Darby St and even to Merwether

public transport A more regular and free bus service. Also, the possibility of buying a parking voucher or card with which I could purchase a few hours parking and use at more than one meter.

public transport A regular tram service that that moved constantly in and around the city.

public transport A shuffle bus that just travelled up and down the street, would make travelling from one end to the other easier.

public transport Would be great for the business there, but it would need to be a lot more businesses on hunter street to support a system like this

public transport a shuttle bus service from the west end to the top of town

public transport a tram

public transport A tram

public transport A tram from the beach down to Tudor Street running every few minutes.

	A tram service continually ip and down the full length of Hunter st. This would negate the impossible length of the street just as Melbournes tram service around the edge of their CBD
public transport	a tram.
public transport	a tram?
public transport	or having similar shops grouped together - although really I dont move around within Hunter St- usually go to one spot.
public transport	A tram-type service, where it is easy to get on / off as required.
public transport	Again bus , there would be nothing else, except taxi (too expensive)
public transport	again trams...!
public transport	Again, removing the railway would enable people and cars to access the city/hunter street alot better
public transport	As a reasonably fit person, I do not experience any problems - a walk or hop on a bus is fine
public transport	As I mentioned earlier a city loop bus service that ran at regular intervals would be a very good service. It would need to loop through the inner city suburbs; just going up & down Hunter St is no good. If I knew that a bus service was available to do a city loop at regular times I would use it. As it is now you need a time table for every bus that goes through my suburb. I also think that a bus loop through the city & beaches would help inner city truism.
public transport	As mentioned in previous question, keep the rail line (and encourage locals and tourists to use it!) also could have a free bus line running regularly up and down Hunter Street.
public transport	At present, Hunter Street is too long to just wander up and down shops window shopping. Weather also make it more convenient to go to a shopping mall. Adequate protection from rain over the footpaths and regular tram stops would make it easier to visit.
public transport	Regular and frequent tram stops along the street would be most appropriate in my opinion.
public transport	Better advertising of the Free Bus Zone as well as shade trees and building awnings.
public transport	Better connectivity to Honeysuckle.
public transport	The rail crossings must go!
public transport	better public transport
public transport	Better public transport buses trains trams
public transport	better transport and one parking station that allows the transportation for getting around the city being in close proximity.
public transport	Bring back the trams
public transport	bus
public transport	bus
public transport	Bus
public transport	Bus or tram
public transport	Bus or tram due to length.
public transport	bus service , light rail
public transport	Bus stops placed closer together or near more prominent places,
public transport	Bus transport
public transport	buses
	Changes to the traffic arrangements for HUnter Street, wharf road and the railway line. I agree with the proposal to remove the railway line and replace with light transport infrastructure, eg buses and trams. This would relieve pressure on Hunter Street and Honeysuckle Drive and allow better traffic flow. Also allowing easier pedestrian traffic

movement between the foreshore and the Hunter Street.

public transport Clean and convenient public transport.

public transport continue to provide free bus travel in the cbd, better pathways  
Cycle path

Finish rail line at e.g. Wickham-open corridor up to pedestrians,cyclists

turn it into a green corridor

public transport continue with free usage of buses.

public transport Dedicated buses or light rail system

public transport designated Bike / green corridor footpaths, light rail.

public transport Designated buses/trams that do a city loop

Ditto buses, more frequent & stops closer together - a lot of the shops are very spaced out and walking between them can be difficult if it's hot or rainy (or both!!)

Pedestrian permeability between the sides of Hunter St is also poor - more crossings would be great for pedestrians / shoppers, but I understand this is difficult for a main road. Perhaps some signalised pedestrian crossings would do the job of getting people over the road with some frequency during the day, but could be less frequent at 5pm.

The other day we went to the hobby shop on Hunter St (in search of a replacement propeller blade for a toy boat....\$60!! but that's another story!)

public transport We were there with our niece (4) parked almost opposite the shop. We didn't want to set a bad example by running across 4 lanes of traffic, but to get to the hobby st from the northern side of Hunter St, you have to walk a long way to a crossing. Which is a big deal for little legs, trying to get to the toy shop!

Due to the long length of Hunter Street i beleive that a mode of transport should be employed for all shoppers. This transport could be a bus, modern tram or trolley system that just goes up and down Hunter Street

public transport Efficient bus, train and light rail

public transport Encourage people to use the train....Then fix the footpaths.

public transport expanded bus services

for short hops around the cbd the free bus works well but needs to run beyond 6pm. with the 6pm finish for the bus it gives the impression that after business hours

Newcastle cbd is closed.

public transport free bus

public transport free bus loop

light rail

public transport re establish pedestrian mall

public transport FREE BUS OR LIGHT TRAM TRANSPORT

public transport FREE BUS TRAVEL

public transport Free bus travel more frequently.

public transport Free buses are fantastic.

public transport free buses still

public transport free buses until 8pm

public transport Free buses, fewer cars, centre of road a dedicated bicycle lane, less louts or loutish behaviour.

public transport Free circular transport

- public transport      Free frequent shuttle bus  
free inner-city buses work well or possibly a cycle path which extends the length of Hunter St.
- public transport      free light rail
- public transport      Free or cheap shuttle bus
- public transport      free public transport  
free public transport is great within city area - council and other partners should be congratulated
- public transport      Free 'roundabout' bus or tram
- public transport      Free shuttle bus  
free transposrt is good.
- public transport      Again bike lanes need improving for safety and to encourage bike riding
- public transport      Frequent accessible public transport service.  
frequent bus service
- public transport      Frequent buses or, preferably, trams, or more frequent inner city trains. Alternatively more free parking. Newcastle's rapacious and incompetent council has killed the inner city with inflated parking charges and zealous enforcement by hordes of parasitic parking inspectors. the combination makes me and thousands of others avoid the city as much as possible.
- public transport      Frequent shuttle service along its length  
From a tourism and comfort form of transport I still like the idea of a tram going the length of the street and maybe looping Nobbys and Newcastle Beaches, but really walking is what you must do in Hunter Street otherwise you miss most of the good in it. In cities like Melbourne, Prague and San Francisco, the CBD is made easy by tram/trolley car.
- public transport      Generally we walk once in there but we have also made use of the free buses in town if we wanted to get from one end of Hunter Street to the next.
- public transport      get rid of/ provide more access across the rail line- i work at honeysuckle and the main reason i never go to Hunter st is the rail line  
Getting rid of the rail line would be a good start- especially if it's replaced with a proper transport corridor with buses and nice big paths for pedestrians. Even better would be a light rail system, but just something that would ease the traffic and make it easier for pedestrians-at some times of the day the footpath is totally blocked by people waiting for buses etc (especially at the corner of Hunter and Darby St). But the main problem is the rail line-it restricts the amount of space in Hunter St, and without removing it, there's not much you can do to answer this question.
- public transport      Good train service and easier access to the stations  
good walking paths, hop on hop off free very regular bus service. bus service is pointless otherwise.
- public transport      Great public transport (buses, trams, trains) that arrives in 10-15 minute intervals.  
Excellent pathways, footpaths, cyclways or both with dividing lines (painted) as they are in Perth to accommodate both pedestrians and bicycles.
- public transport      Having the free buses is already a good idea, except most come at one time and if you miss them, you then have to wait 20-30 minutes for another.
- public transport      Hop on / hop off free bus  
Hop on hop off frequent public transport.  
I am restricted to use of a company vehicle, even in my own time, due to a requirement to be close to that vehicle at all times. Anything that relieves the stress on parking would assist me. Light rail or a tramway system is the most effective way to move people quickly. Perhaps some space in the west end could be developed for parking to facilitate the transition from individual to mass transportation.

	I believe a mono-rail system along Hunter Street or where-ever) would be one solution to look at the city centre ideally along rail way corridor when the Heavy Rail is removed. I believe a tram system on tracks would be a backward step. It would still be a barrier dividing the city from the foreshore and a hazzard to pedestrians
public transport	I believe currently there are few destinations that I need to visit...so traveling within hunter st is not a need. If I were to do so, I would use my feet or public transport, (if it was convenient).
	I would like to see a cheap light rail/ tram service (or even Bus), that ran very frequently ( say every 5 minutes) along the length of Hunter st.
public transport	Larger intersections must be better geared for pedestrian use.
public transport	i believe that we need the train into the city centre to make it easier for people to visit, personally the ferry service suits me.
public transport	I can walk but some of my friends can't so a small bus once again going every 15 minutes would be beneficial
public transport	I can't see anything easier than the bus, unless we moved back to the tram system which is so popular in Melbourne.
public transport	I do travel on hunter street quite a bit using buses during my lunch hour. What would make this a bit better is a bus shelter outside the hunter mall chambers in scott st. There are usually several people waiting there, and in order to see the buses coming and have time to hail it, you need to stand on the pavement (you can't see it from the foyer outside the rsl)where it is usually very hot, even in winter if it is a sunny day. Some kind of awning would be a big improvement. I know there is shelter at the next bus stop, but I don't want to spend this extra time walking when I have already walked to that point from the top of the mall. This is just one reason that I would restrict my trips to the mall and only go there if I absolutely need something such as stamps, the bank, or the chemist.
public transport	I guess a tram for when I walk and free parking and less trafic lights when I drive.
	Maybe if there were trams i would never drive though.
public transport	If I was going to use a tram it would mean I didn't want to walk in which case i wouldn't have walked in the first place?
public transport	I have always found the free bus service between Gordon Avenue and Pacific Street of invaluable assistance in getting around within Hunter Street during extended working hours. Integrating the bus and train services better would be a great idea. Also some of the pavements are in a poor state and required attention.
public transport	I like walking, however, SMALL buses that go up and down Hunter street (why not include neighbouring streets in this) on a loop would be great. Stops for people to get off or come on every 200-300 metres would be good.
public transport	I think a trams would be great for getting from one side to the other of hunter st.
public transport	I usually walk or park within a short distance of where I am going but I guess the bus network would make it easier if I had to find transport.
public transport	I usually walk where I am going along the street, or drive if I have the car and am travelling a long distance. The free bus is a great idea to get from place to place.
public transport	I liked the mall where you could walk around freely and safely. But again you need good transport links for these to be successful.

- public transport I would like to see a free city circle bus similar to the set up in Melbourne with the city circle tram. However for this to work you would need the bus to pick up from each spot with no more than a 10 minute delay or people will not utilise it. You may need several buses running to achieve this.
- public transport I would like to see one or two free shuttle buses do a continuous loop of Hunter and King Sts, stopping at normal bus stops. I could park my car at a parking station at either end of the street and move around on the shuttle.
- public transport Also, my husband rides a motor scooter, along with increasing numbers of commuters. Some consideration could be given to additional parking for bikes and scooters.
- public transport i would value simple, clean shuttle style transport. whether bus, tram train or whatever.
- public transport I would also be happy to walk, and do but the street scape is not very pleasant. so if the streets were more pleasant, walking would be good as well.
- public transport If there was a light rail system through the city, I would use that as an option. You could have a light rail system which runs between Hamilton all the way to the beach. That would bring more people from the suburbs into the city. There are a lot of young people who live near Beaumont St and use this as their dining preference because they can walk there. If there was a light rail system extending further out and back into the city, I think more people would use this to gain access to the city restaurants, shops and beach. It would save money on Taxi's and parking for them.
- public transport if they aren't going to have trains run for free between hamilton and newcastle like the buses than I think they should get rid of the train line at wickham. I think this is a MUST for allowing better access to Hunter st, to and from other parts of the city, in particular the Honey Suckle precinct, with the continued development and also the proposal for university building in the area it would be undoubtedly beneficial to the inner city and hunter st.
- public transport improved and regular public transport
- public transport improved bus stops, cycling path, dedicated bike parking
- public transport Improved cycle ways with designated areas to lock bikes up. Scapping of the heavy rail replaced by light rail and bike paths.
- public transport jump on jump off public transport
- public transport Just more public transport options to make it easier for people instead of having to take the car; so the streets are less congested with traffic
- public transport less busses, more parking, opening the mall (properly) and more motorbike parking
- public transport less car traffic and more public transport
- public transport Light rail
- public transport light rail - hunter street is just too long to be useable or user friendly without a car at the moment. frequent - available - free (happy) - light rail system
- public transport Light rail (tram)
- public transport Light rail and fixing up the mall, having some development in empty shops and making the area interesting rather than a slum.
- public transport Light rail like the trams in Melbourne or bikes like in Paris that you can return when finished
- public transport Light rail next to it
- public transport light rail or shuttle bus
- public transport light rail or tram.

- Light rail running from wickham to newcastle station down hunter street and scott street would make a huge difference to traveling along hunter street.
- public transport      This would only make sense if the heavy railway is cut at wickham.  
 public transport      Light rail service and more regular buses  
                             Light rail smaller commuter buses. Cycle ways in Hunter
- public transport      street. I do ride up and down the city streets but it would be much safer with cycle ways and ones that can connect to other beaches or suburbs.  
 public transport      Light rail such as trams and / or more buses  
 public transport      Light rail system  
 public transport      LIGHT RAIL SYSTEM  
 public transport      Light rail transport eg/ tram style public transport  
 public transport      Light rail/tram  
 public transport      Light rail/tram.  
 public transport      light rail?  
 public transport      lite rail or tram  
 public transport      Maybe the bicycles that you can hire such as used in Paris to ride around the city  
 public transport      mini buses - free  
 public transport      Monorail  
 public transport      Monorail system,  
                             monorail
- public transport      free shuttle bus  
 public transport      more bus stops  
 public transport      More buses  
                             More buses (small) that just service that area- more often in the middle of the day not just mornings and late afternoons as it is now  
 public transport      More buses or light rail  
 public transport      More buses
- public transport      Safer walking at night  
 public transport      More buses.  
 public transport      More busses  
 public transport      more free busses  
                             More frequent and reliable smaller buses (19-20 seaters)...preferably gas fuelled..better for the environment.  
 public transport      More frequent buses and a reduction in lanes available for motor cars to use.  
 public transport      More frequent buses, tram services, bike access or underground parking  
                             More frequent free buses, but the service is already very good, so even more buses would not improve the service much.  
 public transport      More obvious free bus signs.  
                             Moving within Hunter St is not difficult with the free bus within the hours of 7:30am to 6pm. Maybe the time of free travel could be extended and more pedestrian crossing.
- public transport      In Perth car drivers are encouraged to park on the outskirts of the city, and use the free bus in town, few cars go into town.  
 public transport      My small children cannot walk the full length. A tram/monorail type service where you can get on and off so I can get around more easily.  
 public transport      Never thought about the problem before. If I were not in a car, I suppose something like a regular bus or tram service.  
 public transport      No more increase in bus numbers. More access roads over the railway line to

- Honeysuckle Drive.  
No parking meters.
- public transport cheaper train travel.  
Note earlier answer.
- public transport Esepcially 'free bus service from Newcastle Beach to Broadmeadow.  
public transport open Hunter St to the foreshore so it's easier to move between the two areas  
Open spaces to walk through, better transport options (i.e. tram or light rail options), centralised shopping precincts (at present I usually have to go from one end to the other to get to all the shops and services I need).  
public transport Perhaps a light rail service.
- public transport We like walking around Newcastle, but are not comfortable with the appearance of Hunter Street, or some of the anti social activities some people participate in.  
public transport perhaps a regular service of free shuttle buses.....  
public transport Perhaps an open mall without the train line. Then a tram for moving people up and down the length of the area  
public transport Pleased with existing free bus service
- public transport Possibly a tram transport sytem / hop on hop off alternative with open space carriage that you can also take your bike / surfboards / prams on.  
public transport Public transport
- public transport public transport improvements as noted above and the formalisation of the proposed business/education/law precincts  
public transport Public transport on a frequent (every 10 minutes) and econical basis at a reasonable (token) cost. Trams would be ideal, particularly if they stop at all of the points of interest.  
public transport pull up the railway  
public transport regular bus service on the weekends that is specifically Newcastle based ie... only travels around newcastle CBD encompassing Darby St as well as Hunter St.  
regular buses
- public transport Regular buses on possibly 3 or 4 designated routes around the CBD. e.g. 1 loop up and down hunter st, 1 loop around the foreshore and beaches and back to hunter st along darby st and possibly 1 loop taking in King st and junction precinct back along Union st similsr to the system in perth which is fantastic.  
regular free bus transport,i often park at spotlight and ride a bus into town, had forgotten just how relaxing it was, And the rail line could also be attached to car park, with different coloured buses doing different routes, say red, hunter st only, blue for all around beaches and forshores, and yellow for relaxing and siteseeing????/
- public transport gets traffic outta town, and will bring folks back into town....  
Regular ie 5 minute interval public transport west and east along hunter street. All day passes.
- public transport Good walking paths and corridors to move north and south to the foreshore for ferry access to the harbour and access from Hunter street to King street.  
Regular, good, public transport
- public transport To feel safe. Have had uncomfortable experiences when followed by suspicious young males.
- public transport Presence of public and/or security could deter.

- public transport      Reininstall a car-free, pedestrian-cycling friendly environment. Bringing cars back into the mall was a big mistake and a waste of public funds.
- public transport      Removal of the rail line. I attend the Honeysuckle/ Foreshore area more than Hunter Street, however I would attend Hunter Street more if the rail line was not blocking the pathway over to it and it was easier to move between the two.
- public transport      Removal of the train line provides more parking
- public transport      Remove the buses and encourage the use of the train all the way to Newcastle Station. Prohibit the use of bikes.
- public transport      Remove the rail line to free up access to Hunter st and have more parking options.
- Opening the mall up has made it easier for quick trips/ short stays.
- public transport      Direct access across Hunter st to the harbour at many places would cut down on the total traffic on Hunter St.
- Retention of fare free zone on Hunter street.
- A light rail system.
- public transport      Improved pedestrian links and improved footpaths.  
round circle bus on a set route, free! This would allow you to get on and off up and down the precinct to do your business, must run frequently and regularly, and, PUBLICISE IT!!! and not just to current users other wise new commuters or users of the service ( needed to make it cost effective) wont know about it to try it and use it.
- public transport      same as above, busses or rail (better) free bicycles and good clear and safe tracks, discourage cars from entering by good parking and seamless free public transport (that invites)
- public transport      Same as prior it is not about moving around but a step change - again railway removal with installation of light rail and close the pubs and remove the drugs. Otherwise lets all pretend it is too hard and close the place now.
- public transport      Same problem again. Light rail would allow many more easily accessible at grade stops in the existing rail corridor. this would allow easier access to Hunter Street and the foreshore and also less busses and cars would be on Hunter Street improving the ambience of the street.
- public transport      See my previous answer re a light rail - this would connect the street and make it easy to get around.
- The police arresting all the drug dealers would also help - I've seen that many drug deals in Newcastle West it's not funny.
- public transport      Then all we need is another earthquake to knock over all the derelict buildings.
- public transport      See previous - also maybe a free bus service that allowed people to access shops from one end to other
- See previous response- having a free bus route with clearly identified coloured buses like the CAT system in Perth would be amazing, and very inviting into the city.
- public transport      There are many hazards in taking a pram along Hunter Street- it is not very accessible for prams or wheelchairs, so hard to access if you have these limitations. It is a definite drawback how inaccessible the city is.
- public transport      shuttle bus
- public transport      Shuttle Buses
- public transport      shuttle buses
- public transport      Shuttle buses (electric?) travelling Nobbys to "The Store" every 10 minutes.
- public transport      shuttle service

- public transport small bus service for Hunter st only
- public transport Small rail or mini bus would be great on a 5 minute loop
- public transport Small shuttle buses (free in business hours, as in Perth) would be OK. doing a continuous "loop" run each half-hour.
- public transport smaller buses which travel around the city
- Smaller hop on hop off bus along Hunter/Scott from Wickham, perhaps returning along King St
- A lot of the time I travel by cat to Newcastle I am only looking to park for 30mins - therefore more 15min and 30min parking
- public transport The train is not an option
- SMOOTH CLEAN FOOTPATHS, TREES,CHEAP PARKING.BUS LOOP GOING ALONG HUNTER ST**
- public transport Some sort of light rail continuous service
- take the road out and have the light rail loop go up and down hunter street. (one going in each direction for the complete loop)
- public transport The ability to park and move around the city centre via a series of pedestrian-friendly networks and corridors with hop on/off public transport with a user-friendly ticketing and timetable system.
- I do not use the rail corridor, so this could be used as a green space within the city. The removal of the rail line would also make it easier to move around within the hunter street precinct.
- public transport The bus system is great I really appreciate the free bus within the city. I would travel into town by bus much more if fares were cheaper.
- the Cat system the have in Perth
- the free bus is good. displaying the next train times between Newcastle and Hamilton or Broadmeadow stations on electronic bill boards at the stations or at appropiate places along the road would be great.
- the free bus system is pretty good as it is, maybe promoting it a bit more would help patronage. I know a lot of people who dont know that its free and its pretty easy to get up and down Hunter street.
- The free bus works well for us in the inner city area, but I would like the limits to the free area extented to cover the Fish Coop.,Wickham, Beaumont street Hamilton and The Junction.
- Then our use of a motor car would be reduced by more than half. Then the need for car parking also reduced.
- Taking about car parking I have friends who would use the train if there was more parking spaces at railway stations from Fassifern in. I also know people who work in the Newcastle area who drive into Newcastle because of lack of car parking spaces at railway stations.
- public transport The free buses are great, but should run at all hours, not just in business hours.
- public transport The free buses that run Hunter Street are very helpful.
- public transport The free busses have been a boon. Incorporating Hunter street East with The foreshore areas and King street would develop an easier to use precinct
- public transport the free busses make it pretty easy. just extend it till nine oclock and on the weekends!
- public transport The free CBD bus zone works great. May consider extending the hours of operation though.

The free inner city bus service is a great help.

When walking along Hunter Street some concerns are -

lack of seating,

- |                  |  |
|------------------|--|
| public transport | exposure to weather, especially hot sun  |
| public transport | The free trips around the CBD are very effective. Again, proper cycleways within the area would help.  |
| public transport | The gates at stewart ave are the killer.....thanks NSW Gov. The rest is easy. The free bus service is a great idea, and there's the carpark at the old store that's hardly used.   |
| public transport | The major problem is the large gap - with nothing worthwhile in it surrounding union st. Otherwise buses are OK - a more regular free shuttle service might be good though   |
| public transport | the mall is ok, but a tram style light rail would be good as in melbourne  |
| public transport | The mix of vehicles with impatient drivers and unaware pedestrians if not all that safe. I have seen toddlers break free and run across the mall from one side to the others unaware of approaching traffic.                   |
| public transport | The presence of buses has always been the biggest turn-off for me. I find it feels messy and unpredictable as i drive along Hunter Street, and for that reason i avoid it as much as possible. it's not a pleasant experience. |
| public transport | The provision of the free city buses is welcome and useful.  |

A tram would be ideal! (Back to the past)

\*\*\*A dedicated inner-city route, circular perhaps and frequent, like the free inner city bus in Sydney would be ideal!

- |                  |  |
|------------------|--|
| public transport | Existing buses often have unexpected gaps in the service, and visitors, unaware of the routes and where buses exit Hunter Street and exactly where the fare free zones end, find it confusing  |
| public transport | The shuttle bus is great   |
| public transport | There is already a free bus for the whole length, that runs every 5 minutes or so.   |
| public transport | things to do, a tram line up it (more than buses)  |
|                  | This time I'd recommend a FREE Tram Train service dedicated for the CBD and connecting up the University campuses, going around all of the nice tourist destinations, such as shopping centres, beaches, Fort Scratchley, Darby St, Beaumont St, East End, Hunter St Mall. |
| public transport | tram   |
| public transport | Tram   |
| public transport | tram   |
| public transport | tram or free mini buses  |
| public transport | tram or light rail   |

- |                  |  |
|------------------|--|
| public transport | designated bicycle areas   |
| public transport | Tram, pleasant and safe pedestrian environment   |
| public transport | trams  |
| public transport | Trams and specialised areas so all similar shops are within the same section/side of street. |

public transport	Trams or buses on a set route (ie "inner city") so that you know it will stay on Hunter street and not go off down some side street. Walking made safe at night.
	Safe access to public transport.
public transport	Readily available public transport.
public transport	Walking short distances is fine. A regular loop bus would be great for longer distances (hunter, king and darby)
public transport	We have the fare free Zone - needs more publicity to encourage people to use it. We often park the car at the OLD store at Wickham and catch the bus into town, so bus stops along the railline are OK but none up towards the court house so you can walk down to offices and Hunter street.
public transport	we should of kept the trams....but walking, buses, trains or a circle bus might be an idea. I don't mind walking, but from one end to the other can be difficult, ideally it would be more appealing to have hunter street filled with activity, i enjoyed walking in other places where there was a diverse range of filled shops, bars, cafes, etc and walkways where i feel safe. Car parking fees can also become too expensive, in order to move from one place to another.
public transport	When the street is regenerated, a bus or small "tourist tram/bus" continuously doing the loop would be advantageous.
public transport	Whole of Hunter Street - More frequent bus service. If there was a dedicated bus that drove up and down Hunter Street this would minimise waiting periods between busses. I have walked from Stewart Avenue to the Mall before a bus has passed me on a number of occasions.

Mall and maybe slightly larger area - free "mini train" I am not sure what these are called but have seen them at other malls as childrens rides. They have an engine car with a number of trailer cars. rubberised wheels and travel on the road or in the mall. Something like this travelling up and down the mall may encourage shoppers.

public transport	Unfortunately people are lazy these days and I believe prefer Kotara style places as everything is located in one place. Offering a service like this may encourage them back
public transport	Wider footpaths, narrower road ... especially if train was replaced by light rail.
public transport	with wider walk ways now it is full of tree roots that you trip over. Until the train is gone and the water front is opened up to hunter st CBD, nothing will change. 1 properly constructed and level footpaths. The present ones are a disgrace.

- 2 Clean seating
  - 3 Regularly emptied garbage bins
  - 4 Clean transport
  - 5 Shuttle buses
- A cleaner environment - it feels grubby. Shade in some areas during summer and rain protection in some areas.

A map showing where different existing businesses were. With so many vacant spaces it is difficult to find what I'm looking for.

streetscape	Clearly defined precincts, e.g. entertainment and dining; fashion, art and design; secondhand and opportunity; would assist navigation and help address the scattered ribbon strip development.
streetscape	a safer environment
streetscape	absence of the gangs and undesirable elements polluting and urinating everywhere
streetscape	As a resident living on Hunter St, I find it fairly pedestrian friendly in from Perkins Street up to Pacific Park and around the civic centre, but the other parts of the street remain derelict and disconnected from the public streetscape.
streetscape	as above, decent paving and not the usual choice of hard coal grey
streetscape	As previously stated regarding pathway surfaces.
streetscape	At the moment, I feel a bit unsafe because of some of the people that tend to hang around the shop fronts
streetscape	awnings and trees - it's very hot and exposed.
streetscape	Awnings to protect from Sun
streetscape	Better footpaths, clean streets.
streetscape	Better footpaths, simplification of signage,
streetscape	Better marking of the road component within the mall - I've seen people quite unaware of the traffic and there is not great physical or visual markers.
streetscape	Better pavers as high heels get caught in tiles
streetscape	better pedestrian connectivity
streetscape	better pedestrian walkways/footpaths. with a pram the bus is to difficult. a tram maybe a easier to access.
streetscape	better road crossing facilities
streetscape	Better sidewalks
streetscape	light rail system
streetscape	better signage, parking
streetscape	Better street lighting, more occupied shops to make the whole experience less seedy and depressing.
streetscape	Bigger walk ways and multiple crossing.
streetscape	car free areas in the main shopping areas.
streetscape	cars travelling at a lower speed, more occupied commercial spaces to feel safer and less isolated
streetscape	Cleaner and more efficient streets
streetscape	Cleaning up of the west end streetscape would make it more pleasant. I don't have much trouble moving around though.
streetscape	cleanliness
streetscape	Convenient pedestrian crossings near to bus stops
streetscape	Correction and repair of the footpaths and more parking with less parking restrictions.
streetscape	For those of us who prefer to use our vehicles the length of time allowed at a parking meter is preclusive, eg., lunch in the city may take more than 1 hour.
streetscape	could use a sounding device on the traffic light allowing one to cross darby st at hunter.
streetscape	restaurant sign partially obliterates the walk signal. expect it would trouble the telstra people at lunch time.
streetscape	Covered walk ways Free public transport along hunter street
streetscape	Create shared pedestrian zones (as is currently used in the mall).
streetscape	Dangerous with slow moving cars sneaking up behind you and Hoons going round the circle. I saw one car three times whilst i wolked the street length

Ditto buses, more frequent & stops closer together - a lot of the shops are very spaced out and walking between them can be difficult if it's hot or rainy (or both!!)

Pedestrian permeability between the sides of Hunter St is also poor - more crossings would be great for pedestrians / shoppers, but I understand this is difficult for a main road. Perhaps some signalised pedestrian crossings would do the job of getting people over the road with some frequency during the day, but could be less frequent at 5pm.

The other day we went to the hobby shop on Hunter St (in search of a replacement propeller blade for a toy boat....\$60!! but that's another story!)

streetscape We were there with our niece (4) parked almost opposite the shop. We didn't want to set a bad example by running across 4 lanes of traffic, but to get to the hobby st from the northern side of Hunter St, you have to walk a long way to a crossing. Which is a big deal for little legs, trying to get to the toy shop!  
Ease of parking access.

Access to approved parking areas.

Improved walkways.

streetscape The rail corridor would provide and make a great walkway to many locations in Hunter Street.  
easy pedestrian access

streetscape open public spaces  
Feeling safe from inappropriate behaviour.

streetscape Cleaner walkways  
streetscape feeling safe walking  
streetscape Feeling safe walking  
streetscape fewer [empty] buildings  
streetscape fewer intersections  
streetscape Footpaths are uneven and in disrepair.

Pedestrian refuges to cross the road.

streetscape Disabled friendly crossings  
For trips by bicycle when travelling to east or west end, a safer on-road cycle route.

When walking, shift the bus stop patrons from the footpath to a waiting area that keeps the footpath clear for other users.

streetscape Get rid of canvassers and beggars from the mall.  
streetscape Free bus makes it quite easy anyway. Better delineation of precincts would be good.  
streetscape Free buses, fewer cars, centre of road a dedicated bicycle lane, less louts or loutish behaviour.  
streetscape Get rid of the beggars, canvassers etc.  
streetscape get rid of the junkies, emos,beggars and annoying charity people that have no idea about their own charity.  
streetscape Get rid of the pavers and make it even so it is easier to walk on

- streetscape      Grouping of uses i.e. Civic precinct, education precinct, retail precinct etc. with an improved single bus stop for each one. A single use (retail) along the length of Hunter Street is always going to mean that businesses suffer.
- streetscape      Hunter St needs to be more pedestrian friendly. A crossing at the Civic Precinct to the railway station would be highly appropriate.
- streetscape      Hunter street being exceptionally long creates a sense of difficulty. I prefer to walk to places where possible, but Hunter street is not appealing for this purpose because of its length and my perception that there is little to walk to. It would be easier for me to move around if there was more way-finding signage to key destinations.
- streetscape      The 4 (or is it 6) lanes of traffic, means that it is difficult to meander from one side of the street to the other. The street is very much geared towards the car - as opposed to the pedestrian. More focus on the pedestrian, with places to sit, under trees, enjoy a coffee - would encourage and make it easier for me to move around.
- streetscape      I am happy to walk around Hunter street but do not always feel safe to do so with small children. There are too many abandoned streets and people I find alarming to be around with small children.
- streetscape      I am happy to walk, however the appearance of parts of Hunter St is awful.
- streetscape      I believe currently there are few destinations that I need to visit...so traveling within hunter st is not a need. If I were to do so, I would use my feet or public transport, (if it was convenient).
- I would like to see a cheap light rail/ tram service (or even Bus), that ran very frequently ( say every 5 minutes) along the length of Hunter st.
- streetscape      Larger intersections must be better geared for pedestrian use.  
I find it quite scary in parts when buildings are empty. Renew Newcastle has made the mall much more inviting, but I'd love to see more vibrancy in the street - trees, use of the footpath by stores etc - a sense that it's inhabited.
- streetscape      I like the free bus zone, better signage and bus stops
- streetscape      Improved connectivity between area's of city
- streetscape      less brutal/hostile streetscape  
I like the thought of inner city free buses or wider, pedestrian friendly walkways. A free tram system is used in Melbourne and allows workers and tourists to travel around Melbourne's city centre. To have Hunter Street and King Street as one way streets would easily allow wider footpaths with trees, seats etc that would make it more appealing to walk along the whole length of Hunter Street or at least to the new university precinct.
- streetscape      I would like to see one or two free shuttle buses do a continuous loop of Hunter and King Sts, stopping at normal bus stops. I could park my car at a parking station at either end of the street and move around on the shuttle.
- streetscape      Also, my husband rides a motor scooter, along with increasing numbers of commuters. Some consideration could be given to additional parking for bikes and scooters.
- Within Hunter Street
- a dedicated cycle lane (not the car-door option we currently have) created by making King Street and Hunter Streets one way
- streetscape      To Hunter Street (for previous)

Better Rail services

A city-wide tram network

i would value simple, clean shuttle style transport. whether bus, tram train or whatever.

streetscape I would also be happy to walk, and do but the street scape is not very pleasant. so if the streets were more pleasant, walking would be good as well.

streetscape If there was something to do / see when you got there. And you were not afraid of being assaulted or robbed.

streetscape Improve footpath for wheelchairs. Less bumps and camber. No steps into shops  
Improved paving and cleanliness

streetscape Less charity salespersons: they are real discouragement!

streetscape Improved pedestrian safety & connections

streetscape Improvement in walk ways / cracked and tree roots made pavement lift.

streetscape It could probably be a little more pram friendly I guess, and it needs to be cleaned more often - lots of rubbish and stuff around.

streetscape It is a very long street, walking from one end to the other is a good near hour..  
it is easy for me and always will be whilst i am mobile but i have always believed that hunter street is way to long and it needs to be shorten--the good viable business in hunter street needs to be compressed into a shorter hunter street and the rest of hunter street needs to be medium or high density housing of some type

streetscape It is only the mall area that I visit in Hunter Street and it would be easier to move around with less sign boards stock on the footpath and market structures as they just clutter the footpath now that the mall is open to traffic which I think is a great idea  
Keeping the footpaths cleaner, the smell is terrible towards the end of the week.  
Less cafe tables cluttering the footpath

Get rid of bogans and other undesirables but probably not leggally possible.

streetscape Skate boarders and cyclers kept away from walking areas

streetscape Less cars - preferably none.

streetscape Less cars and wider footpaths/bike tracks.

streetscape Less cars more off street parking

streetscape Less congestion in the mall area however the major concern is the diabolic condition of unoccupied shopfronts & buildings.

streetscape less hawkerees harrassing passing shoppers.

streetscape less hill parking

streetscape more disabled / aged friendly seating

streetscape Less scaffolding

streetscape Less trouble makers

streetscape more covered walk ways

streetscape Less 'undesirable' people and the removal of he dreadfully dangerous pavers down the mall

streetscape Less walk-up fundraising people (e.g. Greenpeace)...it's hard to walk along the Mall without being stopped by them!

streetscape Less white trash. I can't stand having to listen to all the white trash swear and yell and generally behave badly. So perhaps more policing of bad behaviour.

streetscape Making walking paths are able to kept tidy and updated.

- streetscape      Maybe one or two more pedestrian crossing.  
                   more awnings,waste recepticles,public toilets,more seating and drinking water founains
- streetscape      More clear signals for directions
- streetscape      More covered walkways, wider sidewalks
- streetscape      more crossings
- streetscape      More open shops!
- streetscape      More Police presence to monitor the increasing level of innappropriate behaviour in the Newcastle Streets
- streetscape      More ramp style guttering for prams/wheelchairs on local street corners
- streetscape      More reasons to go there
- streetscape      More rest areas, eg. seats, shade
- streetscape      More shade and extended hours for free CBD bus service.
- streetscape      More shade in those areas without awnings or trees.
- streetscape      more shade trees
- streetscape      More short stay car parking and a greater number of street furniture to rest at along the way.
- streetscape      More signs - Numbers on Businesses
- streetscape      More street malls. Arcades that connect thru to streets/malls.
- streetscape      More viable stores and businesses. More activity after hours
- streetscape      more zebra crossing (in the mall part)
- streetscape      More/improved mobility friendly footpaths & public spaces.
- streetscape      My issue with movement around Hunter is the fragmentation of services; i.e. destination points are seperated by large distances by land uses with low visitation frequency.
- streetscape      Night time lighting
- streetscape      no concrete bollards. no people hassling you for money
- streetscape      no methadon addicts hanging around
- streetscape      no old abandoned buildings ,no homeless drunks ,no drug addicts, nice open area parklands open to the foreshore without ugly money grabbing skyline stealing buildings
- streetscape      No traffic. Get rid of the one-way section back to pedestrian only. It is very dangerous for people with young children as they can easily forget they are in a traffic area when wandering around the markets, for instance.
- streetscape      No vehicles in the mall
- streetscape      Non derelict buildings with no rubbish piling up on the footpaths.
- streetscape      Not sure there is a quick fix for this. Hunter st is a long boring street - it's still very scary late evenings and nights. Therefore it is safer to take a car and hopefully park close to the venue. Parking is a problem. Opening the mall to traffic has made it more accessible and user friendly.
- Hunter St. is too wide - breaking it up into sections of one lanes - like the current mall - make King St. the main st for traffic. Encourage outdoor variety dining,coffee shops, trees, theatres and cinemas to reassure people that others were around re safety.
- Need continuous obvious police presence - copshop & camras.
- Regular evening/night busses or perhaps a tram in Hunter/ King st that could take prams and disabled would be encouraging. Not at the expense of the train line please.
- Quick responses to graffiti/vandalism and public shaming/ consequences for offenders (like cleaning up the mess) can change the perception of an abandoned lawless street.
- streetscape

Lockout times coinciding with appropriate transport seems to be on the improve but still needs to be watched and addressed.

More theatres and cinemas in the city. Whoever allowed the demise of the Wolf St. theatre killed that area for lunching in town for many of us.

Question: I have asked repeatedly and do not understand replies, like many others ..having lived in many cities - why doesn't Newcastle build over and extend it's railway line (like Brisbane, Melbourne, etc)? Make Newcastle a growing city not a dying city. All cities as they grow have commuters living near the railway stations ...and using cars less.(urban development 101).

Open spaces to walk through, better transport options (i.e. tram or light rail options), centralised shopping precincts (at present I usually have to go from one end to the other to get to all the shops and services I need).

overhead walkway (with ramps on) in one or two ares

Pavement without trip hazards.

Pedestrian crossings

pedestrian crossings

Pedestrian walk where the current trains are. Open up the space.

More recreation stops/ green strips.

Better paths and access to and from the beaches (particularly around near Newcastle Beach as the Foreshore Park is great).

streetscape      Better curbs for bikes to go up and down the gutters at crossings.  
Perhaps a light rail service.

streetscape      We like walking around Newcastle, but are not comfortable with the appearance of Hunter Street, or some of the anti social activities some people participate in.

streetscape      Perhaps a review of pedestrian crossings. They are some considerable distance apart.

streetscape      Some more MAY ne needed

streetscape      Points of interest along the way to keep me going

Portions of Hunter Street are scary because of the derelict buildings and the rough people that hang around the recessed areas near old shops or ar the bus stops.

To make Hunter Street safer, and therefore easier and more attractive to travel to and from, you need far more lighting, far more activity, and far fewer abandoned buildings.

You do not need more venues for alcohol and loud music, and activities / businesses that will bring in older people, and families with children. They have a migiating effect on the teenagers & young adults who are drinking.

streetscape      Try playing classical music in Wheeler Place!  
streetscape      pram access  
streetscape      Proper footpath on north side  
streetscape      rain shelters on footpaths  
streetscape      Refuge islands to cross in-between the traffic lights.  
streetscape      Regular ie 5 minute interval public transport west and east along hunter street. All day passes.  
streetscape      Good walking paths and corridors to move north and south to the foreshore for ferry access to the harbour and access from Hunter street to King street.

streetscape	Regular, good, public transport
streetscape	To feel safe. Have had uncomfortable experiences when followed by suspicious young males.
streetscape	Presence of public and/or security could deter.
streetscape	Removal of the street sellers and vagrants so I can shop and walk without hassle.
streetscape	Removing the cars from Hunter St Mall would make it easier and safer to move around within Hunter St.
streetscape	removing the problem people with mental health and drug issues
streetscape	Safety cameras
streetscape	Safety improved- CCTV installed, visual amenities improved - cleaner lighting
streetscape	Service and entertainment and shopping precincts.
streetscape	Shade
streetscape	Shady clean green street rest areas for just sitting.
streetscape	Shortening Hunter Street into manageable walking/riding sections, rather than leaving it strung out along 3kms
streetscape	Slower traffic. More pedestrian friendly
streetscape	SMOOTH CLEAN FOOTPATHS, TREES,CHEAP PARKING.BUS LOOP GOING ALONG HUNTER ST
streetscape	Smoother paving
streetscape	some seats around for older people to use we come in by train and go walking it would be nice if we could have a rest every now and then.
streetscape	Space: I dislike the over crowded and cluttered landscaping that has been done to the Mall. It presents as a pedestrian walkway with limited car access: it is neither one thing nor the other.
streetscape	Angle parking in Wolfe Street outside DJ's is difficult to access when coming down Wolfe Street.
streetscape	The free bus service (does it still run?) from the westend to uptown appears to be popular.
streetscape	Staggering the hours of Hunter Street businesses so I can go there out of office hours and when it is less busy
streetscape	Take out the cobble stones and provide smooth pathways
streetscape	The buses are useful in this regard, but the best way to make Hunter Street more accessible is to make it more pedestrian friendly. I would like to see the use of traffic humps, roundabouts,chicanes and angle parking in the street: these would make for slower traffic and give pedestrians a chance of surviving uninjured when trying to cross away from lights. It would also allow more cars to park in Hunter Street - which means more people. This would mean more street life - cafes, parks (which, sadly, the council seems to be selling off rather than collect rates)and recreation areas for families and children. It could also mean an appropriate location for semi-permanent markets. A good people-friendly environment encourages all sorts of businesses - particularly small ones. If you don't think this kind of thing can work, take a trip overseas to any large city. Prague and St Petersburg come to mind immediately, but so does Hanoi and Ho Chi Minh City (Saigon). There are plenty of examples. The elimination of time based fares on the buses would assist.
streetscape	Also, the eradication of the fence around the railway would make for a much better and less deserted feel to Hunter Street and would allow the much desired connectivity with the waterfront. Heavy rail and pedestrians do co-exist in other places: many places in the USA I have visited seem to have this mix. And light rail goes very well with pedestrians. If Minneapolis, Minnesota in the USA is too far for you to sample, you might like to try a trip to Melbourne. What a lovely pedestrian loving city that it! And doesn't the light rail calm the traffic!!!

- streetscape      The lights near my corner(Bank Corner) are SO SLOW for pedestrians that I jaywalk. The lights on King St near Marketown are good for pedestrians. The same courtesy should be offered on Hunter St.  
 The main problem with Hunter Street is that it has mixed use along the entire length, including buildings not utilized. You can not park and walk to a number of different locations, e.g if you need to go to NIB then say Musos corner you have to drive between the 2 locations, you need to find and pay for 2 car parks.
- streetscape      Development of similar use precincts needs to be encouraged, on a grid system, not random scattered use as at present.
- streetscape      There is absolutely nothing wrong with walking around in Hunter Street  
 This might sound fickle, but the pavers in the Hunter Street Mall are terrible!! I often find myself rolling my ankle due to the style of paver in place. I try to avoid the Mall as much as possible for this reason.
- streetscape      To have more toilets in town for disable people  
 travelators??- it is such a long strech of commerical it is impossible to know what is along the entire strip.
- streetscape      Better footpaving and landscaping might make it more attractive to walk along less paid parking- always a deterrent when u have to pay. some free 1hr and 2hr timed parking would be good  
 until you revitalise the whole area I dont really feel like venturing there  
 upgraded disabled toilets my wheelchair is too big to fit in disabled toilets  
 Use education and legal methods to train people to walk to the left.  
 Walk  
 walking  
 walking & bikes  
 Walking is generally quite acceptable. But personal security is a worry. More police patrols needed  
 Walking is good, parking is an issue.  
 Walking made safe at night.
- streetscape      Safe access to public transport.
- streetscape      Readily available public transport.  
 We are scared in the West End. We feel like we could get mugged in daylight. We wouldn't enter Hunter street after about 8pm anywhere for fear for our safety.  
 Well I don't really go there unless something specific is on there. (for example I would choose it as a place to go shopping or have meals or coffee). I can imagine it might be difficult for people who have limited mobility, there could perhaps be better access for buses but not sure how this would work.  
 Wide corridors, designated for pedestrians, with small areas for rest; areas where people can sit, relax, chat safely and comfortably as they progress along Hunter Street.
- streetscape      More free parking areas, especially of a short term nature.
- streetscape      The free bus within the city centre is great for facilitating movement along Hunter Street.  
 Wider footpaths, narrower road ... especially if train was replaced by light rail.  
 Wider footpaths/narrower street.  
 Within the mall the pavers are disgraceful all over the place and because of the outdoor seating you are walking on uneven pavers

you could get rid of all the horrible concrete balls in the mall for a start.

why not spend some money on boosting the look of the mall, to upgrade the old part to match the new part (West end). At the moment, the whole place looks like a hodge potch of styles and designs. The GPT signs are particularly ugly. There's 3 different types of paving going on. Lines marked for parking, benches, there's no plan to it. It looks horrible. Visit any other city in the world and you'd see that thought has been effort put into creating public spaces, and people use them - correcting the built environment is an important step.

as for actually getting around within hunter street, a tram that stop in 5 or 6 key locations along the street would be great, especially if they ran every 2 minutes. while there probably aren't the numbers to make the practical at the moment, Newcastle should be thinking about what the population in town might be like in 30 years time.  
as mentioned previously  
make brooks street bar beach one way traffic only

review the major cross streets ie union / parkway  
darby/parkway  
darby/tooke

traffic flows cross ravel very difficult and getting worse

traffic flows As previous response. The cars are a real problem-keep em out I reckon.

traffic flows Closed to traffic mall

consider more trees.

reduce by 1 lane in each direction.

install bike lane.

traffic flows Install tree features.

traffic flows Dropping speed limit to 40

Free bus zone all the time, bike paths - definitely bike paths! And less car traffic.

traffic flows Also more level crossings over the train tracks or no fence at all.

traffic flows Get rid of vehicles from the Hunter St Mall.

traffic flows Get the cars back out - how stupid was that, bringing them back in. It's dangerous if I have children with me.

traffic flows Get the cars out of the mall. Open more areas for direct walking links to and from the harbour to Hunter Street

traffic flows go back to being pedestrian only in the mall

traffic flows hunter st is ok now to get from end to end. mall traffic needs to be closed when events such as markets are on.

Hunter St shouldn't be looked at in isolation like this. COnnectivity between Hunter and Darby St, Hunter and King St and Hunter St and the Foreshore are just as important as being able to go along Hunter St. On that, removing the heavy rail line and replacing it with a light rail (like for example in Bourke St, Melbourne, where pedestrians and trams co-exist easily) would be ideal.

traffic flows On funding, why are the taxpayers of Newcastle co-funding the Sydney transport plan when we get nothing. Surely this is a cause for Council to take up.

	<p>I am a bit unsure of the traffic situation now the Mall has been opened. It seems that people still just wander around the street and are unaware that the cars can go down the Mall and cross it.</p> <p>It all seems a bit cluttered , which could work to make the space interesting but at present is just a mishmash.</p> <p>I think the big balls are silly looking hangovers from the 1980's and introduce yet another confusing visual element in The MALL. It would have been less overkill if these has been bollard /posts to match all the others around town such as in Civic Square or an artist could have been commissioned to produce bollards which echoed the sculptures by the bus stop.</p>
traffic flows	<p>I do however applaud the new seating but why could it not match existing seating? To repeat myself-- there are too many different styles in the MALL. The buildings are desperate enough to give variety-- we need consistency in the furniture etc to make it work as a cohesive space</p>
traffic flows	<p>I liked the Mall WITHOUT cars ... I have seen many near misses with pedestrians wandering across "the road"; however, I do concede that it seems to have brought more activity to the mall - a good thing.</p> <p>make the footpaths wider, add trees, shade and seating - make it more pedestrian friendly / people - inviting (thinking Hunter St west) ... or "cluster" areas for people to sit and gather.</p> <p>Cars at reduced speed - 40kph</p>
traffic flows	<p>Traffic islands to cross safely</p> <p>I loved the openness and safety when Hunter St was closed to traffic. It was very pleasant to sit within the mall I don't enjoy Hunter St as much now the traffic is moving through</p>
traffic flows	<p>I prefer the mall before it was opened to traffic.</p> <p>Otherwise, no problem.</p>
traffic flows	<p>i prefered it when hunter st was a complete mall, however the compromise that means cars must always give way to pedestrians is pretty good. Hopefully it will be the first of many areas where cars are considered to be trespassing on pedestrian space, and therefore must drive very slowly and ready to give way to all pedestrians.</p>
traffic flows	<p>Further down hunter st, where there are 4 lanes, i would suggest that it be made three car lanes, and 2 dedicated bike lanes (separated by a curb from the car lanes.)</p> <p>I think that opening up of the street area in the Mall is a positive step. I find that the physicality of the shops are off putting as many are in disrepair or empty so it does not make it a desirable place to be walking, as well as some of the people that frequent the area at times.</p>
traffic flows	<p>I would like to see Hunter St One Way West to East to accommodate bus lane car lane and bike lane with King St then going one way East to West. this would certainly make it a lot easier for movement around Hunter St and also allow more parking</p> <p>I would like to see the road converted into single line traffic in both directions, with widened footpaths and parking that is kerbed and between Tree planting. Basically Hunter Street should be converted back into a boulevard. I personally think that a public transport corridor (Trams or Buses) should be following Hunter Street and not the Train line, should it be closed off. Car traffic on Hunter Street should be slowed, a bit like on George Street in Sydney.</p>
traffic flows	<p>If Hunter and King were one way - dedicated bus lanes, cycle lanes, and wider footpaths. less traffic lights, opportunity for merging lanes instead of intersection. only every second cross street could be accessed.</p>
traffic flows	<p>I'm not sure letting traffic into the mall was such a good idea, though I must admit to not having had much experience lately.</p>

traffic flows	improved traffic flow In area A, the introduction of car traffic was a backward step. What is the point of having cars driving through a pedestrian mall? The few parking spots available would not make any difference. Suggest you close it for car traffic. In area B & C it is the heavy car traffic, which makes the street environment unpleasant for pedestrians and, therefore, making us avoiding the area. Our suggestion would be to restrict the car traffic to one lane each direction, reduce the speed by speed humps (which will automatically reduce the traffic), plant more trees, perhaps in the middle of the street. Widen the footpaths to make room for outdoor cafes and dining. Also, arrange pedestrian level crossings across the railway line, as been proposed by Save Our Rail.
traffic flows	Less lanes of traffic, more dedicated walking areas and dedicated bike lanes
traffic flows	less one way roads
traffic flows	Less traffic
traffic flows	Less traffic
traffic flows	Less traffic
traffic flows	less traffic lights
traffic flows	Less traffic lights along Hunter Street
traffic flows	Less traffic on the Mall
traffic flows	less traffic
traffic flows	coordinated traffic lights
traffic flows	Less traffic, or moving slower
traffic flows	Less vehicular access to side streets.
traffic flows	Crossing facilities such as a designated central reservation to improve safety and amenity value.
traffic flows	let cars and traffic.
traffic flows	More appealing street construction/lay out
traffic flows	no cars
traffic flows	No cars
traffic flows	No cars down mall.
traffic flows	No cars in mall
traffic flows	No cars in the mall
traffic flows	No cars within
traffic flows	no suburbanite's clogging the place. wider footpaths.
traffic flows	Ban all cars. plenty of buses
traffic flows	Open up Mall completely. The current half and half compromise is disappointing for all, particularly aesthetically.
traffic flows	Opening up the whole street to function as it was before the Mall was implemented
traffic flows	Reclose the mall to traffic
traffic flows	Reduced traffic lanes, increased footpath width.
traffic flows	Light rail along the middle of the street from Wickham end all the way to the Tramway Reserve at Newcastle East.
traffic flows	Reduction of all the 1 way streets
traffic flows	Resolve the traffic issues at both railway crossings. Quick win: turning right from Hunter Street onto Honeysuckle at Civic railway station is a nightmare - the green arrow should display sooner than it does; it's out of sequence to a normal traffic light of that kind and therefore creates traffic problems (and accidents - I've witnessed them) around that area, including banking back through Darby Street.

- traffic flows      Same as prior it is not about moving around but a step change - again railway removal with installation of light rail and close the pubs and remove the drugs. Otherwise lets all pretend it is too hard and close the place now.
- traffic flows      sequenced traffic lights
- traffic flows      The most recent changes to the mall are a successful answer to this.  
The new traffic through in the mall is ridiculous - painting lines on paving does not act as an effective exclusion barrier to pedestrians strolling in front of cars - the pavers present the impression of a pedestrian zone the lines do nothing to change this perception
- traffic flows      wider road usage (e.g. King / Hunter Streets) & reconsider the "One Way" top end of Hunter Street.
- traffic flows      with wider walk ways now it is full of tree roots that you trip over. Until the train is gone and the water front is opened up to hunter st CBD, nothing will change.

## Q5. What places visited – other

### place\_visit\_17\_other

1 restaurant, & 1 pub  
400 Hunter Street  
Accountants  
Accountants Office  
Afternnon tea coffee shop  
All the above were as part of my job as parking officer appointment  
Architect  
asian grocery hunter street west  
Asian Grocery Hunter Street West  
Bakery  
Bakery  
Bank  
Blood Bank  
Bolton St.  
breakwater  
Budget Opto.  
business in Hunter St  
Business in National Park Street  
cafe  
Cafe  
Cafe : The Last Drop  
Cafe east end  
cafe for lunch (outside of the mall)  
cafe next to kings st theater  
cafe on hunter  
Cafe's and Shops near Pacific St  
cafes at newcastle east  
Camera House  
Camera House  
camera shop  
camping shop sale  
CBD Hotel - it's ace  
Centrelink (workplace)  
Chemist  
Church and Newcastle city Hall  
Church and the Movies  
Cinese supermarkets, Hunter Street West  
City Admin centre  
City Hall  
City Hall  
City Hall and Council Administration building  
Civic Grocer, Mountain Designs  
Civic station  
civic station  
Civic Station

civic theatre  
Clarendon Hotel  
clubs, cafes.  
colin chapman real estate  
convey grandchildren to dance class on Hunter St  
Court home area  
courthouse  
crown & anchor hotel  
Damart , Newcomen street  
Dansy Asian Grocery  
Defence Department  
Dentist  
dentist  
Diabetes Centre  
Doctor  
Doctor in Watt Street.  
Doctors  
doctors  
dog beach and view ships  
Doggie Beach/Horse Shoe  
Enoceta  
Esta Bar Newcastle Beach  
Fannys  
Finance company in Bolton Street/Hunter Street  
Finnegans Hotel  
Flight centre NIB  
Fort Scratchley  
GP Practice  
Great Northern Hotel  
Greater Union cinema  
Greater Union Cinema  
Greater Union cinemas  
Greater union movies, Saturday markests in the mall  
Greater Union theatres,  
Hair dresser near Pacific park  
Hair salon  
Horsehoe Bay dog park  
Hunter St West  
Hunter St West  
Hunter Valley Violins  
I do a weekly shop at the asian supermarket on Hunter St, opposite the Ibis hotel.



I just drive along Hunter Street  
I walk for fitness  
I was walking from A to B along Hunter St.  
IGA grocery  
job interview at Castle Personnel  
Joblink Plus  
King Edward park  
king st cinema  
King St GP  
KING ST GREATER UNION CINEMA  
King st restaurant  
Legal precinct  
Leonardo da Vinci  
mall markets  
Maritime Museum  
Maritime Museum  
Markets  
Medical Appointment  
Medicare  
Medicare  
Medicare/Lowes  
Meeting  
Mitchell St Merewether and Darby St (via Honeysuckle and Civic Park etc.)  
Mountain Designs  
Movie theatre / hairdresser  
mum and dads place!  
Muso's Corner  
My office  
N.I.B. eyecare  
n/a  
ncc office  
Newcastle baths  
Newcastle Diggers  
Newcastle Leagues club and RSL Club  
Newcastle Ocean Baths  
Newcastle PO and Ocean Baths  
Newcastle railway station  
Newcastle Services Centre, Health food shop , Building Society  
NEWCOMEN ST  
NIB  
NIB dental care; Newcastle VIC;Civic Theatre  
NIB Dental Centre  
NIB eye care  
NIB eye care and dental  
NIB Eye dental  
NIB eyecare  
Not all on last visit, but places I often visit  
Novacare  
ocean baths, newcastle beach  
Office and bank

Oporto's and Noodle Box  
Our Commercial Building  
Panthers Club  
PAY LAND TAX SCOTT ST  
post office  
Post Office  
Post office  
railway station  
residence  
Restaurant in Pacific street  
Restaurant King St  
Restaurant/ cafe  
restaurants and shopping  
RSL club Scratchleys  
Saw the YWAM Ship  
Scott St near station  
Scouts Regional Office  
shops  
Sprocket coffe shop on Watt Street  
St George Bank  
store  
Store Building  
surfest  
Surtaj Restaurant  
T&G building  
Tax Office  
Tax Office  
The Last Drop Cafe/Restaurant  
the lock up and visit friend who lives in Scott st  
the lock-up gallery  
the new markets  
the view factory, hunter valley violins  
This negates all the good work other stores in the area do and that people also visit  
Thorpe's  
through to fish co op  
To many to list  
to watt street  
Took a photo in the mall and crossed it to go for a walk  
Tower cinema  
Tower cinema  
Town hall  
TwoWheel Industries  
Watt St  
WEA Laman St  
Wheeler Place  
work  
Work  
work  
work  
work



Work  
work near Watt St  
workplace  
youth venue

## Q6b. How to address top priority item

<b>Priority</b>	<b>subject</b>	<b>priority_address</b>
1: Encourage shops and businesses	ease development	incentive for developers improving infrastructure roads and parking. maintaining the rail for increased patronage incentive for developers
1: Encourage shops and businesses	streetscape	improving infrastructure roads and parking. maintaining the rail for increased patronage incentive for developers
1: Encourage shops and businesses 1: Encourage shops and businesses	transport investment	improving infrastructure roads and parking. maintaining the rail for increased patronage Allow significant private investment into the City. That will pull in other shops and businesses. I selected the encouragement of shops and businesses, however one cannot merely focus on one element.
The INITIAL response to revitalise Hunter Street needs to address all the issues listed above.		
1: Encourage shops and businesses 1: Encourage shops and businesses	ease development	Notwithstanding the above, character issues, such as the protection of heritage buildings, cannot result in delays in the approval process, or add substantial construction costs to developers. Whilst it is always desirable to retain quality heritage buildings, I would suggest that it is far more important in the early stages of the revitalisation project to encourage development.
1: Encourage shops and businesses	dk	not my area of expertise
1: Encourage shops and businesses	financial subsidies	rate subsidies for landlords who provide free or reduced rent to tenants provided the property is maintained and in good working order.
1: Encourage shops and businesses	transport	Provision of cheaper parking, Improving public safety particularly at night. Free transport the length of the street after business hours.
1: Encourage shops and businesses	ease development	No single simple solution - a comprehensive approach which addresses several of the above is needed e.g improving the appearance of Hunter Street, encouraging more people to live there, encouraging cultural activities and tourism, improving pedestrian accessibility, improving public safety. I just wish the proposed redevelopment (GPT or similar) would happen.

It is almost impossible to select one option without including others. While I see more businesses as vital they must go hand in hand with more parking and public safety.

One way to encourage more businesses is to get the State Govt to allow the pedestrian flow from the foreshore to Hunter St so the GPT go ahead with their development. This in itself would reinvigorate the Mall area and encourage more businesses of all kinds to open, including a stronger dining and night time entertainment experience.

1: Encourage shops and businesses	ease development	The other thing that will cause demand is to have more people living in the city, this encourages shops to open to meet their needs. It is almost impossible to select one option without including others. While I see more businesses as vital they must go hand in hand with more parking and public safety.
1: Encourage shops and businesses	ease development	One way to encourage more businesses is to get the State Govt to allow the pedestrian flow from the foreshore to Hunter St so the GPT go ahead with their development. This in itself would reinvigorate the Mall area and encourage more businesses of all kinds to open, including a stronger dining and night time entertainment experience.
1: Encourage shops and businesses	ease development	The other thing that will cause demand is to have more people living in the city, this encourages shops to open to meet their needs. I think if Hunter St looked a more appealing place, customers, residents and businesses would return. The parking meters should be removed and the railway should be removed to open up Hunter St to the foreshore. The railway should then be replaced by a regular tram or bus system with a large walking and pedestrian path in the land vacated by the railway. This would solve most of the issues on the list. Many shops are empty which looks bad. If shops could focus on the mall and then spread up or down Hunter Street then there would be a gradual progression. I know this is impossible because shops look for cheaper rent outside the more populous areas, but it would be encouraging.
1: Encourage shops and businesses	financial subsidies	I think that attracting viable businesses requires addressing all of the above. The going of the rail also should greatly enhance this by opening up the district. We need much stronger law enforcement in the area. Residents are fearful to walk in the area at night.
1: Encourage shops and businesses	safety	I think that attracting viable businesses requires addressing all of the above. The going of the rail also should greatly enhance this by opening up the district. We need much stronger law enforcement in the area. Residents are fearful to walk in the area at night.
1: Encourage shops and businesses 1: Encourage shops and businesses	transport	I think that attracting viable businesses requires addressing all of the above. The going of the rail also should greatly enhance this by opening up the district. We need much stronger law enforcement in the area. Residents are fearful to walk in the area at night.
	transport	We need regular public transport in and around hunter street.

		Re-develop the property that the Council owns to set example to developers.
1: Encourage shops and businesses	ease development	If necessary push for a change in property ownership legislation so that unsafe properties must be demolished for redevelopment within a reasonable time frame Encourage new uses for the derelict sites. Allot Hunter St development priority over Honeysuckle.  The Honeysuckle area with its deep water frontage should have been reserved for maritime purposes! Any remaining part of Honeysuckle should be zoned maritime only.  Protected Honeysuckle development such as University buildings should go to Hunter Street unless thousands of car park spaces can be provided.
1: Encourage shops and businesses	ease development	Heavy rail should be maintained.  It is the only service which can deal with the increase in activity in Hunter Street. Encourage new uses for the derelict sites. Allot Hunter St development priority over Honeysuckle.
1: Encourage shops and businesses	transport	The Honeysuckle area with its deep water frontage should have been reserved for maritime purposes! Any remaining part of Honeysuckle should be zoned maritime only.  Protected Honeysuckle development such as University buildings should go to Hunter Street unless thousands of car park spaces can be provided.
1: Encourage shops and businesses	transport	Heavy rail should be maintained.
1: Encourage shops and businesses	investment	It is the only service which can deal with the increase in activity in Hunter Street.  Cut the rail and get GPT on side even though when we go to Sydney 3 or 4 times per year we use the Newcastle Station Improve transport, more people living in town, accessible buildings. A decent cinema. Wheelchair access at Greater Union is atrocious. Improve transport, more people living in town, accessible buildings. A decent cinema. Wheelchair access at Greater Union is atrocious.
1: Encourage shops and businesses	ease development	This priority could be addressed by encouraging certain precincts. Eg a factory outlets precinct, a restaurant precinct, arts precinct, fashion precinct, Chinatown precinct etc etc By giving as much assistance to the developer to renew the city, building car-parks around the west end, and providing trams or light rail to transport people to the city/east end.
1: Encourage shops and businesses	ease development	Fully open up the Hunter St Mall to traffic not just one little single lane
1: Encourage shops and businesses	transport	support renew newcastl; lower short terms rents;
1: Encourage shops and businesses	financial subsidies	if you address this prior first then other things will follow.

		Dining can be part of the new businesses.
1: Encourage shops and businesses	safety	By addressing safety, keep the losers out during the night so the public and local businesses don't have to mop up after the usual weekend damage has been done.
1: Encourage shops and businesses	financial subsidies	Initial subsidy of rents in exchange for long term contracts. NCC employing a qualified urban design company to create a vision for the street. And not to ask minority groups with silly agendas.
1: Encourage shops and businesses	ease development	Provide more park & ride facilities
1: Encourage shops and businesses	transport	Encourage greater use of free bus prosecute / fine owners of derelict buildings Provide more park & ride facilities
1: Encourage shops and businesses	tighter rules	Encourage greater use of free bus prosecute / fine owners of derelict buildings Making it a requirement of ownership of a building that the owner maintains the building in pristine condition. (As an example, the shops within a Westfield complex are ALL kept in pristine condition - so why shouldn't those in Hunter St?) I don't think that you can do just one thing at a time. Why would more business open when the Street looks like it is from a third world country. (And yes, I have lived in a third world country so I do know).
1: Encourage shops and businesses	transport	We need more parking, businesses and improved appearance. But you can't ignore the heritage buildings so that they fall into such disrepair that they can't easily be improved.
1: Encourage shops and businesses	financial subsidies	I know that everything can't be done at once but it appears as though nothing has been done for years. It would be really good if we could see something being done.  cheaper rents? I don't think that you can do just one thing at a time. Why would more business open when the Street looks like it is from a third world country. (And yes, I have lived in a third world country so I do know).
1: Encourage shops and businesses	tighter rules	We need more parking, businesses and improved appearance. But you can't ignore the heritage buildings so that they fall into such disrepair that they can't easily be improved.

I know that everything can't be done at once but it appears as though nothing has been done for years. It would be really good if we could see something being done.

I am very concerned at the movement of business headquarters (such as banks, insurance companies, etc) and government services (such as Registry of BDM) to the suburbs and Honeysuckle.

Perhaps owners of commercial properties (including some heritage buildings) need incentives or assistance to upgrade their buildings and bring them up to current IT requirements.

Council may offer subsidised employee parking for an introductory period or facilitate other parking services such as park and ride.

As far as retail, Council could facilitate the clustering of new businesses, built around destination businesses. Marketing of Hunter Street could

be directed more to local employees

1: Encourage shops and businesses

ease development

develop promotional materials based on clusters (eg, bridal, hobbies, antiques, art & homewares, etc)

The State Government needs to demonstrate its commitment to Newcastle and give support for the renewal plan

A decision to cut the rail line is fundamental to the CBD moving on quickly

1: Encourage shops and businesses

transport

A City that has a plan will automatically attract business interest and people. Success will breed success

1: Encourage shops and businesses

financial subsidies

By improving the overall look and feel of the area(catch 22).

1: Encourage shops and businesses

investment

Perhaps tax/rates reductions for businesses phased out over time.

Maybe....encourage outlet shops like Birkenhead point that offer something different to big shopping centres.

		Centralising shopping in the eastern section of Hunter Street
		Developing shopping centre parking with free tie limited parking.
		Utilising access from closing the railway link to enhance traffic flow
1: Encourage shops and businesses	ease development	Using more buildings in the western end of Hunter street as housing The proposed development will make a big change to the overall appearance of the mall and most important bring people back in to town as the shopping centre in the suburbs are cleaner and safer places to shop.
1: Encourage shops and businesses	ease development	Offer cheaper rates so that rental could be cheaper - free parking or have buses running from parking stations along Hunter Street on a regular basis - if the bus wasn't free then an all day minimal cost
1: Encourage shops and businesses	transport	Offer cheaper rates so that rental could be cheaper - free parking or have buses running from parking stations along Hunter Street on a regular basis - if the bus wasn't free then an all day minimal cost get rid of the rail line and develop a feasible transportation and parking plan
1: Encourage shops and businesses 1: Encourage shops and businesses	financial subsidies	Close rail line and insert trams along the corridor linking up to Nobby's. Give business some incentive to return & stay in Hunter St.
1: Encourage shops and businesses 1: Encourage shops and businesses	transport financial subsidies	offering deals on rent on a long term basis in Council owned buildings Make development of the buildings easier. Eliminate the need for DA's in most if not all existing or make it easier for developers.
1: Encourage shops and businesses	ease development	The process is too hard and cumbersome and people find it easier to spend their money in more friendly Council areas. Forcing owners of buildings to fix and rent out,  make rates lower to encourage leasing
1: Encourage shops and businesses	tighter rules	Making special areas eg Mall area dining and markets, Civic area dining and culture  Make shops and outlets different to the big commercial centres. How about a DFO (factory outlets in the old Store building) Forcing owners of buildings to fix and rent out,  make rates lower to encourage leasing
1: Encourage shops and businesses	ease development	Making special areas eg Mall area dining and markets, Civic area dining and culture  Make shops and outlets different to the big commercial centres. How about a DFO (factory outlets in the old Store building)

		Retaining convenient public transport.
1: Encourage shops and businesses 1: Encourage shops and businesses	transport ease development	Use suburban park & ride system to get people out of their cars.  Hunter St needs to be an alternative experience to the suburban shopping malls
		Offering incentives? Improving the appearance of the street. I think transport, green spaces, etc are all ok as they are. Parking is needed for the foreshore area. The big thing is to have people return to Hunter St and the city precinct for something other than getting drunk and partying late at night. I think the public safety issue is one that is pretty well out of Council's control.
		I tossed up between "encouraging more shops & businesses" and "encouraging cultural activities and tourism". I chose shops and businesses in the belief that their success (in bringing the public back) will then encourage cultural activities and tourism.
		I really don't know how Council could do this. I only go to Hunter St of a day - to visit specific shops. I only go to Derby St of a night - to visit restaurants. Apart from that I stay well away from the whole area where I don't feel at all safe around all the licenced premises.
1: Encourage shops and businesses 1: Encourage shops and businesses	ease development ease development	Could Council waive DA fees for new Hunter precinct businesses? Or perhaps reduce by 50% the rates fees of shops that have been vacant for more than 6 months if they get a tenant in?  Encourage big business. Food option are focusing on the Market Town area arrangements for cheap rent for businesses and cafes to allow them to set up and survive the time that it takes to get enough people into town regularly so that they can survive
1: Encourage shops and businesses	financial subsidies	supporting those businesses that offer something different to the shopping centres  Reduced council rates - first revitalise a small area by encouraging businesses to setup offices in town and gradually progress along the street.
1: Encourage shops and businesses	financial subsidies	Manage rubbish collection better. The cleanup along the whole Hunter Street may be able to be reduced to concentrate on edges of Hunter Street eg Marketown and the new shopping centre being developed. People may flow down to Hunter Street

a more welcoming experience and not have to look through a thousand cigarette butts and rubbish.

1: Encourage shops and businesses	investment	target exclusive destination shops - what makes people want to visit and that they cannot get anywhere else There are a number of empty shops that need to be updated to encourage business By bringing back commerce in the city i.e. user officers Modernise for technological use.
1: Encourage shops and businesses	investment	e.g. Newcastle largest coal export in world - but there is no coal office in Newcastle <b>THE COUNCIL SHOULD GIVE INCENTIVES FOR PEOPLE TO START A BUSINESS.</b>
		<b>WE NEED A CONTINENTAL BUTCHER AND DELI</b>
		<b>EMPTY OFFICES SHOULD BE CONVERTED INTO FLATS</b>
1: Encourage shops and businesses	ease development	<b>WE NEED A BIG SUPERMARKET</b> seeking niche retailers. Not the same old...not GPT or whatever's silly concept of same sort of shopping....a bit like a farmer's market instead but durables....local creations...not just art, but clothing, jewelry, food, everything, but make it NEWCASTLE
1: Encourage shops and businesses	investment	"S or at least AUSTRALIAN...useful for those ships that come in too...and we came get same boring shopping from China every other town in the region instead. Publicising as widely as possible, the benefits of investing in retail trading or business in the Newcastle CBD, i.e. more shops and businesses will bring more people into the city; if possible, aiming to have current shop/building owners to offer reduced prices for long-term leases.
1: Encourage shops and businesses	financial subsidies	If I could buy fresh fruit, veg, meat, groceries there I would go more often. Would love for there to be a big "Harris Farm" or similar.
1: Encourage shops and businesses	investment	encourage and focus on a few spots for high quality food outlets clustered together
1: Encourage shops and businesses	investment	stop building new concrete and glass towers in Honeysuckle that suck up all the corporate space, denuding Hunter St of customers guarantee public transport access to the area into the future and stop banging on about how ripping up the railway line will save everything- learn to work with it rather than pretending its removal is the magic answer .by use of some of the above
1: Encourage shops and businesses	safety	.making areas clean .making alcohol free areas

		I think by getting more shops & businesses into Hunter Street many of the other options will also come. For instance more people will want to live eat & play there.
1: Encourage shops and businesses	transport	But this can not be done by not taking care of our heritage buildings, getting rid of our green spaces or the train line. More of what the TINA guy organised, some trees and encouraging/compelling owners to clean up and use it or lose it. State legislation would of course be required.
1: Encourage shops and businesses	tighter rules	making rent cheaper and encouraging a diverse range of services or shops
1: Encourage shops and businesses	financial subsidies	I think the idea behind Renew Newcastle seems to have stalled. Access to buildings that are now closed (Lucky Country Hotel for example) and other buildings in Hunter Street that are awaiting redevelopment could be used for Renew Newcastle for both cultural activities, small business and community groups. The activity for Renew Newcastle seems pretty much centred on the Mall rather than spread out along the entire length of Hunter Street.
1: Encourage shops and businesses	financial subsidies	encourage and focus on a few spots for high quality food outlets clustered together
1: Encourage shops and businesses	transport	stop building new concrete and glass towers in Honeysuckle that suck up all the corporate space, denuding Hunter St of customers guarantee public transport access to the area into the future and stop banging on about how ripping up the railway line will save everything- learn to work with it rather than pretending its removal is the magic answer
1: Encourage shops and businesses	investment	start pulling down some old buildings and constructing a more modern shopping area.
1: Encourage shops and businesses	investment	make the GPT vision happen ASAP
		The Hunter Street corridor (the western end, at least) is really creepy at night and dirty and unpleasant during the day. Too many property owners have been sitting on these premises, waiting for some miracle to increase their value. The area could (and should) become an 'entertainment precinct' with retail shops, a decent cinema complex and a few nice restaurants.
1: Encourage shops and businesses	transport	Also, as much as I support public transport, the rail line really is an impediment to the use of the area.
1: Encourage shops and businesses	financial subsidies	Support renew Newcastle with funding and reference in development control plans
1: Encourage shops and businesses	financial subsidies	Subsidise landlords with lower rates
1: Encourage shops and businesses	transport	less parking meters
1: Encourage shops and businesses	tighter rules	By making developers reopen building within a limited time following their purchase. Not sit on it like post office, Newcastle Bowling club, surf house, Empire Hotel and wirraway flats. There should be State Govt penalties which could be imposed and collected by local council for extended vacancies.

1: Encourage shops and businesses	investment	Encouraging retail or office precincts to congregate & focus specialist areas. eg fashion, homewares, childrens, cafes i am not sure, but the amount of vacant buildings and lack of places of interest to visit, prevent people venturing to that part of town.
1: Encourage shops and businesses	dk	
1: Encourage shops and businesses	investment	Work with businesses Utilising existing areas of support such as renew newcastle this is beneficial but not the only solution. Promote to smaller businesses and some high profile and low profile franchises and dining businesses, working collaboratively with owners of hunter street.
1: Encourage shops and businesses		The process will need to encompass all these. You will need to improve vehicle access and car parking...businesses are reluctant to go in because people will go elsewhere for easy parking and a range of shops, the appearance of the street still needs to be improved,it includes promoting cultural activities and tourism and encourage the city life...rather than have people move in and don't want the city there.
1: Encourage shops and businesses	financial subsidies	Encourage more business, commercial & retail to move into the vacant buildings which will encourage more people back into Hunter Street and bring life back to the main route into the city. Extending car parking limits to 4 hrs, reducing rents in the older buildings, encouraging niche precincts eg if encouraging factory outlets, have them all in the one area and promote them by advertising.Also provide a coherent frontage by painting exteriors the same colours. Each precinct could have a different colour branding to differentiate it.
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1: Encourage shops and businesses	investment	Encourage GPT to be proactive in making better use of the buildings/shopfronts that it has aquired.
1: Encourage shops and businesses		The termination of the Showcase cinema is indicative of the shortsightedness of GPT. The fire safety issue could have been dealt with by the company instead of closing down a cultural icon and service provider.
1: Encourage shops and businesses	investment	more shops/ business would improve the look and would bring more people. ? rent subsidy for a period
1: Encourage shops and businesses	financial subsidies	This is a hard one as all the above would be great and are badly needed
1: Encourage shops and businesses	dk	

		I initially thought that improving the appearance of the street was paramount, but if there is no encouragement to entice more shops and businesses to the street then there is no one to improve the shop fronts or office buildings unless the city council does it themselves and I do not think rate payers would be very happy about that as it seems that we are paying more and more every day for improvements to things that do not seem to be a priority to the beautification of the city.
1: Encourage shops and businesses	ease development	What killed Hunter Street in the first place was parking meters - we stopped going when we got booked. But no one ever listens. They think parking meters help - baloney. Just make sure employees don't use them.
1: Encourage shops and businesses	transport	Markets, like those held at christmas every weekend. More unique/independent stores.
1: Encourage shops and businesses	investment	
1: Encourage shops and businesses	transport	Lower rentals , free parking.
1: Encourage shops and businesses	financial subsidies	Lower rentals , free parking.
1: Encourage shops and businesses	financial subsidies	Similar process that has occurred in the mall, cheap rent/lease incentives.
1: Encourage shops and businesses	financial subsidies	Perhaps lower rents initially until business picks up. Shops are vying with shopping centres such as Westfield
1: Encourage shops and businesses	streetscape	Making the appearance more inviting and getting rid of vandalism and graffiti
1: Encourage shops and businesses	action	I could pick at least 5 of these as priorities ,lets do something instead of talking this is 2010.
1: Encourage shops and businesses	ease development	Provide incentives to businesses to set up in Hunter St. Develop a long term plan for revitalising the street so that prospective businesses can see that there is a future there
1: Encourage shops and businesses	financial subsidies	Free rent in exchange for shop upkeep.
1: Encourage shops and businesses	investment	Moving some of the University Facilities to Hunter Street
1: Encourage shops and businesses	financial subsidies	Lower rents until Business's become established
1: Encourage shops and businesses	safety	Obviously the current environment indicates the necessity to supply security at all times.
1: Encourage shops and businesses		Low rents on council owners commercial premises to draw patrons back to Newcastle.
		Cater more to what inner city residents need on a daily basis such as bakeries, greengrocers, butchers, speciality meal caterers such as Martini's at Lambton ready made meals.
1: Encourage shops and businesses	financial subsidies	As business grow the tenants would be in a better position to pay market rents.
1: Encourage shops and businesses	investment	Low rents on council owners commercial premises to draw patrons back to Newcastle.
1: Encourage shops and businesses		Cater more to what inner city residents need on a daily basis such as bakeries, greengrocers, butchers, speciality meal caterers such as Martini's at Lambton ready made meals.

As business grow the tenants would be in a better position to pay market rents.

cheap rent - allowing the businesses/shops/restaurants to establish themselves and 'get on their feet' giving them time for customers to get used to coming into the hunter street area.

It's important to encourage businesses and shops that aren't in the mainstream shopping centres such as westfield kotara, because if the shops are the same at every location, then people won't be as interested as visiting, if they are unique people will be attracted to the hunter street area to check them out and also continue to look at what's new in them, bringing people back into the area time and time again.

More Businesses would occupy Hunter St if the rent was more attractive, security was a priority close to pubs and clubs at 11 pm to get the drunks and vandals off the streets

- Council sell its Hotels and not have a conflict of interest in participation in the liquor accord.

1: Encourage shops and businesses

financial subsidies

- More businesses will bring respectability to the area and improve improve the appearance too

I think the idea to dedicate different parts of the street to different purposes would help. Eg business, shops, entertainment. Like attracts like.

1: Encourage shops and businesses

financial subsidies

get rid of parking meters

Discourage further development in Honeysuckle and provide incentives for moving to Hunter St

1: Encourage shops and businesses

ease development

Cheaper rent - cleaning up the surrounding buildings

Current shop fronts are reminiscent of a war zone in parts. I think that increasing the number of shops and perhaps the density eg through shopping malls may be useful. I also think that a 'draw-card' such as a supermarket or cinema in upper Hunter street (towards mayfield end) may increase consumer traffic.

1: Encourage shops and businesses

transport ease development

1: Encourage shops and businesses

financial subsidies

1: Encourage shops and businesses

investment

1: Encourage shops and businesses

Allow small business entrepreneurs cheap rent and short contracts so they can get started.

Free parking, people don't have to pay for parking in suburban shopping centres. A family coming in for a picnic at the tramshed park doesn't particularly want to pay for parking.

The more businesses that open, the better the street looks, more people make it a more pleasant, safe place to be.

Do something about the post office. It is a beautiful, beautiful building that could house speicality shops and nice cafes.

Perhaps put a new tourist information centre in the old post office, the one in the Frederick Ash building is in an inconvenient place for incoming tourists and is uninviting.

Develop a service precinct i.e green technology precinct.

I moved back to Newcastle from Sydney 12 years ago. I always opted for the mall over Garden city and charlestown because I liked the atmosphere and outdoor shopping. Gradually the good shops closed down and now unless I am going to DJs there isn't enough in there for me. I rarely go in to shop.

Encourage businesses that will attract 15- 21 year olds to get them into the habit of going into town. Have special affordable one day travel passes for youths, make town a fun place to be. My 15 year old son went into Graphic Action 2 weeks ago and had to wait for me to pick him up for 5 minutes. As soon as he got into the car he said he wouldn't go there again as he thought the street atmosphere was terrible. Looked awful and people were swearing and displaying aggressive behaviour.

1: Encourage shops and businesses

financial subsidies

Many of the priorities are intermixed, for example, improving the appearance and preserving heritage buildings will encourage tourism and cultural activities; which will in turn generate interest by the business community.

Perhaps the best opportunity to encourage shops and businesses is to generate the idea of Hunter Street being a niche shopping area, with specialty shops not found in the vast malls of suburbia.

Frontline Hobbies is an example of a local store with an Australia-wide reputation of excellence in its area of expertise.

1: Encourage shops and businesses	investment	King Street fashion stores seem to have been overtaken by a relatively small collection of similar stores at The Junction. Perhaps this effect can be shared by publicity. This is a very difficult question to answer with only one to select. I really believe that if we were to provide an interesting and different retail mix, then people would come back into the city. Public safety is certainly an issue, and not only at night, many feel threatened by some of the BEGGERS in the mall area that continually harass them for money. I don't know of any other area that has so many BEGGERS asking for money. People do not like it. Town needs to be different to the shopping centres, when you look at those that are successful in town it is those who like, Frontline Hobbies, Gentlemen's Outfitters, Villa Clone, and there are many others that are sole traders, found nowhere else that are our retail strength, we need to find more of these. Parking is completely overplayed, I'm not saying that we have enough of it, but I really do not believe that it stops people coming to town. Parking in the centres is a nightmare, the parking is tight, your car is continually damaged because of this and you walk a long way to get to where you want to be. We need to address the parking image that has evolved in town and show that it is pretty good.
1: Encourage shops and businesses	investment	The appearance of some of the city leaves a lot to be improved, all these buildings under D.A.s that are going nowhere for now, flatten them and turn them into temporary free parking. The council needs to be more rigid in handling these never-ending D.A. disasters. Reasonable parking Help while establishing
1: Encourage shops and businesses	transport	Public transport encouraged Keep heavy rail for future planning

1: Encourage shops and businesses

financial subsidies

Rates holidays, rent subsidies, better parking, better public transport (seriously, Newcastle Buses is AWFUL and can't be considered a mass transit system, which makes people reliant on cars, which makes people reliant on finding a car space to come to Newcastle. Why would you come to town and pay for parking when you can go to Garden City or Charlestown Square and get free parking - albeit for a timed period). I dont think you can address on priority -- several need to be done simultaneously.

**ENCOURAGE SHOPS AND BUSINESSES-** perhaps by forgoing rates for the first year and offering promotional incentives. Encourage a GOOD DELI/SPECIALITY GROCER to service the locals in the apartment.

MAKE PROPER OUTSIDE SITTING AREAS FOR CAFES that jut out into the Mall while still allowing movement up and down, as in Europe and encourage diners to eat there in addition to Derby St ( which is heavily polluted and noisy.)

A CENTRAL PLAY AREA with seats around would have been a good idea. I see many young children around the MALL in the daytime whose parents may stay longer in town if there was a little Play area/park which could be constructed outside the post office and run up to the Mall ---something akin to Crown St which is delightful.

**ENCOURAGE THE UNIVERSITY INTO THE CITY** as much as possible . A university town is always vibrant e.g Cambridge, Christchurch, Armadale or Newtown. Where the students go the shops and businesses follow.

1: Encourage shops and businesses

investment

MAKE SURE THE LAW COURTS STAY IN TOWN otherwise the city becomes a retirement village. Encourage the courts to expand into the OLD POST OFFICE. The courts' presence adds importance and dignity to Newcastle evoking a sense of history -- they need to be visible and in the heart of the city.  
\*subsidies or concessions to businesses to open up.

\*incentives for building owners to have tenants in their properties (eg. discount on rates or similar)

\*keep surroundings tidy and aesthetically appealing - streetscaping etc.

\*get rid of train line - if you are on the water side of it and you dont want to walk to where you can cross the line you dont - IT MUST GO

1: Encourage shops and businesses

financial subsidies

1: Encourage shops and businesses	investment	<p>Empty buildings/shops do nothing for a streetscape or for the "life" of a city. People will go to where there is good shopping in attractive surrounds. Parking/foot access and streetscaping go hand-in-hand.</p> <p>The current priorities of the council are not working but we only get more of the same.</p> <p>Some genuine onsultation and actually listen - noone has all the answers but I agree the council know the regulations that should apply.</p>
1: Encourage shops and businesses	action	<p>We are all in together the place making talk was good but it seems to have been another case of lip service only.</p>
1: Encourage shops and businesses	investment	<p>If there is a wide range of businesses, cafes, restaurants etc people will naturally be in th city working and others will have more reason to visit.</p>
1: Encourage shops and businesses	investment	<p>If there are more shops and businesses then there is more people and then more money. To address this most of the points above need to be done, more parking, improve the appearance, more green space etc.</p>
1: Encourage shops and businesses	investment	<p>Myself and many others like to shop at the David Jones Newcastle store for its ambiance and ease of shopping. If other Department stores could be encouraged to open in the eastern area of Hunter Street, many customers would be attracted by the variety of goods available and easy access, i.e., park once and then visit larger stores with the variety of goods they offer. Several shops could be amalgamated into one large department store thereby improving not only the look of the street, but also encouraging smaller businesses to catch some of the Department store customers. An example of this is Glendale and Waratah. The department stores needn't be high rise; part of a block could easily be taken by one store. Department stores not previously represented in Newcastle could be approached.</p>
1: Encourage shops and businesses	investment	<p>1.Hunter St and its buildings need to be tidied up.</p>
1: Encourage shops and businesses	investment	<p>2.Public transport needs to be improved to move people, particularly older people, from place to place without undue delays.</p>
1: Encourage shops and businesses	investment	<p>3.Security needs to be improved, probably through more police or security guard presence.</p>
1: Encourage shops and businesses	investment	<p>4.Retail business and restaurants of a reasonable standard need to be attracted back to the CBD, maybe through some form of concessions. (To be perfectly honest, I wouldn't eat at many of the cafes in the area at the moment). Being retired, it is nice to break shopping with lunch or morning tea. Newcastle's natural beauty needs to be exploited.</p>

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1: Encourage shops and businesses	transport	<p>2.Public transport needs to be improved to move people, particularly older people, from place to place without undue delays.</p> <p>3.Security needs to be improved, probably through more police or security guard presence.</p> <p>4.Retail business and restaurants of a reasonable standard need to be attracted back to the CBD, maybe through some form of concessions. (To be perfectly honest, I wouldn't eat at many of the cafes in the area at the moment). Being retired, it is nice to break shopping with lunch or morning tea. Newcastle's natural beauty needs to be exploited.</p>
1: Encourage shops and businesses	safety	<p>1.Hunter St and its buildings need to be tidied up.</p> <p>2.Public transport needs to be improved to move people, particularly older people, from place to place without undue delays.</p> <p>3.Security needs to be improved, probably through more police or security guard presence.</p> <p>4.Retail business and restaurants of a reasonable standard need to be attracted back to the CBD, maybe through some form of concessions. (To be perfectly honest, I wouldn't eat at many of the cafes in the area at the moment). Being retired, it is nice to break shopping with lunch or morning tea. Newcastle's natural beauty needs to be exploited.</p>
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1: Encourage shops and businesses	financial subsidies	<p>better rents, more housing in the inner city. Perhaps a major supermarket within he city precinct.</p>
1: Encourage shops and businesses	financial subsidies	<p>fiancial incentives, such as rent/rate rebates or discounts for business properties.</p>
1: Encourage shops and businesses	financial subsidies	<p>Accept the proposal by GPT, stop stuffing around and give the city a chance. At this stage it may only have one chance left in the foreseeable future, SO DONT BLOW IT!!!!</p>
1: Encourage shops and businesses	action	

1: Encourage shops and businesses	investment	I think Hunter St is currently OK; a few extra shops/businesses (within a few larger buildings) might make it a bit more interesting. Fast track the GPT development. When that is operational, other businesses will be attracted to the general area. Deal with the pay for parking issue. If Hunter Street is to compete with the major shopping centres (Kotara, Charlestown and Glendale) free parking has to be introduced. The major shopping centres manage staff parking in their parking areas. A ticketing system with a 2 hour limit works for Aldi and Spotlight. Please don't turn it into another Westfield with the same old same old shops. Attract a diverse range of businesses. The renew Newcastle was a good start- made the mall a more interesting place to visit asnd linger.
1: Encourage shops and businesses	action	Please don't turn it into another Westfield with the same old same old shops. Attract a diverse range of businesses. The renew Newcastle was a good start- made the mall a more interesting place to visit asnd linger.
1: Encourage shops and businesses	investment	At present I only go from necessity not pleasure as I find transport such a problem at my age. Getting more people living in the city, encouraging the GPT development to proceed (therefore cutting the rail line)and opening hunter street up to the foreshore.
1: Encourage shops and businesses	ease development	Reduce the hoops we make people jump through, until this becomes desirable real estate. DO something with the land owned by NCC, holding out year after year for a better deal i awful to watch.
1: Encourage shops and businesses	ease development	Establishing business areas eg. proposed bridal strip as well as Cafes and other food establishments. Improving it general appearance would also help as it appears very run down.
1: Encourage shops and businesses	streetscape	Only one response for which to do first is a bit of like the chicken or the egg question.
		there needs to be a reason to come to the city centre ie shops & businesses but you need to be able to get their without too much hassle ie public transport or somewhere to park, but if you just focus on access and parking, will it be for nothing if business chooses to stay with the shopping centre mentality.
		For me the reason to come to the city needs to be first.
		How??? Well the occupation of empty buildings by small businesses, rent free until the owner found a paying tenant was a brilliant idea and from what I can see (well feedback from my wife going to the markets the other day) has been very successful and has changed the feel of the mall completely.
1: Encourage shops and businesses	financial subsidies	Residential occupation can also help kick start the business opportunity but there is always the real risk that it will also stifle business. The live music scene is one very real casualty across all australian cities.

This is a bit of a chicken or the Egg. Shops are unlikely to establish without people. People won't come without shops. Business is about money. Financial incentives may assist businesses start up. Ideas could be:

1. No of reduced rates for businesses that occupy a building that is currently vacant.
2. Grants for new businesses that will encourage shoppers into town - retail outlets, restaurants etc
3. Interest free loan for 5 years.

2nd item is parking - Other shopping areas offer free parking. Hunter Street you have to pay. [Recently I paid the maximum I could - 2hrs. I then had to cut the shopping trip short to get back to the parking meter. missed it by 10 minutes and got a big fine. Very reluctant to go back by car.](#)

Security in hunter street. I find I don't want to go there as it is dirty with vacant shops and there are drunk people wandering around

It's hard to focus on any one of the issues listed as all are of importance. The key is to choose the one issue that will then naturally help with the others.

1: Encourage shops and businesses

investment

1: Encourage shops and businesses

safety

[If the council owns any of the derelict buildings that are strewn up & down the street they must set an example & fully renovate which will encourage business & even residential tenants. There could be rental assistance for a specified period.](#)

Newcastle Council need to encourage business of all sizes, big & small as well as government departments to set up in Newcastle.

1: Encourage shops and businesses

investment

Unfortunately it seems that the Tenants like NIB, Sparke Helmore etc. were South of the track & now those buildings lie empty.

cleaning up the mall and relaunch / marketing campaign the area to encourage more visitors.

I do not know whether rent or lack of visitors is a factor in shops closing or not coming at all but both should be addressed to encourage newer more up street shops to change the type of visitors to the Mall area.

This could then have a knock on effect to the rest of Hunter Street and hopefully make it a friendlier and far more pleasant area to visit.

this may well then lead to encouraging locals and visitors to help

1: Encourage shops and businesses

safety

restore the heritage buildings into museums, art galleries or cafes, boutique shops like the queen victoria in sydney.

**Currently I feel unsafe going down there at times due to the types of people hanging around the area.**

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this may well then lead to encouraging locals and visitors to help restore the heritage buildings into museums, art galleries or cafes, boutique shops like the queen victoria in sydney.

1: Encourage shops and businesses	financial subsidies	Currently I feel unsafe going down there at times due to the types of people hanging around the area. 1. Encouraging more shops and businesses, would I hope provide more employment to Newcastle and might encourage more people to live in Hunter Street or at least closer to the City. Which in turn support the local new businesses. 2. Replace the Rail Corridor from Broadmeadow to Newcastle with: Light Rail, Trams and/or walking/bicycle facility. 3. The Rail Triangle west of Hamilton Railway Crossing would have 10 acres (in the triangle and adjacent south) or more of land available to create an appropriate Transport Interchange for Rail, Bus and commuters to the CBD. This interchange would also service Tighes Hill TAFE Students from Maitland and Morisset Rail Corridors. 4. Replacement of the heavy rail corridor with an appropriate user friendly mode of transport to Hunter Street would reduce/minimise road and rail congestion at the current Heavy Rail Crossings from Hamilton Rail/Beaumont Street to the CBD/Hunter Street. The Honeysuckle development has attracted many business and some shops away from Hunter St. I believe the reason for this isn't solely the harbour view but also more modern buildings. I work in the CBD in a building in need of refurbishment however, the landlord is reluctant to do this. I think this is a common problem. I believe NCC needs to bite the bullet and close the rail line from Wickham (or even Hamilton), open up access to the foreshore and encourage the developers. "If you build it they will come!!!!"
1: Encourage shops and businesses	transport	
1: Encourage shops and businesses	investment	

1: Encourage shops and businesses	action	By doing whatever can be done to start implementing the plan for the city's future laid out in the Hunter Development Board's study released last year. It's a good plan - get on with it! Encourage high end shops to complement David Jones Store. We have enough chain stores in the Suburban centres. Try and be a bit different
1: Encourage shops and businesses	investment	Clean up the graffiti and get rid of derelict buildings. Make people feel it's safe to shop in Newcastle by more police presence to move on undesirables.  eg. drug or drink affected persons. Out of the area preferably to the next lock up.
1: Encourage shops and businesses	streetscape	The so called listed "priorities above" need to be culminated to make a difference so that businesses would want to operate in the Newcastle CBD  I'm sorry but I do not have an answer for how this should be addressed. I can say however that more people would be willing to come in, if there were more places to shop and businesses to visit.
1: Encourage shops and businesses	investment	Clean up the eyesores, get empty spaces rented, <a href="#">stop standing in the way of business people developing buildings etc with excessive DA requirements, MAINLY process them quickly and effectively.</a>
1: Encourage shops and businesses	ease development	Need to remove ALL parking meters.....Why should people pay! to go to town.
1: Encourage shops and businesses	transport	Need to encourage people in.  All above is important. The most positive idea recently to clean-up derelict shops was to provide cheap/free rent to budding designers and artists to get some life back into the city.
		Livesites are also great community building events and get people into the city.
		There needs to be a long term vision which can be worked through like the Honeysuckle area.
		There certainly needs to be a large shopping area development but not the usual enclosed type where shoppers never see the light of day. We have a stunningly beautiful city with great weather, it should be more like Europe where people enjoy walking from shop to shop and sitting in the fresh air to enjoy a meal or coffee.
1: Encourage shops and businesses	financial subsidies	The development should not be at the expense of public

transport. The heavy rail should be removed but must be replaced by a light rail system going all the way to the beaches. The level crossing at Wickham is ridiculous, the traffic banked up going to and from Carrington/Maryville is getting worse. Wickham stations needs to be on the otherside behide the old store building.

There are 3rd world countries with better road and public transport systems then Newcastle.

1: Encourage shops and businesses	financial subsidies	Short time subsidised rents I think the main problem lies with the landlords <ul style="list-style-type: none"> <li>- they need to be held accountable for the appearance of their premises</li> <li>- they need to charge rent appropriate to a struggling area</li> <li>- they need to be accountable for an empty building and the detrimental effect it has on the overall appearance and atmosphere of the area</li> </ul> also the mix of businesses should be looked at <p>I wan't able to select anything else but I feel</p> <ul style="list-style-type: none"> <li>* providing more trees and green spaces</li> <li>* improving the appearance of the street</li> <li>* protecting and enhancing heritage buildings (SHAME to the Great Northern) are all equally important and equally related and when all these issues are addressed it will be easier to encourage more business and traffic and tourism into the city</li> </ul> I think the main problem lies with the landlords <ul style="list-style-type: none"> <li>- they need to be held accountable for the appearance of their premises</li> <li>- they need to charge rent appropriate to a struggling area</li> <li>- they need to be accountable for an empty building and the detrimental effect it has on the overall appearance and atmosphere of the area</li> </ul> also the mix of businesses should be looked at
1: Encourage shops and businesses	streetscape	also the mix of businesses should be looked at
1: Encourage shops and businesses	tighter rules	I wan't able to select anything else but I feel

- \* providing more trees and green spaces
- \* improving the appearance of the street
- \* protecting and enhancing heritage buildings (SHAME to the Great Northern) are all equally important and equally related and when all these issues are addressed it will be easier to encourage more business and traffic and tourism into the city

More quality shops with the low cost public transport during events, also, public transport during events need more frequentcy.

Then encourage people using bikes within centre areas by desining the roads, car parking at the start point, bike parking.....

Then encouraging night time entertainment / more events / cultural activities and tourism.

1: Encourage shops and businesses			Encouraging more people to live will make more stress for car parking.
1: Encourage shops and businesses	investment	transport	Cleanliness, and security, and renewal of tranpost policy to show that businesses can operate
1: Encourage shops and businesses		investment	Ensure David Jones remains in the city. Attract another large retail outlet such as Target, Big W, KMart (not another bargain/discount shop). Shops and businesses bring more people. First we need to get more people going to Hunter Street and later look at parking and beautifying.
1: Encourage shops and businesses			Lowering the rents and very gradually increasing them as the businesses become more successful. Eg:Charge a percentage of takings.
1: Encourage shops and businesses		financial subsidies	Big advertising campaign to attract new businesses and shops, cafes, restaurants etc. With some kind of incentive for them to move to Hunter Street.
1: Encourage shops and businesses			Don't know what the solution is, but it concerns me if I have the need to be in the CBD of a night time due to the seemingly increasing rendom violence. The lockout / curfews sound like they've helped, but it doesn't give me the perception that the CBD is safer. CCTV??
1: Encourage shops and businesses		investment	Having said that though, revitalising Hunter Street probably revolves more around the daytime amenity than the night time one, so encouraging things that will attract people to the city (eg: businesses etc) is probably as high a priority as improving public safety.

1: Encourage shops and businesses

investment

I work in the west end, and barely a day goes by where a staff member is not hassled by druggies. Law and order is an issue, but I doubt more police will solve the problem. They seem to come to town for one of the 2 (?) methadone clinics and hang around all day. It seems safer at 10pm at night than at lunchtime. I think the decrepit buildings need to be redeveloped. It doesn't matter whether this is for business or residential purposes. When this happens, I reckon normal people will start coming back into the west end and the druggies will at least be diluted.

All of the above are important but ultimately people have to have a reason to come to the city apart from leisure or entertainment. More business creates more employment and services and the rest follows on. Almost every single major service has downgraded their presence in the city or moved out to the suburbs. Ask them why. What could council do to make business return? Is it the high rates, the lack of parking for customers or a population issue. I think you need to look at why they all left. Is it just that people moved out of town? Then housing becomes the major issue and you then need to look at the other items listed to entice people to move back into the city. Planning is essential though when it comes to supporting a higher population in the city. It's the chicken or the egg, which comes first the business or the people?

Seriously you need to do more than one at a time. There needs to be reasons to come (shops, entertainment and hospitality) and no reason not to come (like no expensive parking). There needs to be a way to get here a way to get around and a pleasant environment. This is all basic stuff.

1: Encourage shops and businesses

action

1: Encourage shops and businesses

action

1: Encourage shops and businesses

investment

We need a butcher and a deli

1: Encourage shops and businesses

investment

encouraging owners of the buildings on hunter to rebuild instead of letting them fall down. Conucil needs to be more ecouraging of new ideas and buildings, so the place is somewhere people look to do business, instead of bypassing it, cause of high rents, buildings in bad repair and atomshpere just isn't there when everything else is falling down around you

		Reduced and/or peppercorn rents for newly established businesses for an initial period (until they are established).
1: Encourage shops and businesses	financial subsidies	<p>Extension of current project to encourage more artisans/creative type businesses</p> <p>Prioritise shops and businesses that provide a unique business or shopping experience - something that people will travel in Newcastle for. Recognised chain stores can be accessed elsewhere within Newcastle eg Westfield.</p> <p>Attracting businesses otherwise attracted to the westfield developments requires the following incentives:</p> <ol style="list-style-type: none"> <li>1. Access to their market, which means better transport and parking, slower through-traffic.</li> <li>2. competitive costs for shopfronts</li> <li>3. better aesthetic in the precinct to attract consumers.</li> </ol>
1: Encourage shops and businesses	financial subsidies	<p>These things will contribute to an overall regeneration of the CBD where the current trend is to drain away to the large shopping centres. Why do they work, when a main street doesn't?</p> <p>All the above ideas have a similar priority. Improving one first will have a flow on effect and improve others.</p> <p>It's difficult to know which has the higher priority.</p>
1: Encourage shops and businesses	investment	<p>The shops and businesses if well promoted and marketed on a regular basis could bring more people into the city. More people will cause a flow on of requesting easier access along Hunter Street. If people plan to spend some time in town they will enjoy resting in a green space with seating and trees. People wanting to cross Hunter Street will want to do so in safety so more pedestrian crossing safety islands are another possibility.</p> <p>Get GPT to happen! Keep David Jones and try and find another anchor shop e.g. Myer. Market the area as a unique experience - heritage and speciality shops close to the harbour etc.</p>
1: Encourage shops and businesses	action	<p>The cost of parking is an issue for a lot of people when they can park for free at major shopping centres, The types of businesses to be encouraged should be something not offered or in completion with these centres. Cleaning up and beautifying the streets would also be of help.</p>
1: Encourage shops and businesses	streetscape	<p>The cost of parking is an issue for a lot of people when they can park for free at major shopping centres, The types of businesses to be encouraged should be something not offered or in completion with these centres. Cleaning up and beautifying the streets would also be of help.</p>
1: Encourage shops and businesses	transport	

1: Encourage shops and businesses	action	This is a desperate necessity. I don't think there is any one thing worth attracting to Hunter Street if there are no shops/galleries/cafes to visit. Why improve parking if there is nothing to go for? Why improve green space when the buildings are derelict? It is time to STOP asking for opinions and DO SOMETHING!!
1: Encourage shops and businesses	investment	We need major businesses in the area to attract the smaller ones and attract the customers Bring back more samll bussinesses people instead of the big shopping centres taking everyone.
1: Encourage shops and businesses	investment	You are losing the athmosphere that was once a great town to shop. But since I have been here so many shops are gone. All the movers place shops there is no small grocery shopping. As the way town is now I do not want to come to town. I only come if need to get a Dr or the markets.
1: Encourage shops and businesses	transport	By doing all of the above points. I would have chosen several had the option been available. Also, I believe the removal of the rail line corridor will make an enormous difference.
1: Encourage shops and businesses	investment	encourage business's that cannot be found in shopping centres eg. craft precinct,restaurants, specilised products
1: Encourage shops and businesses	financial subsidies	peppercorn rents, assistance with modest facelifting of shopfronts - camoflage (eg with planters) unsightly spaces.
1: Encourage shops and businesses	streetscape	peppercorn rents, assistance with modest facelifting of shopfronts - camoflage (eg with planters) unsightly spaces. Removal of the railway line. I think any of the above provide a solution to only part of the problem. Without improving connectivity within the city it is difficult to attract businesses or permanent accomodation to Hunter Street.
1: Encourage shops and businesses	transport	Continue supporting Renew Newcastle.
1: Encourage shops and businesses	financial subsidies	Better public transport Making it as easier for developers to invest in projects which will aid in the growth of the city.
1: Encourage shops and businesses	ease development	I would like you to revisit the way hunter street, once there were lots of shops people living in and over the shops and opened to its best asset at the top of town the beach. Open on to the honeysuckle cut the rail line and give the city the appearance and recognition it deserves, the mall has divided the city and make it unfriendly and disjointed.
1: Encourage shops and businesses	transport	Create a shopping experience that differs from the monopolies that are the suburban shopping centres. My friends and I hate having to shop at westfield kotara and charlestown and where ever possible I always try to shop in newcastle mall and darby street. There isn't enough variety though, so we are forced to shop out in the suburbs. Perhaps making the sites more affordable and appealing for businesses would help. But I think there needs to be a holistic approach to revitalising the inner city shopping precinct which would need to incorporate a variety of
1: Encourage shops and businesses	financial subsidies	

improvements simultaneously including: transport, parking, safety, etc.... I used to love shopping in the mall when I was younger, but now it has a bad reputation and there are always some unusual characters lurking about.

		Create a shopping experience that differs from the monopolies that are the suburban shopping centres. My friends and I hate having to shop at westfield kotara and charlestown and where ever possible I always try to shop in newcastle mall and darby street. There isn't enough variety though, so we are forced to shop out in the suburbs. Perhaps making the sites more affordable and appealing for businesses would help. But I think there needs to be a holistic approach to revitalising the inner city shopping precinct which would need to incorporate a variety of improvements simultaneously including: transport, parking, safety, etc.... I used to love shopping in the mall when I was younger, but now it has a bad reputation and there are always some unusual characters lurking about.
1: Encourage shops and businesses	safety	If this is addressed, then more money comes into town which means the other priorities listed can be accomplished.
1: Encourage shops and businesses	investment	This is a tough one to choose from! I ended up choosing more shops as I hope this would lead to some of the other points following. The number of empty and derilict shops, particularly in Hunter St West, is upsetting. If we could perhaps lower rent, or do something that would encourage business owners to repopulate these shop-fronts, I feel the appearance of the street would improve, safety would be improved and more people would be attracted to the precinct.
1: Encourage shops and businesses	financial subsidies	Free parking
1: Encourage shops and businesses	financial subsidies	Keeping David Jones
1: Encourage shops and businesses	investment	Remove cars and expand cafes outside to attract customers form a street committee; council needs to provide the infrastructure to support shops and businesses - cheap/free parking, advertising, free transport within CBD, keep the street clean, run promotions. Get rid of the junky discount/cheap stores to prevent the area looking second hand and cheap.
1: Encourage shops and businesses	investment	Quality attracts quality - there's currently nothing much more than DJ's to come into town for.

		There are a lot of empty, derelict buildings on Hunter Street and while I acknowledge the Council is not responsible for all of them something needs to be done about the state of the place and it needs to be done soon. Small businesses struggle to develop themselves when setting up shop in the inner city. This is due mainly to the lack of foot traffic in the area. No one wants to come in to town because there is very little to do. There are also a large number of parking meters that will always deter people no matter how many free buses there are. People in Newcastle LOVE the convenience of their cars. I propose a scheme where the Council subsidises rent for all new business in the City Centre. Perhaps only for the first 6 months or so, but this will at least allow these new business to establish themselves, develop a reputation and encourage new custom. Sure this could be an expensive exercise at first but I believe the long term benefits will make it worthwhile.
1: Encourage shops and businesses	financial subsidies	I think Hunter Street needs sections, or zones. For example: the latin quarter with restaurants, cafes and stores following a theme. Encourage similarity to encourage people to visit and rent stores. The parking issue also needs to be addressed. If you need to visit a business but you need to find change for a parking meter you'll tend to drive further so you can park without paying.
1: Encourage shops and businesses	streetscape	I think Hunter Street needs sections, or zones. For example: the latin quarter with restaurants, cafes and stores following a theme. Encourage similarity to encourage people to visit and rent stores. The parking issue also needs to be addressed. If you need to visit a business but you need to find change for a parking meter you'll tend to drive further so you can park without paying.
1: Encourage shops and businesses	transport	If some of the above were implements, such as encouraging cultural activities and tourism, improving the appearance of the street and improving public safety this then might encourage more shops and businesses to the area. With the new large Woolworths & shopping centre being built at West End I believe this is another deterrent to development in Hunter Street.
1: Encourage shops and businesses	streetscape	Fix up all the run-down buildings and be selective about the type of retailers that are given leases - no \$2 junk shops!
1: Encourage shops and businesses	investment financial subsidies	Make relocating businesses there more attractive By providing incentives for shops to relocate from the malls and shopping centres back into the city - this would potentially need to be a combination of rental subsidies, increased security, availability of affordable and readily-accessible parking and improvement of the total public amenity. The more quality shops (not junk / cheap shops) will reduce the number of vacant and decrepit buildings, increase pedestrian / shopper traffic and be self-perpetuating. I still remember how busy and vibrant the Hunter St Mall used to be approx. 20 years ago.
1: Encourage shops and businesses	financial subsidies	

If people are working in the city, this will then have a flow-on effect on the surrounding area. These employees will spend money before work (coffees), at lunchtime (food and shopping) and after work (pubs and restaurants). There needs to be incentives to get more businesses into the city, that are more enticing than setting up an office in the suburbs or in Lake Macquarie, Maitland or Port Stephens.

1: Encourage shops and businesses	ease development	Maybe this can be achieved by removing some of the red tape involved in getting new buildings approved in the city. This would be especially appropriate in the western end of Hunter Street (west of Auckland Street). Why are their building height restrictions in that area? Let them go up! By encouraging more shops and businesses you will attract the public. Council will then have that priority then you need more parking which will then have to improve public safety. By improving the appearance of the street you would then encourage more cultural activities and tourism especially around civic park and the mall. Eateries could come alive along the west end away from the shopping which could then provide more trees and green spaces for people to sit and rest and enjoy the activities which would then help develop a night time entertainment and dining experience. Businesses bring people - people bring money its not that hard. Lobbying GDP to commence the shopping mall project. Removing the rail line from Wickham / Civic to Newcastle. Everything else we develop from this.
1: Encourage shops and businesses	investment	The council could offer cheap rents to any buildings/shops it owns along Hunter Street to attract more businesses into the area. The mall revitalisation has been good in filling up empty spaces and the mall appears to be busier these days (from a shoppers perspective).
1: Encourage shops and businesses	action	A combination of some of the above. Clean up, develop night time ent, etc
1: Encourage shops and businesses 1: Encourage shops and businesses	financial subsidies	I always thought that CBD stood for 'Central Business District'. Well we are lacking in a CBD. there are not enough shops or business's to draw the crowds into the city. Have look at the Westfield centres and they are always busy. "People love to shop" If the right speciality & retail shops are put into the city it will draw more people and help to create a 'Vibe' there. We need the public to visit the city centre and want to come back. When the numbers are up, then it is a good time to hold cultural activities and events. Get rid of paid parking.
1: Encourage shops and businesses	investment	Some sort of incentive scheme Low rentals and rates.
1: Encourage shops and businesses	financial subsidies	Keep the free bus.
1: Encourage shops and businesses	financial subsidies	Good rail service.
		Night time security presence!

		Low rentals and rates.
1: Encourage shops and businesses	transport	Keep the free bus.
1: Encourage shops and businesses	transport	Good rail service.
1: Encourage shops and businesses	financial subsidies	Night time security presence!
1: Encourage shops and businesses	streetscape	By providing easy parking to encourage people to access business and shops.Cheap rents.
1: Encourage shops and businesses	tighter rules	By providing easy parking to encourage people to access business and shops.Cheap rents.
1: Encourage shops and businesses		Clean up the area and get more shops open improve the buildings, perhaps impose penalties on owners of buildings in disrepair, provide incentives for owners to improve the kerb appeal of their buildings ,many of the buildings have flats above that would be much easier to lease with a well presented shopfront thus bringing population to the area with the flow on effects.
1: Encourage shops and businesses		This also goes with improving the appearance of the street. No New business want to locate near a rundown area with boarded up windows etc, it does not encourage visitors and gives a bad impression of the area. Clean it, paint it, remove old boards, revitalise shop fronts.
1: Encourage shops and businesses	streetscape	The street will look cleaner, neater, more attractive, and businesses will start coming back.
1: Encourage shops and businesses	investment	To encourage business and shops there needs to be people that need to use the goods and services that they provide, otherwise a business can not make a profit - it will only lose money, and they will not open a business.
1: Encourage shops and businesses	investment	Attract as many businesses as it can so that people will go there as well, not only go to Kotara or Charlestown.
1: Encourage shops and businesses	investment	- Move the shops and restaurants in Darby st to Hunter St, this will prevent duplicated
1: Encourage shops and businesses	investment	- Then people will enjoy to go to the CBD for beaches, food, shopping as well
1: Encourage shops and businesses	investment	If there was a combination of apartments, good eateries and unique/ interesting/ boutique shops it would be a far more attractive place. Green spaces would help too!! So perhaps we don't need more shops and businesses, but different ones. Either lots of office space so it's simply a hub for people working/ having lunch, or shops with a unique flavour, something different that can't be found (or is better quality than) Darby St or the Junction...
1: Encourage shops and businesses	dk	I have no idea

		unique shops and small businesses as restaurants, winebars, galleries but possibly also (one) a big public puller like big W, coles, keep DJ's but update it please will be the reason for people to come. Markets and other cultural activities will have more life to them than too and all will improve the look hopefully as well. All other points are relevant as well and should be done simultaneously or as stimulus for which ever business is starting in this street. Parking will be an issue and of course the heritage buildings need to be fixed! it is truly devastating that the few old buildings Australia and in this case Newcastle has are left to deteriorate to this point. Owners should have a mandate to fix it within a certain time of buying and if they can't they should sell. Temporary clean up that is less expensive should be put in place (read Herald column of Ray; temp colourfull shop fronts for Newcastle(England)streets
1: Encourage shops and businesses	investment	Night time entertainment (classy and attracting an eclectic group of people not only pub bingers and 16 yo street dwellers) should fix up partially the youth binge and rowdiness Green space, trees; always YES! Believe whole list goes hand in hand but first you need people to want to go there and businesses to have a reasonable chance to survive and potentially good businesses a promise that things will actually change! concrete dates and plans!
1: Encourage shops and businesses	transport	I believe that getting people in to Hunter Street shopping should be the highest priority. One of the biggest problems with Hunter Street is the cost of parking. This is one of the reasons people go to the likes of Kotara over Hunter Street. Another is the variety of shops. Attracting more businesses, attracts more employees. Getting the right types of shops will attract more of the public. While the street grows I think we need to remove parking costs until such time as efficient public transport is available. This in parallel with getting the right shops in and methods to attract businesses will should allow the city to grow.
1: Encourage shops and businesses 1: Encourage shops and businesses 10: Trees and green spaces	investment	I believe that getting people in to Hunter Street shopping should be the highest priority. One of the biggest problems with Hunter Street is the cost of parking. This is one of the reasons people go to the likes of Kotara over Hunter Street. Another is the variety of shops. Attracting more businesses, attracts more employees. Getting the right types of shops will attract more of the public. While the street grows I think we need to remove parking costs until such time as efficient public transport is available. This in parallel with getting the right shops in and methods to attract businesses will should allow the city to grow.
10: Trees and green spaces	transport	improving ways of moving people around Hunter Street, and providing better parking by having planter boxes with shrubs in them
10: Trees and green spaces		Knock down some of the derelict and burnt out buildings and use them as temporary parks until the owners decide to do something with them.
10: Trees and green spaces		Obviously more green areas would make it more attractive and pedestrian friendly
10: Trees and green spaces		the roadways along the beachside of the city should be shady and beautiful. There should be shady walkways from the city to the beaches, Nobby's and the dog beach.

The city streets need beautifying start with removing the derelict sign outside civic railway station in the small garden and planting art deco plants to make this an art deco area between civic station and newcastle city hall> small median strips along hunter street with tree planting would also beautify the city - Hunter Street is a 4 lane highway at times.

10: Trees and green spaces

Have music eg jazz bands or music from the conservatorium of music in Pacific and civic Park on Sundays

10: Trees and green spaces

Opening up the transport infrastructure and linking Hunter St directly to the Foreshore and Honeysuckle for pedestrians. remove street parking

dedicated bus and bike lanes

one way streets

10: Trees and green spaces

this gives much more room to reclaim street area for green space

I don't really have a good feel for this. Footpaths can't really be widened to include trees as there is too much traffic on the road. perhaps purchase land that has rundown buildings to turn into small open spaces?

Make the street sustainable by adhering to principles in "Transitions Towns". Make Hunter Street a lighthouse project for the sustainabilitarian approach to life: the great challenge for humanity in the 21 century.

There are so many buildings that are empty - there are no reasons for anyone to walk up and down Hunter St anymore without feeling threatened, even during the day. I feel that providing more open areas to entice people to visit the city will be a positive move. I don't believe there is any point in encouraging businesses to come back to Hunter St, especially in the West End as Honeysuckle has dragged everyone away from Hunter St - there is a real divide now and it is terribly sad that the heritage of Hunter St is now overshadowed by the "trendy waterfront" buildings and the larger businesses of the Hunter now having their Head Offices relocated.

Hunter street does not need to be as wide as what it is. Many Country towns have lovely green median strips. Plant trees and gardens down the centre of Hunter street. What a pleasure it will be to come to town...lots of employment opportunities will be created from the increase in people coming to town. People who now only travel along the beautiful Honeysuckle strip might then detour or do a loop because Hunter street will be green with lots of lovely flowering trees down the centre. These trees will also soften the architecture. Garden benches could also be added. Give pedestrians and cyclists priority by slowing down traffic (gentle speed humps along the way)- this will ensure that the 'pace of life' in the city is humming and blossoming, rather than rushed and stressed.

10: Trees and green spaces

10: Trees and green spaces

10: Trees and green spaces

A comprehensive landscape plan for the entire length of Hunter street. This would have the benefit of improving the appearance of the street and improve public safety through greater visitation and casual surveillance. Also, this will improve pedestrian accessibility.

10: Trees and green spaces

EASILY. IT ISNT HARD TO SITE AND GROW TREES, WHICH ADD SO MUCH TO THE APPEARANCE AND WELCOMING FEEL TO A SITE. I WOULD LIKE TO ADD 'IMPROVE APPEARANCE' AND EG SMOOTH FOOTPATHS, more green spaces and trees between buildings. Hunter Street is very long. This will provide interest to the street and provide intervals between the buildings.

10: Trees and green spaces

Hunter Street is a most unattractive street. A very long, wide road interspersed with vacant shopfronts gives the place a desolate feel especially late at night when there are large numbers of intoxicated people on the streets.

10: Trees and green spaces

With the increase of buildings along the foreshore, green space is fast disappearing in the city. We need a sense of spaciousness that connects small hubs of activity instead of trying to activate the entire length of Hunter Street.

10: Trees and green spaces

This would have spin off effects in terms of the other priorities such as beautifying the area, improving pedestrian accessibility, encouraging events and business.

Get rid of the railway line

Simply by planting trees in Hunter St that have suitable root system for shopping centres- greening the area wherever there are empty buildings

10: Trees and green spaces

Mulch down and put a green space there with maybe a cafe or lit space.

10: Trees and green spaces

This will make our place much more attractive to look at.

10: Trees and green spaces

Create a waterside park along the honeysuckle precinct. Trees and green spaces are a relatively inexpensive way to soften the cityscape and add sophistication. Other improvements are already underway with lower rents and improved visual appearance of some buildings.

1 Bt providing a plan for redevelopment of buildings including beautification

10: Trees and green spaces

2 With the development of so many units in the Newcastle town proper area, there is a whole new population that needs accommodating.

10: Trees and green spaces

3 The centre of Newcastle is a shanty town. Why would you want to bring liners into the port?

4 Stop the railway at Broadmeadow; provide shuttles of some kind; open up the area to the river front; use the environment

that we have; create parks, demolish some buildings and re-accommodate them into larger buildings; provide a music shell for concerts.

5 Employ engineers who know how to construct roads and parks and not just cover up potholes and create roundabouts

10: Trees and green spaces

Providing "green space" requirements on new developments  
Identify small park area - provide seating - bike tie up area and rubbish bins

10: Trees and green spaces

increase public transport and reduce cars  
Accept the fact that Hunter Street is too long to support retail outlets (shopping, dining even medico etc) ALL the way along.

10: Trees and green spaces

Relocate tenants to one or two key areas and demolish the old buildings to make way for parkland - even some kind of sustainable wetlands type arrangement to balance Newcastle's black foot print

10: Trees and green spaces  
10: Trees and green spaces

Please do not get rid of any green spaces that are already there. There is a lot of space in Hunter st not being utilise or under utilised so make it into open space, green space, public gardens etc.

10: Trees and green spaces

Plant trees and not block off roads.

The council seem to be willing to remove trees , but rarely replace them, or maintain the ageing trees with a view to preserve them.

1. Effective action plan on graffiti, not just removing it

when it appears but preventing it from appearing.

2. Encouraging small business back into the city.

3. Appropriate tree planting.

4. Free period type parking that will prevent people parking there all day but will allow for shop owners to be on a more level playing field with the big shopping centres for attracting customers.

2: Improved appearance  
2: Improved appearance

all  
all

Or you could just say by doing all the above.  
Actually doing something instead of talking about it choosing one of these things is difficult: they all interconnect, and all help to make it a more welcoming, vibrant place

2: Improved appearance

all

		I find this a difficult one to answer as I think there are a few of the above areas that need to be addressed at the same time. I think if you improve the appearance of Hunter St and public safety together then more people will feel some pride in the city and take ownership of the area and many of the other activities will follow. Until people feel safe in the city they will not go there particularly in the evenings
2: Improved appearance	all	I think that the appearance and "feel" of the street would be improved by doing many of the things mentioned below. It is not one thing, they all should be considered.
		Improving pedestrian accessibility in Hunter Street
		Developing a night time entertainment and dining experience
		Encouraging more shops and businesses
		Protecting and enhancing heritage buildings
		Providing more trees and green spaces
		Improving vehicle access and car parking
2: Improved appearance	all	Improving public safety I think we need a mix of all of the above with the main focus on improving the appearance by getting rid of old derelict buildings which are a magnet for vandalism and graffiti.
2: Improved appearance	all	The top of Hunter Street looks tired with ad hoc improvements and from David Jones down, it gradually becomes more unsightly. Unfortunately, I believe we will have to be ruthless and virtually demolish or gut many of the existing buildings to make a fresh, invigorated new look. It is a bit silly to choose just one priority, as they are all linked.
2: Improved appearance	all	I think the appearance of the street, as defined by better lighting, far fewer derelict buildings, removal of graffiti, cleaning up the broken beer bottles regularly and frequent, VISIBLE police presence are a prerequisite to getting people consider living there (do NOT forget to make any developer put in underground PARKING for 2 cars per apartment!!!!!!!!!!!!), and for entertainment businesses to think of moving in. As said earlier, we do NOT need any more drinking & loud music venues for young adults, we need businesses that bring in other segments of the community.
2: Improved appearance	all	Look to the streets of cities like Melbourne and Adelaide.....leafy, green, interesting ...and diverse
2: Improved appearance	all	This last choice involves some of the choices above. More shops will encourage cultural activities and nighttime entertainment, (not nightclubs). A restaurant strip or area with no traffic or similar would be excellent.

		Unfortunately it's probably a chicken and egg problem, because you need to bring back business activity to make it feasible to spruce the place up, but nobody is going to move into a scruffy street. A major redevelopment needs to be undertaken, probably focussing on one specific area first (area B preferably - area A is not too bad and area C is a major mess)
2: Improved appearance	all	With the improvement of the appearance the others will flow on
2: Improved appearance	all	By implementing all the points listed below the first one
2: Improved appearance	all	By including all of the above.
2: Improved appearance	all	The street has been let to ruin because of all the above I wish I knew. I'm not an expert. I suppose you need to explore what other cities have done.
2: Improved appearance	all	This seems to be the logical first step but I think it cannot be addressed individually. It needs to be looked at in conjunction with the other priorities listed above. For example in order to improve the appearance of the street providing more trees and green spaces will add to the overall aesthetics, it's a knock on effect. A vision for the area needs to be determined first
2: Improved appearance	all	The paving opposite the TAFE needs replacing and the shopfronts need cleaning up. The attempted art to cover up the closed (abandoned?) buildings in this area only serve to enhance the grubbiness of the street. A special benefit rate on businesses in this area would go some way to providing funding. If NCC were to match the funds raised in this way then the business community might accept the imposition of an additional levy. The State Government should also be encouraged to contribute like they do in many other cities but not, it seems, Newcastle.
2: Improved appearance	buildings	Removing graffiti throughout the street and restoring to public use heritage buildings such as the former Post Office.
2: Improved appearance	buildings	1.Addressing the large number of derelict buildings left in ruin. 2.Providing more trees and green spaces, 3.Encouraging more people to live in Hunter Street, 4.Encouraging more shops and businesses, 5.Protecting and enhancing heritage buildings 6. Developing a night time entertainment and dining experience
2: Improved appearance	buildings	A lick of Paint?
2: Improved appearance	buildings	By implementing all of the above and enforcing some level of responsibility on the owners of derelict buildings to either secure and maintain them or demolish them. Green spaces would have to be an improvement.
2: Improved appearance	buildings	Clean up the shops and make owners responsible
2: Improved appearance	buildings	Clearing the backlog of D.As and putting time frames on how long a block can stay until it needs to be demolished.
2: Improved appearance	buildings	Demolish derelict buildings. Gaol graffiti artist or make them clean up theirs mess!!
2: Improved appearance	buildings	Building owners get their act together and paint and clean their shop fronts.
2: Improved appearance	buildings	Buildings like the post office should be put to good use instead of being let go to ruin- this is a disgrace to see what is happening to such lovely buildings.
2: Improved appearance	buildings	Put some life into the Hunter street!

demolish old abandoned buildings, sure i think we should save some old buildings not all of them

2: Improved appearance buildings  
2: Improved appearance buildings

take that fred ash building that should have been knocked down as well as the old railway/ woolsheds they are a eyesore derelict building should be sold or made use of. greenify the streetscape with either pots or planter boxes Encouraging and make it attractive for business retail professional services eg legal to occupy shops or vacant buildings. Law fraternity should be located within the current precinct where many legal offices and facilities are already located.

The proposed structures for relocation of University departments and new Law courts should be located in current buildings instead of using green space so badly lacking in the city to build further structures.

#### USE BUILDINGS THAT ARE ALREADY AVAILABLE.

In most instances the necessary infrastructure is already in place. The increase in employees & students would enhance the upper end of Hunter Street and surrounds with business patronage and movement of people.

2: Improved appearance buildings  
2: Improved appearance buildings

Wherever the location PARKING is an acute problem which is being poorly addressed.  
expediting the demolition of ruined buildings and fast tracking development applications which enhance the appearance and feel of Newcastle  
Fix up derelict empty buildings, rent them out to university students, encourage small speciality shops to move into the area (incentive low rent), pick up rubbish daily and clean any graffiti promptly of buildings etc.  
Get landlords to clean up their properties that are in disrepair. Make it a priority to get this done as business will not want to move into the area when there are properties that are detracting from their business. It has to be an aesthetically appealing area for people to come back too. The artists moving in to some of the shop fronts to display their work is a great idea. Get more green space happening and if buildings are really bad get rid of them. Improve and enhance the heritage buildings as these are a wonderful asset for Newcastle. People love to see old buildings done up and used. There is a wonderful structure in the area (I think it was a courthouse or postoffice) that is just behind a fence and still no work has been done to it lets help people get approval to improve things like this.  
get rid of all the hideous empty buildings... like the empire

		Getting private property owners of derelict buildings to demolish or refurbish their buildings
		this should happen with council owned buildings as well!
		Encourage and assist shop/building owners to get tenants in so the buildings are maintained and there are less vacant shops / buildings.
2: Improved appearance	buildings	Cleaning off graffiti and cleaning facades and footpaths each day from rubbish etc Have people in Newcastle City Council with foresight would be a good start to revitalise Hunter Street.
2: Improved appearance	buildings	Appearance is necessary - All heritage buildings should be restored - that is when appearance starts - Hunter street needs to be cleaned up and trees planted on either side of the road. Buildings to be restored to their former glory, a uniformity of facades. Signage to be as it used to be with lovely shop front glass window displays.. delete the multi coloured buildings painted in gaudy colours, it takes away from the wonderful architecture, Put the historic flavour back into the street and make it a thing of beauty. As I said I avoid driving down the street because it looks so hotch potch and ugly. I even direct our guests as we are in the hospitality industry away from Hunter Street and I tell them to avoid the ramshackle derelict Mall area. not only is it ugly and sad there is nothing there to entice them... This whole area should spill out and embrace the foreshore so that people can wander and enjoy, there should be more specialty shops and cafe's open like in other holiday destinations. The council should be encouraging people to live above the shops and in the Mall area this will make it a hive of activity and a safer place to be. It is so unsafe and dead at present.
2: Improved appearance	buildings	The council needs to generate living in Hunterstreet once again, the reason for its demise was the original apartments were turned into office space... there is enough office space it is taking over the Harbour so turn Hunter St and Newcastle once more into a thriving, living and breathing residential haven with lots of things to do and see.
2: Improved appearance	buildings	Considering the 'look' of the street, including more street trees would be fantastic, I think making more unified shopfront facias and sigage would also improve the amenity. identifying and prioritising hot spots for revitalisation in terms of the return for the investment in improving the appearance. For example, investing significant funding to fix the former Empire Hotel site wouold not bring a relative return in terms of numbers of people choosing to go to that part of Hunter Street since there isn't much to do there, whereas improving the appearance of the Civic precinct would increase numbers since there are more events, restaurants, parks in that area. if the buildings can't be occupied at least clean them up but really they need to be used.
2: Improved appearance	buildings	
2: Improved appearance	buildings	

		Improving the appearance of the streets. Old buildings should be either repaired or knocked down. It is very unpleasant to observe old abandon buildings, or working buildings in a bad conservation state
2: Improved appearance	buildings	IT's difficult because most places are in such a bad state so it would require a fair bit of development. I think that if they developed the Hunter Street buildings it would encourage more shops and business to the street and with that would come the people.
2: Improved appearance 2: Improved appearance	buildings buildings	Knock down all of hunter street west and start again Knock down all places that can be used by squatters if the owner does nothing with the building within 18mnths. The west end is discusting and this is where hunterter street starts.
		Be realistic, you can't keep every old building espacially if the are rundown. Bulldoze them. Encourage business and developers, and carparking must be a critireia of the building.
2: Improved appearance	buildings	Easier said than done.
2: Improved appearance 2: Improved appearance	buildings buildings	Knock down most of the street and start again. There is nothing of significant value in Hunter street Knock down unused/ derelict buildings-(at owners' expense): let developers put in decent sized buildings to get people into the city centre- once people are there then there will be more incentive for a variety of businesses/ activities
2: Improved appearance	buildings	Levelling all derelict buildings that arent heritage listed, i would prefer to see open space rather than a derelict building, and put strategies in place to allow private owners a chance to revitalise or demolish within a time frame, again with respect to heritage architecture.
2: Improved appearance	buildings	Limit or stop high rise developments. The street is becoming a giant and ugly wind tunnel
2: Improved appearance	buildings	Make it compulsory for owners of empty buildings to be responsible for their condition. If council needs to secure, remove graffiti, clean or demolish then these costs be attached to the owner or added to the rate bill until the property is forfeited.
2: Improved appearance	buildings	Make it factor of council rates conditions that property owners have 6 months to commence cleaning up and repairing any unsightly buildings and depending on the extent of the repairs a reasonable completion time allowed. If work is not commenced by the due dates, rates may be increase and funds invested to at some stage repair the properties.
		Removing or clean stained areas from street paths / paving, walls of building including all graffiti e.
		Clean and redesign untidy areas.
		Plant trees and green spaces strategically
2: Improved appearance	buildings	No smoking including signs and fines. (Brave move but?

Without prejudice; more non smokers than smokers)

Protect and enhance heritage buildings

If the area looks and feels good the rest will come.

Comment from people visiting via cruise ship "beaches are nice but where is Newcastle all we saw was a dirty and slightly inhabited Hunter Street"

2: Improved appearance	buildings	Making the street cleaner and having the derelict buildings repaired or demolished.
2: Improved appearance	buildings	Many derelict buildings need to be knocked down and removed. Open space is better than burnt out neglected buildings. Newcastle has a wonderful history and this should be kept and Newcastle's identify not lost. The buildings are beautiful and should be protected Newcastle being industrial has residents that have worked extremely hard
2: Improved appearance	buildings	Offering community grants to shop owners to improve the look of their shops;
		Increasing public art;
		Increasing trees/plants in public spaces;
		Cleaning up the council owned buildings;
2: Improved appearance	buildings	Focussing on reducing the amount of time taken to process DA's in the City Centre.
2: Improved appearance	buildings	Redeveloping buildings that have fallen into disrepair and renovating heritage style areas. Plant trees, display installations by local artists, discourage vandalism.
2: Improved appearance	buildings	renovating the old run down buildings
		Restoring/repairing dilapidated buildings.
2: Improved appearance	buildings	Restrict NEW building developments while so many derelict premises exist. All derelict sites should be redeveloped in preference to say, new buildings along Honeysuckle.
2: Improved appearance	buildings	Shops from Civic to top of toen get rid of old buildings south of civic and green it up
2: Improved appearance	buildings	Stop trying to save all the old shity buildings, pull them down and let developers build a large shopping centre, this is the ONLY thing that will save Newcastle city!
2: Improved appearance	buildings	Take ownership of derelict buildings and enforce proceedings against landlords that are not maintaining their buildings.
2: Improved appearance	buildings	the appearance of hunter street could be improved by cleaning up derilict buildings, providing a safe environment, and providing bus stops that discourages passengers waiting for buses to

obstruct pathways and litter the surrounding area.

2: Improved appearance	buildings	The demolition or remediation of unoccupied properties should be an urgent priority. The derelict buildings have to be a deterrent for anyone wishing to invest in the area. It is an embarrassment. They need to demolished. The derelict buildings need to be demolished. Temporary or permanent parking or a garden could be placed in its spot. It is embarrassing when family and friends come to Newcastle, that this is our main street. The old Newcastle Post office building is particularly hideous looking. Someone needs to be made accountable for it's condition The old post office is true heritage and should be done as a priory - in true heritage colors (- not some of the so called heritage colors that have been used -) and the sandstone.
2: Improved appearance	buildings	Get rid of heritage orders off the buildings that do not need to be on the heritage listings - The definition of a heritage building is not what I considered to be heritage - anything that is greater than fifty years old and that is cultural significant which today covers a lot of building that have no heritage value at all eg any housing commission home does fall into this category Too many derelict, unused premises at present. Get owners and/or landlords to fix or develop. Vacant shop owners made more liable for appearance and upkeep of premises
2: Improved appearance	buildings	More litter collections We have just returned from a holiday in Christchurch. I was amazed at how good it looked and felt. I am enclosing some photos of things I thought could be easily done in Newcastle. SOne specific things are:  Turning laneways into funky destinations  Using purpose built stands for posters  Planting more gardens, trees and sculptures
2: Improved appearance	buildings	Heritage building that are not neglected

1. Firstly, by keeping the shopfronts and footpaths clean -no rubbish, weeds, vomit, grafetti, etc.
  2. With dilapidated buildings, such as the Empire Hotel, Council should have the power to demolish these, as vacant land is preferable to such eyesores.
  3. Owners should be held responsible for keeping buildings in reasonable condition at all times, even if not tenanted as an area that appears clean and cared for should entice new business. It is the responsibility of the owners to maintain buildings at an acceptable level, and it should not be necessary for the community or council to have to take on this task. (House owners have to maintain their premises to a certain standard for health and safety - surely this should also apply to owners of buildings in Hunter Street.)
  4. Improved security to deter grafetti, vandalism, fights, etc, would make the area safer for pedestrians, especially at night.
- |                        |           |   |
|------------------------|-----------|---|
| 2: Improved appearance | buildings | 5. By providing good public transport for both daytime shoppers and nighttime revellers.<br>1. Make the Mall either a mall or a proper street but not the half and half shambles it is now.<br><br>2. Bulldoze all the buildings from Perkins St to Union St and Aukland St to Union St and Steele St to National Park St. A big Bulldozer and many trucks taking the remnants of a once great city to the dump. Anyway I doubt if any of the above will really happen, like everything else about this town it is just wishful thinking.<br>Allow development to get underway without any bureaucratic holdups. Remove trainline immediately.<br>Appearance could be addressed by<br><br>1) putting pressure on developers/land-lords to develop or sell their properties instead of sitting on them and allowing decay (is there not some sort of local fining/levy system that can be deployed that kicks in after a building is empty for, say, more than 12 months?) |
| 2: Improved appearance | buildings | As a minimum each property owner, if sitting stagnant on a building should do an aesthetically pleasing treatment to board it up. Perhaps engage an artist/s for this?  |
| 2: Improved appearance | buildings | 2) King Street - Hunter Street one way would allow space for  |

trees & landscaping, and improved pedestrian space.

		believe this has to be addressed to allow for the other priorities to be implemented at the moment most of the heritage buildings say from Civic Theatre to Wickham are an unwelcome sight and does not encourage any attendance by the public or business to this area.....
2: Improved appearance	buildings	by improving the appearance of the street all of the other points will be addressed. fix up the squats and festy buildings and that will improve the public saftey businesses will then want to open and people will come back to visit.
2: Improved appearance	buildings	upgrade the footpaths so they are all the same add some trees. the building awnings need to be fixed and painted so visitors are protected from the elements.
2: Improved appearance	buildings	By making developers use frontage that is already there as part of the history of the town, and not allowing it to crumble just because they want a more modern face to the place. It is noticeably cleaner than a year ago with the crackdown on when pubs and clubs must stop allowing patrons in. <a href="#">More trees would create a peaceful look that the city kind of has anyway.</a>
2: Improved appearance	buildings	by renovating the old empty and run down buildings and restoring the heritage buildings
2: Improved appearance	buildings	by shortening the length of time it takes for private investors to develop and improve derelict premises through council. i understand that there is a process but <a href="#">ncc is renowned throughout aust. as one of the council's that take years to accept development and progress..just take a look at how many vacant, derelict, unsafe buildigs there are around the cbd 'that are waiting for approval'</a> . once the appearance of hunter street is improved..then more shops, businesses and residents will move into the vacant buildings as it will carry the right kind of energy and vibrancy that people are attracted to...the energy that it is carrying now in some parts of hunter street are lifeless, dark, broken..not a great image to be portraying for such a fablous city.
2: Improved appearance	buildings	Clean up the old buildings and encourage people to visit Hunter street by decresing rents and having more entertainment.
2: Improved appearance	buildings	Keeping the area safe at night to feel safe when going out to movues and plays ect..
2: Improved appearance	buildings	Cleaning the streets - gutters - removing graffiti - cleaning the area however will make a huge difference. Removing derelict buildings!!!!
2: Improved appearance	buildings	Demolishing the unused eyesores as they discourage people to go as they make the street look unwelcoming

		derelict buildings demolished
		acquire a full block of smaller lots that are under utilised and encourage university to erect modern buildings as part of city campus
		plan a modern transport hub / bus interchange around the old co-op store area
		there will be no future need of the myriad of small older shopfronts the length of Hunter St and these need to be aggregated in to useful sizes
		the attractiveness of the area can be greatly enhanced by removing heavy rail corridor, extensive landscaping, and numerous connections both pedestrian and vehicular to the foreshore
2: Improved appearance	buildings	given the expansion of Marketown for general shopping and hopefully the specialty shopping of the GPT/mall project, an increased quality residential component along sections of Hunter St would seem to be a better use in the future. Encourage development of old buildings and bring business and people to the city and outside spaces to enjoy and make it visually pleasing and a plenty place to stroll along. <b>Make the process and cost of re-developing easier and encourage a diversity of development.</b>
2: Improved appearance	buildings	STOP building along the foreshore, blocking the view of the harbour and encourage the redevelopment of Hunter St precinct instead instead of encouraging the sprawl.
2: Improved appearance	buildings	With more people comes more cars that need to be discouraged, but if efficient transport loop than runs continually, that people could rely upon to get into town not more big noisy and polluting buses and cars. Big central car parks on the fringes of town with transport links.
2: Improved appearance	buildings	encourage owners of derilict buildings to redevelop or remove. Derilict buildings could be removed to make way for open space, pocket parks, or other attractions. The removal of derilict buildings would improve propoerty values of neighbouring properties encouraging owners to invest in maintanence repairs and upgrades of their own propoerties.
2: Improved appearance	buildings	fill empty buildings & keep the area clean. Fill or develop all the empty and derelict shop fronts.
2: Improved appearance	buildings	Any that can be used by the Renew Newcastle project while they are waiting to be demolished or refurbished should be utilised.

2: Improved appearance buildings

Hunter Street has been allowed become so shabby and derelict looking that most people do not want to visit the area. Despite all the new units, etc. (tomorrow's slums) that have sprung up, unless there is a specific reason for going to Hunter Street, I do not know of anyone who would bother. The 'Powers that Be' have allowed the Kotara and Charlestown shopping malls to become so big that for many people there is absolutely no reason to come into Newcastle. If David Jones leaves Hunter Street I despair. The few traders who remain deserve a medal and should only pay a 'peppercorn' rental for any shop leased. I was in Newcastle last Thursday and the 'markets' were a non-event. I really think it's a matter of too little, too late. Just look at the beautiful Post Off building - what a tragedy. The same thing has happened to other shopping centres, such as the once thriving Mayfield shopping centre. How the Chamber of Commerce and Newcastle City Council could have allowed one giant company to build their one-stop-shop at the expense of all the other businesses has always angered and amazed me. There is a lot to answer for in the way Newcastle and surrounds have been allowed to deteriorate. The only things that have prospered seem to be cheap import shops, Op shops, pawn shops, tattoo parlors and brothels. I really don't know how all this could be addressed.

I don't have background information or details but believe the condition and appearance of any vacant premises should be tided up by the owners/landlords (should be enforced) including removal of graffiti. Some premises are an absolute disgrace and create sections of Hunter Street that I do not wish to pass on foot. Newcastle wishes to attract more tourism but how can you with areas like this, too much focus is put on the CBD and/or the Foreshore possibly because of private funding whilst the rest of it is just left. I expect it is difficult to attract new shops or business to Hunter Street with its current condition as it would not encourage people to actually visit. With the major shopping areas at Kotara and Charlestown I believe Hunter Street should turn into a boutique shopping area for example the area between Perkins Street and the top of Darby Street is an example of what can work, although again some premises need to be tided up or owners/landlords given permission to inject new life. It could encourage people to stroll and shop or eat along Hunter Street. I don't believe taking out the rail has anything to do with it. I also expect there is only so much control or influence the council has to the above. I don't believe any more people should be encouraged to live along the areas of Hunter Street from Pacific Street to Union Street as I do not believe the mix of residential and nightlife works as is currently evidenced. The mix has affected the development and future of the Old Post Office building, the owner/landlord should be allowed to turn this into a venue for entertainment whether it be a pub or restaurants. It is a beautiful heritage building which is being allowed to turn into an eyesore. The Old Post Office should ideally be turned into something like the Queen Victoria Building in Sydney or even a similar place (can't think of the name) in Armidale. A mix of a bar, cafe and restaurants with small shops would really work. The residents around this area are not happy for it to be linked to entertainment so it is just left

2: Improved appearance buildings

to rot.

2: Improved appearance	buildings	<p>I think it's difficult to say as it's somewhat chicken and egg - will improving the appearance bring in more businesses and shops or bring in more shops improve the look? But i certainly think <b>some sort of emergency bylaw should be passed to force landlords to renovate their properties to an acceptable cosmetic level.</b> And it would be great if some sort of arrangement for pepperpot rental of vacant properties could be established in the short term to give new businesses a chance at taking off. Totally run-down eyesores should be demolished also and apartment units built in their place. Council also needs to stop listenning to the noisy residents groups who represent only a small number of people and oppose every kind of night life development in the city. It is after all a city centre and is the appropriate place for nightlife of all types and at all hours. Those few who want the convenience of living centrally but not all the citylife and noise that goes with it need to get real and council needs to stand up to them. If you want to live in a quiet suburb then move to one, do not instead try and turn the city centre into even more of a dead zone than it already is. I think that improving the appearance of the street and getting more shops and businesses in the area are both top priorities.</p>
2: Improved appearance	buildings	<p>I'm not sure if improving the appearance will make people more likely to go there - or if getting people to go there (ie. more shops) will mean there is more money around to improve the appearance? Either way, the look and feel of the place is disgraceful.</p>
2: Improved appearance	buildings	<p>I think careful consideration needs to be given to the shops/businesses in the centre as I think it is unlikely to be able to compete with Kotara/Charlestown from a retail point of view.</p>
2: Improved appearance	buildings	<p>I am from Adelaide, and I have seen how dramatically a bit of landscaping (trees, footpaths, a few nice shops) can transform an area. If shops are unoccupied then allow them to be used for short-term low-cost accommodation. We have an over supply of shops and an under-supply of affordable rentals - that seems to be a sensible outcome to me.</p>
2: Improved appearance	buildings	<p>Enforce regular pavement cleaning and shopfront standards. If a shop/landlord won't comply then council should fix it and send</p>

the owner the bill.

In my opinion, improving the appearance of the street would involve providing more trees and green spaces, improving pedestrian accessibility and parking. All of the above will lead to an increase in the utilisation of Hunter Street leading to improved safety perceptions and encouraging more shops and businesses.

- 1) Try to reduce the number of vacant and vandalised shops
- 2) Improve the footpaths and public domain
- 3) Continu focus on grafitti removal and waste collection within the city centre
- 4) Potential to reduce the width of the street and accomodate improved amenity within the additional road width

5) Improve the focus on cultural and dining visits to the CBD by EXISTING members of the community. The city centre needs to appeal to residents of both Newcastle and the surrounding areas. The Council has been trying to target tourists before they create a space that is desirable for the local residents to utlise and activate.

Knock down the derelict buildings and plant trees where they stood.

Make a safe bike lane down Hunter with a car barrier

Force derelict buildings to be demolished or restored

2: Improved appearance	buildings	<b>Use Council powers to reduce rates to replace derelict biuldings into residential construction.</b> make use of space that has been abandoned - either knocking down derelict buildings for car parking, or allowing improvements to be made to heritage buildings by private companies if council can't afford it More regular cleaning and maintenance.
2: Improved appearance	buildings	<b>Time limit on development completions.</b> Need to replace existing derelict buildings with more attractive shops or eating places. Hunter st west is eye-sore. Need to tidy up large number of vacant shops and derelict buildings. Find suitable projects to reopen empty shops and erect attractive facades in front of derelict buildings.
2: Improved appearance	buildings	Also need to "rationalize" shops into precincts at eastern and western ends, and transform Civic area into centre for civic, cultural and academic activities.
2: Improved appearance	buildings	

If bus and train services much more frequent and reliable, people would use these instead of driving cars into city and causing traffic/parking problems. As result, footpaths could be widened and/or trees/gardens planted to make Hunter St more "inviting" to shoppers and visitors.

		none of the above
2: Improved appearance	buildings	lets start from scratch and build a new centre maybe we need another earthquake er beaumont st Provide shop owners/stakeholders a green light for improvements, modifications and fitouts to shops, shopfronts and facades. To entice people into Hunter street to shop, provide free 3hr parking, with a scaling fee thereafter. Council to clean up footpaths and streetscape to appear more appealing Remove all parking meters, I myself incurred a parking meter fine and decided not to travel by car. I now travel by train which sometimes limits my area of travel. I have traveled to overseas countries but still find Newcastle the finest with the best beaches and harbour. The city itself is the best just outdated. <b>Most of the old building should be just removed and few heritage buildings rebuilt with more parks and open spaces.</b>
2: Improved appearance	buildings	I feel that Newcastle has the potential to be a major tourist destination but has been badly let down. Removing red tapes to allow/attract redevelopments of building sites. Provide development incentive such as reduced car parking or increase FSR in return for contribution to street revitalisation. Reconfigure traffic flow into and out of east newcastle by making Hunter Street and King Street one way (Hunter St in and King St out etc.). This will free up the road to maintain 2 (one way) lanes + dedicated bus lane, parking lane and bike lane. Green spaces could be slotted in between the parking spaces to create a green boulevard This will enhance public amenities. Renovate derelict buildings by incentives to developers or current owners - they are a disgrace to look at Reopen closed shops
2: Improved appearance	buildings	Make owners maintain their buildings The improvement of the appearance of Hunter Street is many years overdue. It does not encourage people to come into town.
		It is a well known fact that when you have an inviting environment people will come.
		There are too Many derelict buildings in Hunter Street and the majority appear to Council owned.
2: Improved appearance	buildings	The biggest deterrent to council improvement is it appears the Council is sitting back waiting for Government to do it for them.

Council should get off their backsides and do it.

The time for study this and study that and than further studies of the studies if years gone.

May be Council is hoping the whole City will close down and move to the suburbs so they will not have to do anything. The mall is outdated. there have been a couple of worthwhile plans in recent years to open up the city, the mall and link it with landmarks such as the cathedral, foreshore, parks and theatre districts. I gues the main thing we need to do is just get on with it. There is a small minority who will always object, however to attract people and business to the area we need to move past this and go forward by making some decisive relevant decisions. The decision makers in this city are so worried about their positions of power being removed, that they neglect in taking action. Hunter street could have been fixed years ago and incorporated into the Honeysuckle development, instead we have multi term governments protecting their own interests, or radical councilors putting forward ridiculous plans. Listen to the business community, as they are the ones who will be developing, constructing and servicing the area.  
there are too many derelict buildings all along hunter st. it makes the area appear dangerous and discourages people from walking along there.

2: Improved appearance      buildings

buildings should either be pulled down if they're beyond repair or made to clean up the facade even if they're empty.

2: Improved appearance      buildings

i like how empty shops in the mall area have been used for art installations and workshop space, so that there's still life in the area, even if there aren't shops  
We need to deal with the empty ugly unused shops and businesses along Hunter St. with out turning the Street into a replica of Sydney with numerous ugly high rise buildings.

We need to keep the flavour of Newcastle, beautiful views and intimate community.

2: Improved appearance      buildings

Give more opportuniy to the arts community within Hunter Street, look at the already great art works we have and increase instalations, sculptures and creative landscaping that will become tourist and community attractions.  
You need to clean up the derelict buildings along Hunter street. By doing this and providing more trees and green spaces, improving pedestrian accessibility, vehicle access and parking then you might have a chance of encouraging shops and businesses. At the moment the west end of Hunter Street looks like a third world war zone. Spend some money on the appearance and people will be attracted to Hunter Street.

2: Improved appearance	cleaning	Allow shop keepers to hose footpaths and shop fronts to clean and better present them without fear of retribution from council clean it up and take down any buildings that are beyond repair Clean up and remove graffiti
2: Improved appearance	cleaning	Nor enough restaurants for dining in.
		Mall to leave as retail
		Scrub pavers, tops garbage shop fronts, foot paths
		Needs hot soapy water and scrubbing regularly.
		Trees encourage bird droppings on pavement, wash seat always dirty.
		Employ people hands on cleaners full time from early in the morning like other cities.
2: Improved appearance	cleaning	Encaurage shops owners and empty shops owners to wash fronts maybe have incentives to clean - again remove graffiti Clean up some of the dis-used shops. Just to tidy the place up abit.
2: Improved appearance	cleaning	Cleanliness. If you attrack any people to the city to review something (art or activity, etc) and the experience is poor (i.e. there is litter, glass, maccas wrappers, chewy on the ground), they won't come back, and you have squandered your investment. As a council, you can tell me if the public safety is any different in the city to other areas (and I mean during usual shopping times, not when the kids are in town partying) I think it is likely that it is just as safe as a mall. Civic Park might be a bit tricky.
2: Improved appearance	cleaning	So specifically, clean it up Friday afternoon, Saturday morning, Sunday morning, and then when people come in they will leave impressed. Right now it is only love of the city that gets me back.
2: Improved appearance	cleaning	Cleanning the bus stops more often . they are putting it mildly, a disgrace. Have shop owners clean outside their shops. Tear up the pavers & replace with a nicer kind of pavers. Tear up any Bitumen which cheapens the appearance of Hunter St, remove those hideous structures that were the former failed markets
2: Improved appearance	cleaning	The appearance of the street can only be improved by attracting a critical mass. Strip shopping is dead !
2: Improved appearance	cleaning	Hunter St is dirty it needs cleaning up I feel the area needs to be cleaned up its embarrassing to tkae vistors into the city the fore shore is lovely ,at t. he top I have never liked the Hotels built on the Harbour. The encouraging of more shops etc yes . But It needs too be CLEANED UP A GOOD HOSE DOWN its the dirt.
2: Improved appearance	cleaning	

2: Improved appearance	cleaning	Improved footpaths, cleaner business/retail premises, improved lighting, planter boxes and other decorative features Many people jump on the plant more trees bandwagon as it seems to be the in thing at the moment but the trees that are already in the city NEED MAINTAINANCE. Council if they do plant trees have a plant and forget attitude and they can actually be really negative to the city long term. I think the council should have a major trimming program and look at long term negatives before planting any more trees. Leaves blocking both roof gutters and road drains are causing major costs now from unsuitable tree programs
2: Improved appearance	cleaning	I Wasnt really happy with this question. I feel it would have been one where it would have been one where degrees of priorities were gauged. -More cleaning of streets specially after a Friday and Saturday night -Fix footpaths that have lifted because of tree roots -More toilet facilities
2: Improved appearance	cleaning	More garbages to reduce the amount of littering More consistency with use of materials for footpaths. Improved maintenance and cleanliness.
2: Improved appearance	cleaning	Vast increase in green spaces, consistency of tree planting down the whole street with garden boxes with flowers to provide colour. Painting of shop front, awnings and general improvement of buildings.
2: Improved appearance	cleaning	A median strip planted with trees to brighten up the street. Remove graffiti and rubbish. Freshen the overhangs above shops. Neat/tidy security grills for vacant shops (there's a company that specialises in this - grills look nice rather than like a prison - sorry, can't remember their name right now). White out windows on vacant premises or frosted window with Newcastle skyline image or NCC logo so at least looks cared for.
2: Improved appearance	cleaning	Removing graffiti throughout the street and restoring to public use heritage buildings such as the former Post Office.
2: Improved appearance	cleaning	The amount of graffiti that is in the CBD is appalling. NCC needs to impose harsher penalties to reduce the amount of graffiti, also the foot paths in many areas are uneven and cracked/broken.
2: Improved appearance	cleaning	Tidy up some of the old dirty areas and do up some of the heritage buildings to make tourists want to come and see the city and if there were some nice shops to visit it would make a nice place to meet friends and show people around when they come to our town from another places.
2: Improved appearance	cleaning	The place would have to be a safe place to visit. Because it is so long a free bus service is a must.
2: Improved appearance	cleaning	by cleaning it up and getting more shops open

		Clean clean clean
		Board up buildings that are not in use
		Remove fallen down fencing
2: Improved appearance	cleaning	Have lease agreements that ensure that buildings are inspected and upgraded when necessary Clean up and remove graffiti
		Nor enough restaurants for dining in.
		Mall to leave as retail
		Scrub pavers, tops garbage shop fronts, foot paths
		Needs hot soapy water and scrubbing regularly.
		Trees encourage bird droppings on pavement, wash seat always dirty.
		Employ people hands on cleaners full time from early in the morning like other cities.
2: Improved appearance	cleaning	Encourage shops owners and empty shops owners to wash fronts maybe have incentives to clean - again remove graffiti Cleaning the streets - gutters - removing graffiti - cleaning the area however will make a huge difference. Removing derelict buildings!!!!
2: Improved appearance	cleaning	If a place doesn't look clean you don't feel safe. It needs to be more inviting for all.
2: Improved appearance	cleaning	It needs a good wash, street cleaners take down that dirty old bus shelter, that will be a good start.
2: Improved appearance	cleaning	Keeping the area clean
2: Improved appearance	cleaning	providing colourful seating areas, and/or encourage (or subsidise) cafe(s) with colourful seating etc which would encourage people to stay longer then encourage more shops and businesses to the street then protect and enhance heritage buildings..... spend some money! More regular cleaning and maintenance.
2: Improved appearance	cleaning	<a href="#">Time limit on development completions.</a> The City Center is Filthy clean it up by employ more on ground council workers.
		Get rid of some of the top level staff at Council.
2: Improved appearance	cleaning	Stop using Consultants for just about everything that needs doing in this City with the [Rate Payers Money] saved more on ground staff could be employed. It's not Rocket Science.

The essential for appearance before more shops etc is to clean it up and keep it clean.

Even our Civic centre has dirty dusty windows and doorways.

Businesses should be encouraged to clean and keep clean their shops.

Foot paths should be swept daily as an example Pt Macquarie employs a small mechanical sweeper that cleands the city paths early each morning

2: Improved appearance	cleaning	Start with the basic clean up. The streets and footpaths are filthy. Tidy up the street, clean up all the old buildings and bring more businesses into the street. The paving opposite the TAFE needs replacing and the shopfronts need cleaning up. The attempted art to cover up the closed (abandoned?) buildings in this area only serve to enhance the grubbiness of the street. A special benefit rate on businesses in this area would go some way to providing funding. If NCC were to match the funds raised in this way then the business community might accept the imposition of an additional levy. The State Government should also be encouraged to contribute like they do in many other cities but not, it seems, Newcastle. Demanding that both the State & Federal Govts. Contribute to the development of the second city in NSW.
2: Improved appearance	investment	<b>And start NOW</b> Newcastle city needs to attract investment. The suburban shopping malls make it less attractive to come to Newcastle to shop. Quite frankly, there's nothing in Newcastle Businesses need to be encouraged back to Hunter street. Hunter st also needs free parking facilities to encourage more people. The Newcastle precinct needs a designated cycleway. There are many cyclists now using the city centre, and it's not very safe to ride on the roads by moving the university to the city centre instead of Honeysuckle. The area of land at Honey should be left as open space instead of creating a concrete mass down there. Keeping the area clean
2: Improved appearance	investment	providing colourful seating areas, and/or encourage (or subsidise) cafe(s) with colourful seating etc which would encourage people to stay longer then encourage more shops and businesses to the street then protect and enhance heritage buildings..... spend some money!
2: Improved appearance	investment	
2: Improved appearance	investment	

Providing more trees and green spaces. Encouraging people to live in the area and then businesses will follow.

As more people move around the area, it will feel safer.

Thus, developing night time entertainment and dining (inside and outside) plus having cultural activities will help. The 'Art Sounds' concept was great.

2: Improved appearance	investment	Any programmes that would encourage the Asian city type atmosphere would be good. This would include many of the other points listed such as more residents, trees and green spaces, and encouraging cultural activities. We have just returned from a holiday in Christchurch. I was amazed at how good it looked and felt. I am enclosing some photos of things I thought could be easily done in Newcastle. SOme specific things are:  Turning laneways into funky destinations  Using purpose built stands for posters  Planting more gardens, trees and sculptures
2: Improved appearance	streetscape	Heritage building that are not neglected Hunter street needs to be cleaned up and trees planted on either side of the road. Buildings to be restored to their former glory, a uniformity of facades. Signage to be as it used to be with lovely shop front glass window displays.. delete the multi coloured buildings painted in gaudy colours, it takes away from the wonderful architecture, Put the historic flavour back into the street and make it a thing of beauty. As I said I avoid driving down the street because it looks so hotch potch and ugly. I even direct our guests as we are in the hospitality industry away from Hunter Street and I tell them to avoid the ramshackle derelect Mall area. not only is it ugly and sad there is nothing there to entice them... This whole area should spill out and embrace the foreshore so that people can wander and enjoy, there should be more specialty shops and cafe's open like in other holiday destinations. The council should be encouraging people to live above the shops and in the Mall area this will make it a hive of activity and a safer place to be. It is so unsafe and dead at present.
2: Improved appearance	streetscape	The council needs to generate living in Hunterstreet once again, the reason for its demise was the original apartments were turned into office space... there is enough office space it is taking over the Harbour so turn Hunter St and Newcastle once more into a thriving, living and breathing residential haven with lots of things to do and see.

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The council needs to generate living in Hunterstreet once again, the reason for its demise was the original apartments were turned into office space... there is enough office space it is taking over the Harbour so turn Hunter St and Newcastle once more into a thriving, living and breathing residential haven with lots of things to do and see.

Council could address this by implementing some of the above suggestions, providing more trees and green spaces, improving police presence so people feel safe, if people feel safe they will be more inclined to venture into the city, improved lighting at night. Also council should encourage business's to keep their buildings in good order such as painting their buildings in soft light colours( NOT WHITE) which also helps keep the city cooler, and just keeping their business's clean.

the appearance of hunter street could be improved by cleaning up derilict buildings, providing a safe environment, and providing bus stops that discourages passengers waiting for buses to obstruct pathways and litter the surrounding area.

Tidy up some of the old dirty areas and do up some of the heritage buildings to make tourists want to come and see the city and if there were some nice shops to visit it would make a nice place to meet friends and show people around when they come to our town from another places.

The place would have to be a safe place to visit. Because it is so long a free bus service is a must.

2: Improved appearance	streetscape
2: Improved appearance	safety
2: Improved appearance	safety
2: Improved appearance	safety

1. Firstly, by keeping the shopfronts and footpaths clean -no rubbish, weeds, vomit, grafetti, etc.
2. With dilapidated buildings, such as the Empire Hotel, Council should have the power to demolish these, as vacant land is preferable to such eyesores.
3. Owners should be held responsible for keeping buildings in reasonable condition at all times, even if not tenanted as an area that appears clean and cared for should entice new business. It is the responsibility of the owners to maintain buildings at an acceptable level, and it should not be necessary for the community or council to have to take on this task. (House owners have to maintain their premises to a certain standard for health and safety - surely this should also apply to owners of buildings in Hunter Street.)
4. Improved security to deter grafetti, vandalism, fights, etc, would make the area safer for pedestrians, especially at night.

2: Improved appearance	safety	<p>5. By providing good public transport for both daytime shoppers and nighttime revellers.</p> <p>I am but a humble person, that's why we are taxed so much, to pay experienced people to do these things. Hunter St, is an embarrassment, I would never take friends or relatives from out of town there. The street first needs to be tidied up, made to look appealing. I do not feel safe on my own in Hunter St, especially the west end.</p> <p>I think if you improve the appearance of the street you will attract more people to live in the area which in turn will see more businesses establishing themselves in the new urban city centre. Greenery is a VERY important. both trees and green spaces. Nice garbage bins, more thorough removal of graffiti, more seating at bus stops etc. Better signage for streets and bus/train stops. When I think about all the cities in Europe that I have travelled through that remain world famous they ALL have greenery, character applicable to their culture (both new and old) and don't overlook the small things including attractive and plentiful lighting that makes casual evening walks safer and more enjoyable while also being attractive during the day. You can SEE its a place people use. keep away from those HORRID lights along the foreshore! Seriously, they have no style and say nothing about Newcastle as a place other than we don't really care. I'm sure there is heaps more, but look at popular cities overseas and see WHY they attract people and duplicate some of that here with a unique Newcastle twist.</p> <p>Providing trees and green space, ensuring that buildings are not vandalised and graffitied, enhancing heritage buildings. Hunter Street is very wide - although I use a car to visit it, I think this is not desirable. I think a Melbourne style tramway with variable width roadspace and more trees would make it much more attractive. Public safety is important so that people can leave their cars at home.</p> <p>Making the street cleaner and having the derelict buildings repaired or demolished.</p>
2: Improved appearance	safety	
2: Improved appearance	safety	
2: Improved appearance	safety	
2: Improved appearance	streetscape	

		Redeveloping buildings that have fallen into disrepair and renovating heritage style areas. Plant trees, display installations by local artists, discourage vandalism.
2: Improved appearance	streetscape	Considering the 'look' of the street, including more street trees would be fantastic, I think making more unified shopfront facias and signage would also improve the amenity.
2: Improved appearance	streetscape	Footpaths, signs, street trees, road/gutter interface, green spaces, bus shelters/seating, street lighting, rubbish bins and so on. Basically if the appearance is updated business/customers will come. At the moment it looks like a highway but as its a dead end road so to speak people aren't passing traffic they are likely to stop somewhere in the CBD, so we need to make them shop along hunter st right through to newcastle west, ie do just improve the appearance of the mall the whole street needs to have the same appearance/style.
2: Improved appearance	streetscape	Get rid of unnecessary street furniture such as parking metres, signage and widen footpath and add green space
2: Improved appearance	streetscape	Heritage streetscape themes
		Improved footpaths and public lighting
2: Improved appearance	streetscape	Making the street more attractive with better public facilities will encourage more business and public. hunter street is in really poor condition by any standard---many roads in newcastle get new tar laid down but year after year hunter street is a patchwork of tar --trenches dug and refilled and tared over for example---hunter street road surface just looks bad to the eye and bad to ride a bicycle on---old disused buildings left to rot--the council must have some power to clean these dumps up or make the owners demolish and make into clean space until they decide what they want to do with the site--maybe the council can demolish these eyesores and charge the owners or resume the properties to get the council money back--the hunter street / steel street dump of the old empire hotel would not be allowed next door to the apple shop in george street sydney--not for 10 minutes would the sydney city council allow that to happen in sydney's premier street but newcastle allows it to happen in our premier street---why is this allowed to happen in newcastle----newcastle council has got to start flexing a bit of muscle with these building owners---its not good enough----its a disgrace and we need a rethink on this problem dragging newcastle down---sorry to rave on but newcastles hunter street is a disaster area and needs attention now I am but a humble person, that's why we are taxed so much, to pay experienced people to do these things. Hunter St, is an embarrassment, I would never take friends or relatives from out of town there. The street first needs to be tidied up, made to look appealing. I do not feel safe on my own in Hunter St, especially the west end.
2: Improved appearance	streetscape	

I think if you improve the appearance of the street you will attract more people to live in the area which in turn will see more businesses establishing themselves in the new urban city centre. Greenery is a VERY important. both trees and green spaces. Nice garbage bins, more thorough removal of graffiti, more seating at bus stops etc. Better signage for streets and bus/train stops. When I think about all the cities in Europe that i have travelled through that remain world famous they ALL have greenery, character applicable to their culture (both new and old) and dont over look the small things including attractive and plentiful lighting that makes casual evening walks safer and more enjoyable while also being attractive during the day. You can SEE its a place people use. keep away from those HORRID lights along the foreshore! Seriously, they have no style and say nothing about newcastle as a place other than we dont really care. Im sure there is heaps more, but look at popular cities overseas and see WHY they attract people and duplicate some of that here with a unique newcastle twist.

2: Improved appearance	streetscape	Improving foot paths , stop vandelism on shops, front security cameras like UK has, shops fronts making them look uniform in colour and style
2: Improved appearance	streetscape	It's currently always dirty looking, with vomit and urine on the buildings and paths. The dull dark colour of the pavings etc don't do a great deal to enhance the appeal of the street.

If you walk along the foreshore the paving etc all in light,warm,welcoming colours that make you feel like going there.

2: Improved appearance	streetscape	Where as Hunter street is old dirty cracked footpaths, Mall is charcoal paving other stretches are the dark brown with cream boarder paving that's slippery when wet. <b>NEW FOOTPATH PAVERS</b> Providing trees and green space, ensuring that buildings are not vandalised and graffitied, enhancing heritage buildings. Hunter Street is very wide - although I use a car to visit it, I think this is not desirable. I think a Melbourne style tramway with variable width roadspace and more trees would make it much more attractive. Public safety is important so that people can leave their cars at home.
2: Improved appearance	streetscape	Removable of the uneven dirty and impractical pavers
2: Improved appearance	streetscape	Do away with trees replace with Palms trees encourage birds and the droppings are a health hazard soften the street scape and encourage building appreance/amenit improvement.
2: Improved appearance	streetscape	walking on the street is often unpleasant because it is hot, noisy from traffic, glary from sun as it runs East/West and the shops look run down (eg the EMpire Hotel are)

		so more shade, more things to diffuse the impact of the noise and pollution impact of the heavy traffic, and make the shops look clean, occupied and looked after could be a good place to start.
2: Improved appearance	streetscape	The amount of graffiti that is in the CBD is appalling. NCC needs to impose harsher penalties to reduce the amount of graffiti, also the foot paths in many areas are uneven and cracked/broken.
2: Improved appearance	streetscape	the appearance of Hunter Street could be improved by cleaning up derelict buildings, providing a safe environment, and providing bus stops that discourage passengers waiting for buses to obstruct pathways and litter the surrounding area.
2: Improved appearance	streetscape	The derelict buildings need to be demolished. Temporary or permanent parking or a garden could be placed in its spot. It is embarrassing when family and friends come to Newcastle, that this is our main street.
2: Improved appearance	streetscape	The paving opposite the TAFE needs replacing and the shopfronts need cleaning up. The attempted art to cover up the closed (abandoned?) buildings in this area only serve to enhance the grubbiness of the street. A special benefit rate on businesses in this area would go some way to providing funding. If NCC were to match the funds raised in this way then the business community might accept the imposition of an additional levy. The State Government should also be encouraged to contribute like they do in many other cities but not, it seems, Newcastle.
2: Improved appearance	streetscape	The street appearance could be improved by creating clearly defined precincts, delineated by traffic calming and street plantings. Heritage buildings should be restored and utilised.
2: Improved appearance	streetscape	I imagine retailers and businesses would be encouraged back to Hunter St if there was an opportunity to be part of a precinct with a well-defined and marketed identity, e.g. a bridal shopping precinct offering wedding products and related services. 1. Firstly, by keeping the shopfronts and footpaths clean - no rubbish, weeds, vomit, graffiti, etc.
2: Improved appearance	streetscape	2. With dilapidated buildings, such as the Empire Hotel, Council should have the power to demolish these, as vacant land is preferable to such eyesores.
2: Improved appearance	streetscape	3. Owners should be held responsible for keeping buildings in reasonable condition at all times, even if not tenanted as an area that appears clean and cared for should entice new business. It is the responsibility of the owners to maintain buildings at an acceptable level, and it should not be necessary for the community or council to have to take on this task. (House owners have to maintain their premises to a certain standard for health and safety - surely this should also apply to owners of

buildings in Hunter Street.)

4. Improved security to deter grafetti, vandalism, fights, etc, would make the area safer for pedestrians, especially at night.
  5. By providing good public transport for both daytime shoppers and nighttime revellers.

1. Make the Mall either a mall or a proper street but not the half and half shambles it is now.

2: Improved appearance	streetscape	2. Bulldoze all the buildings from P. CRINKS St to Union St and Aukland St to Union St and Steele St to National Park St. by improving the appearance of the street all of the other points will be addressed. fix up the squats and festy buildings and that will improve the public saftey businesses will then want to open and people will come back to visit.
2: Improved appearance	streetscape	upgrade the footpaths so they are all the same add some trees. the building awnings need to be fixed and painted so visitors are protected from the elements. By making developers use frontage that is already there as part of the history of the town, and not allowing it to crumble just because they want a more modern face to the place. It is noticeably cleaner than a year ago with the crackdown on when pubs and clubs must stop allowing patrons in. More trees would create a peaceful look that the city kind of has anyway. Clean up the graffiti and work on repairing some of the buildings.
2: Improved appearance	streetscape	Conduct a competition for Newcastle University Industrial Design students to design anti-vandal aesthetically pleasing garbage bins, street lamps and flower/plant pots to be installed in the Hunter street area. This way the design cost is minimal and a few students can kick start their career and gain artistic recognition. There's no need to employ expensive architects when we have an array of design talent right here in Newcastle. Currently, I understand that artists are covering empty shop fronts with their work. Their work of art looks like the work of vandals and encourages vandalism. I believe that more trees should be planted and the pavements should be fixed up. In regards to empty shop fronts, there should be consultation with the owners of fencing off the shopfronts or either pulling down the buildings to make way for more car space. I am not sure about the laws regarding empty shop fronts in general but this is just a suggestion.
2: Improved appearance	streetscape	I just want to add that I am disappointed with Newcastle City

Council on the appearance of Hunter Street as I go to areas like The Entrance. The Entrance thirty years ago did not have much to offer but now it is a beautiful place worthy of a visit. I can't understand why Newcastle can't improve like the Entrance.

2: Improved appearance	streetscape	Don't build anymore buildings just revitalise the existing buildings and clean the bus shelters up they are a disgrace to Newcastle high pressure hose the vomit, graffiti, and urine especially in the mall. DONT ALLOW YOUTH TO SIT OUTSIDE DAVID JONES EVERY AFTERNOON THAT LEAVE RUBBISH AND BASICALLY MAKE THE CITY LOOK LIKE IT HAS ISSUES!!!!!! MORE SECURITY IN THE MALL!!! Hunter St is wide and has a dull grey road surface. I cant see how this can be changed without impeding traffic flow.
2: Improved appearance	streetscape	Shop fronts could be brightened and empty shops could be provided with painted hoardings as in Oregon (Jim Deere) or otherwise presented as attractive places to rent.
2: Improved appearance	streetscape	Most of the businesses in Hunter St. are not the sort which could easily function in the glossy shopping super centres. But they are busy. And attract people. Otherwise they would not stay. E.g. the bike shops in Hunter St. West. Hunter Street is an absolute eyesore. Newcastle should be embarrassed by the appearance of the dilapidated, closed shops and buildings. AWFUL.
2: Improved appearance	streetscape	I believe Noosa is the model since Hunter St ends at the water. Slow traffic, lots of plants and trees coming out into the street with bicycle parking alongside. Lots of eateries opening onto the street. Needs to be clean all the time. Good signage with distances to spaces not on Hunter St eg Civic Park, Art Gallery, beaches.
		* Good information centre open 8 to 8, could be combined with a cafe. Could use volunteers.
2: Improved appearance	streetscape	* Info brochures etc on stands at all public places eg library, gallery, honeysuckle, foreshore. Improving the appearance will come with street trees, banners, better pedestrian walkways, encouraging businesses to open in Hunter St and extending the trading day by offering evening experiences.
2: Improved appearance	streetscape	

		In Hunter street there are several large pockets of neglect with dilapidated and boarded up buildings. There are areas where it is not pleasant to be and one might not feel safe.
2: Improved appearance	streetscape	<p>All the above listed I would recommend as a focus. Certainly improving the appearance and unity of buildings should be a priority.</p> <p>In my opinion, improving the appearance of the street would involve providing more trees and green spaces, improving pedestrian accessibility and parking. All of the above will lead to an increase in the utilisation of Hunter Street leading to improved safety perceptions and encouraging more shops and businesses.</p>
		<ol style="list-style-type: none"> <li>1) Try to reduce the number of vacant and vandalised shops</li> <li>2) Improve the footpaths and public domain</li> <li>3) Continu focus on grafitti removal and waste collection within the city centre</li> <li>4) Potential to reduce the width of the street and accomodate improved amenity within the additional road width</li> <li>5) Improve the focus on cultural and dining visits to the CBD by EXISTING members of the community. The city centre needs to appeal to residents of both Newcastle and the surrounding areas. The Council has been trying to target tourists before they create a space that is desirable for the local residents to utise and activate.</li> </ol>
2: Improved appearance	streetscape	<p>It has looked down at heal for the last 20 years, and lately become even more degraded. The empty premises need to be removed or renovated, and the street needs more green - trees and/or parks - to give it some sense of identity. I always feel lost on this street as it seems to lack landmarks or specific beautiful features to take one's eye.</p>
2: Improved appearance	streetscape	<p>Making the street a beautiful one would help the other options to flow on naturally. If the place were more attractive then people may want to spend more time there/live there. Council can redo footpaths, build new pedestrian links and green/colour pockets, establish widespread public art themes along the street. Free flowing spaces with good traffic flow, good public transport and a constant stream of people would help to attract more people and business. Street clutter - If 50 people walk through a space in one minute - clutter and distractions - such as signs, flowers, seats, art, obstacles could slow them down, giving the perception that there are actually more people on the street, as people may instead take 1min30 or 2 mins to walk through.</p>
2: Improved appearance 2: Improved appearance	streetscape streetscape	<p>More trees, better parking, more shop-top housing</p>

		Need to tidy up large number of vacant shops and derelict buildings. Find suitable projects to reopen empty shops and erect attractive facades in front of derelict buildings.
		Also need to "rationalize" shops into precincts at eastern and western ends, and transform Civic area into centre for civic, cultural and academic activities.
2: Improved appearance	streetscape	If bus and train services much more frequent and reliable, people would use these instead of driving cars into city and causing traffic/parking problems. As result, footpaths could be widened and/or trees/gardens planted to make Hunter St more "inviting" to shoppers and visitors.
2: Improved appearance	streetscape	proper landscaping and building refurbishment provide more seating & chill areas especially for young people.
2: Improved appearance	streetscape	repaving the old section of the mall remove graffiti  encourage shopowners to brighten their shopfronts.  plant trees and flower beds  provide seating in open areas  car parking away from Hunter street.  improve the paving and walkways.
2: Improved appearance	streetscape	wheelchair access. Street-scaping.
2: Improved appearance	streetscape	Why are there 4 traffic lanes (plus parking lanes) between the mall and Merewether Street?? Why can't there be a vegetated median and less lanes ?? This is a serious psychological barrier for many people. Really all the things listed are important but within a varying timeframe (although I would have included improvements to public transport at the regional level in the list, rather than improving vehicle access and parking - let's have fewer cars in Hunter Street).
2: Improved appearance	streetscape	Improving the appearance of the street should include long and short term actions - retail makeovers / banners / plantings in short term, occupancy of vacant buildings in longer term, eg through more residential in the street. This is difficult as many of the buildings in poor repair are, I understand, in private ownership. I think the visual appearance at the moment is a real deterrent to revitalisation - it looks like a main street in a third world country in some places. Psychologically, the appearance of the street needs to be significantly improved so that some of the other issues in the list can be progressed. Perhaps there needs to be some sort of covenant style arrangement put in place to 'oblige' private owners to do more than simply make their properties 'safe'.
2: Improved appearance	streetscape	

I think the appearance of the street would be enhanced by better pedestrian and bicycle accessibility. Perhaps change it to one lane for cars, one for pedestrians and bikes.

2: Improved appearance	streetscape	This would include many of the other points listed such as more residents, trees and green spaces, and encouraging cultural activities. You need to clean up the derelict buildings along Hunter street. By doing this and providing more trees and green spaces, improving pedestrian accessibility, vehicle access and parking then you might have a chance of encouraging shops and businesses. At the moment the west end of Hunter Street looks like a third world war zone. Spend some money on the appearance and people will be attracted to Hunter Street.
2: Improved appearance	streetscape	the appearance of hunter street could be improved by cleaning up derilict buildlings, providing a safe environment, and providing bus stops that discourages passengers waiting for buses to obstruct pathways and litter the surrounding area.
2: Improved appearance	transport	as mentioned earlier-green corridor instesd of rail line-
2: Improved appearance	transport	which will lead to more green spaces,more people incl. tourists to come to town,will increase business along foreshore as well-more car parking needs to be offered
2: Improved appearance	transport	Revitalise the empty shops & removing the railway!
2: Improved appearance	transport	Allow developement to get underway without any bureaucratic holdups. Remove trainline immediately. Businesss need to be encouraged back to Hunter street. Hunter st also needs free parking facilities to encourage more people. The Newcastle precinct needs a designated cycleway. There are many cyclists now using the city centre, and it's not very safe to ride on the roads
2: Improved appearance	transport	Need to tidy up large number of vacant shops and derelict buildings. Find suitable projects to reopen empty shops and erect attractive facades in front of derelict buildings.
		Also need to "rationalize" shops into precincts at eastern and western ends, and transform Civic area into centre for civic, cultural and academic activities.
2: Improved appearance	transport	If bus and train services much more frequent and reliable, people would use these instead of driving cars into city and causing traffic/parking problems. As result, footpaths could be widened and/or trees/gardens planted to make Hunter St more "inviting" to shoppers and visitors. Place a peak hour bus lane inbound on hunter and out bound on King Street. Narrow hunter street to 3 lanes plus parking. ie one lane in each direction or inbound only two lanes plus the new bus way
2: Improved appearance	transport	

		Remove all parking meters, I myself incurred a parking meter fine and decided not to travel by car. I now travel by train which sometimes limits my area of travel. I have traveled to overseas countries but still find Newcastle the finest with the best beaches and harbour. The city itself is the best just outdated. Most of the old building should be just removed and few heritage buildings rebuilt with more parks and open spaces.
2: Improved appearance	transport	I feel that Newcastle has the potential to be a major tourist destination but has been badly let down. This is a serious psychological barrier for many people. Really all the things listed are important but within a varying timeframe (although I would have included improvements to public transport at the regional level in the list, rather than improving vehicle access and parking - let's have fewer cars in Hunter Street).
2: Improved appearance	transport	Improving the appearance of the street should include long and short term actions - retail makeovers / banners / plantings in short term, occupancy of vacant buildings in longer term, eg through more residential in the street. Why would you want to drive through Hunter Street (in particular West End) at present.
2: Improved appearance	transport	First of all the traffic lights favour the traffic coming from Honeysuckle therefore it so much quicker to drive along Honeysuckle and Hunter Street is not pretty at all, there is an unsafe feeling to it. There is no reason at all to drive along it.
2: Improved appearance	transport	You need to make it feel like one wants to drive along it, bring in cafe/restaurants, shops, boutiques, art gallery etc. you forgot removal of heavy trains into the city. Light rail can run down the track and people walk around like China Town in Sydney, not a problem there. Open the city CBD to the water, that will bring them back.
2: Improved appearance	transport	1 I cannot understand why the Council in the past say 2-10 years has not either built several new car park stations and or leased vacant derelict buildings such as that on the corner of Steel and Hunter Streets - demolished building (for health reasons etc) & leased space for parking (assuming no funds available to purchase the site)  Whatever happens to the parking levies that developers pay for new projects - ain't these meant to be for parking ?
3: Improve vehicle access and parking	more parking	2 Be pro-active and get railway changed to light rail and open access to Harbour. This would bring people back into Hunter Street. Abolish parking metres  Introduce angle parking between Perkins and Union Sts
3: Improve vehicle access and parking	free parking	Speed humps with more pedestrian crossings to stop this section being used as a race track

3: Improve vehicle access and parking	more parking	<p><b>Additional car parks</b></p> <p>Adequate parking will bring people into the city then the flow on will be business. The city "died" with the large shopping centres at Kotara and Charlestown and Jesmond where shoppers could park for free.</p> <p>Perhaps if pavement dining had been encouraged in the Mall people would have been attracted. There would possibly have been less anti-social behaviour as the place would have been busy like Darby Street.</p> <p>Hunter Street could be divided into precincts: 1. cafes/restaurants; 2. quality shopping (a large supermarket would be an attraction); 3. businesses e.g. solicitors etc as at the top end of Hunter Street and 4. Post Office should be moved to a larger space with more short term parking.</p>
3: Improve vehicle access and parking 3: Improve vehicle access and parking	free parking public transport	<p>I know that the PO is not in Hunter Street, however moving it back into would bring passing trade etc</p> <p>All have their place but quick and easy transport <b>ALL OF THE ABOVE</b></p> <p>1) malls are being closed to allow moving traffic and assist in pedestrian safety</p> <p>2) building owners should be put on notice if buildings are unoccupied and vandalised - fined or if necessary the building made safe and restored by the council and backcharged to the owner</p> <p>3) graffiti policed - Singapore has NO GRAFFITI - persons charged are fined and jailed after 2 or 3 charges !</p> <p>4) if rail is to be used as transport to the city - provide adequate parking at railways</p> <p>5) ensure each building has landscaping included in their responsibilities.</p> <p>6) provide and make appealing entertainment in Civic Park (with provision for parking) and other green areas - summer evening movies, picnics, family oriented, musical entertainments.</p> <p>7) realise that this is the 21st century - each family has at least 2 cars and that they use them for family transportation - so safe, cheap, parking is essential to any move to get people, i.e. spending money - back to Newcastle - not just to Hunter Street</p>
3: Improve vehicle access and parking	all	

Although all these things need to be addressed, encouraging businesses and shops to come back to the city is imperative. However, without improved vehicle access and car parking, this will be an uphill battle. The city itself has so much to offer, but people are put off by the lack of readily available, convenient and reasonably priced parking. The general public will not return to the city centre without improved access to the city and the development of decent and affordable parking areas.

The council could start by lowering some of the parking fees and extending some of the time zones. One hour, (or even two hours) parking is not long enough for someone to do some shopping and stay and have some lunch for example.

The development of more parking areas would also help. Does the council have areas that are currently not being utilized that could be developed for even a short-term solution to the parking dilemma?

although i think that providing a good appearance of Hunter street is essential, it is more important for the council to provide more vehicle access and car parking to encourage more people to visit the area.

I believe that all parking should be free in the CBD to encourage people to come into the city.

People will not come in and pay ridiculous prices for parking when they can go to a super center and park for free, it is common sense.

AS PER PREVIOUS QUESTION- REUSE OF PARKING TICKETS.

TWO QUESTIONS FORFORD I CANNOT GIVE TRUE ANSWERS AS THERE ARE NO "NON APPLICABLE" ANSWERS SO I WILL ANSWER DON'T KNOW, BUT THAT WILL BE INCORRECT. This will also apply when I answer similarly to latter questions.

At the moment if you wish to do business in Hunter street, or any business close to Hunter street ,it is very expensive to park a vehicle, if you can.

3: Improve vehicle access and parking

more parking

People will not come in and pay ridiculous prices for parking when they can go to a super center and park for free, it is common sense.

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3: Improve vehicle access and parking

more parking

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3: Improve vehicle access and parking

more parking

People go the the satellite shopping centres at Charlestown, Jesmond, Glendale, etc, as parking is free and accessible.

3: Improve vehicle access and parking

more parking

Better, safer parking stations perhaps underground  
Car parking - I used the car park behind NPBS because I was at Novacare all day. If you are arriving at say 8.45 am - you are limited to parking on the top level or the roof. The cost to me was \$11.90 - I wasn't eligible for the cheaper 'early bird' rate.

3: Improve vehicle access and parking

more parking

Carparking; above/underground ie Brisbane city.

		Ceasing the rail line at Wickham to allow better flow of traffic and open up the space occupied by the tracks for parking and green space etc.
3: Improve vehicle access and parking	public transport	Parking in the CBD could also be made free for the first two hours, providing a ticket is still obtained to prevent all day parking in these spots. Cheaper street parking would encourage visiting.
3: Improve vehicle access and parking	more parking	Inner city parking station - so there is no need to park-and-then-(?other). Needs to compete with lack of cost in the suburban shopping centres. Getting rid of the rail is NOT the answer. Convert parts of King st eg. old buildings east of Darby st as car parks
3: Improve vehicle access and parking 3: Improve vehicle access and parking	more parking	Have designated small busses to do the free city loop from Pacific Street to market town. Possibly to run every fifteen minutes
3: Improve vehicle access and parking 3: Improve vehicle access and parking	more parking	Creating more car parks. Decrease the parking cost. \$2.20 an hour is ridiculous and deters me from going to Hunter Street Mall. Shoppers don't want to worry about a parking fine. Improve the cost of parking for the workers so it frees up space for the visitors and shoppers. I usually visit the areas where I can get free parking such as the beach or Market town at the other end.
3: Improve vehicle access and parking	free parking	Demolition of some buildings to provide open space car parking Encouraging more shops and businesses
3: Improve vehicle access and parking	public transport	Removing parking meters Establish a Hunter street only transport service in the form of trolley buses or trams so that any future retail/commercial/tourist etc etc services have a decent infrastructure to support them and people could come without feeling disadvantaged by the lack of and/or cost of parking.
3: Improve vehicle access and parking 3: Improve vehicle access and parking	more parking	of course this would only be successful if it was tailored to fit the future development of Hunter Street. So the future would need to be determined first but the infrastructure needs to be in place at the same time or before this takes place. Finding a way to provide free parking for shoppers without it being taken over by office workers parking all day. Firstly assess the needs of the current businesses and provide sufficient parking for their staff and projected customers at any one time. Then do the same for any prospective businesses to whom you have in mind to also occupy spaces within hunter st. Upon obtaining some type of facts as to how many more parking spaces are required in order to suit everybody's needs, further consideration can then be given as to where or how to provide this.
3: Improve vehicle access and parking	more parking	

## FREE CAR PARKING

or some form of parking validation for those who have spent money in Hunter St.

Satellite Car parks in Newcastle West etc to stop all parking mid-week being taken by people working in the city rather than by shoppers etc.

3: Improve vehicle access and parking	free parking	Free buses could then be utilised by works to get to CBD
3: Improve vehicle access and parking	free parking	get rid of parking meters have parking designated that is longer than 2 hours. Offer free parking when you spend a certain \$ amount in the city. Offer parking meters that can accept credit cards or eftpos cards. For people that don't go into the city often or are visiting may get caught without any cash - having an eftpos option on the meter would allow them to pay without the stress of a fine.
3: Improve vehicle access and parking	more parking	Hub car parks with shuttle service.
3: Improve vehicle access and parking	more parking	If and when the rail line goes, utilise the land for free parking. Get rid of rail level crossings.
3: Improve vehicle access and parking	more parking	Improved traffic plan to use one way traffic routes along Wharf Rd, Hunter Street and King Street and cross streets. EG One way west to east Wharf Rd to Nobbies and around past N'castle beach and King Street west to east. Hunter Street all traffic East to West. Therefore traffic from Wharf Rd and Kings Street converge to Hunter street all single direction flow. Will reduce the bi-directional busy streets and possibly enable greater pedestrian walk areas. Traffic Study would be required for options feasibility.
3: Improve vehicle access and parking	traffic flow	Single direction traffic also along coast around Newcastle beach, funnelling toward Hunter St. Just an idea!
3: Improve vehicle access and parking	more parking	Increase parking spaces, reduce cost to park in town Instead of ripping up Civic Park and constructing an underground carpark which would cost quite a lot of money, repair the existing carparks.
3: Improve vehicle access and parking	public transport	Remove the trains and instal tram trains.  Upgrade existing train stations to be more open with more lighting to make it safer for travellers at night. Regular cleaning wouldn't go astray either. Its really hard to choose the priority they all seem very important.
3: Improve vehicle access and parking	free parking	Car parking is one very big issue. I think there is no need to charge and its very unfair on the businesses in the area. Sure it provides a good income but this should be sought elsewhere rather than punishing the businesses that do struggle to exist in the town center.

			It's ridiculous to allow only one priority to be chosen.
3: Improve vehicle access and parking	public transport		Retain the rail line with improved digital signalling to minimise delays and at grade level crossings at Market St and Worth place. Light rail from Pacific St to the end of the mall or to spotlight.
3: Improve vehicle access and parking	public transport		Access for elderly and prums
3: Improve vehicle access and parking	traffic flow		No card in mall only light rail eg. tram make hunter St one way east with the rest of the street parking spaces. Make King st one way west with the rest of the street parking. DO IT NOW. Make Hunter St one way into Newcastle and King st one way out of Newcastle keep buses out of the city. Have a bus rail interchange at Hamilton, all buses run to Hamilton and connect with trains to the city build a extra station between Newcastle and Civic opposite Frontline hobbies and a extra station between Civic and Wickham behind the Hunter New England health building. Also have a large car park at Hamilton and any one who parks there to catch a train into the city gets free parking and free rail travel. Make more carparking available via parking stations.
3: Improve vehicle access and parking	traffic flow		Remove parking meters and remove parking station fees.
			Increase the number of car parking stations.
3: Improve vehicle access and parking	more parking		You can increase shopping, dining and entertainment activities in Hunter st, but if you don't improve parking, people won't come to Hunter st. Make timed parking 2hr free and lot more free parking at weekends.
3: Improve vehicle access and parking	more parking		There is a large parking area in Newcastle west which could be used, and a free comuter bus to transport people up Hunter street and round the beaches. This would also be great for tourists. The light rail or buses could travel to the wharf area when the large Cruses Ships arrive. This happens in all the ports in New Zealand.
3: Improve vehicle access and parking	more parking		More 1/2 hour parking to turn over vehicles
3: Improve vehicle access and parking	more parking		More car parks
3: Improve vehicle access and parking	more parking		More difficulty parking. More parking stations would be helpful. More bicycle parking is also needed and motor cycle parking
3: Improve vehicle access and parking	more parking		More off street areas
3: Improve vehicle access and parking	more parking		More short term parking.
			Most people who want to shop or have appoinments in Newcastle, drive there.
3: Improve vehicle access and parking	more parking		I was thinking I might stop for an hours look around the shops today and I couldn't find a park so I came home.

		This doesn't mean the rail line isn't important.
3: Improve vehicle access and parking	public transport	All the great cities of the world have rail to centre. It will pay for itself many times over in the future even though it seems inconvenient at level crossings at times. MUST LINK TO PUBLIC TRANSPORT IE RAIL AND THE RETURN OF TRAMWAY SYSTEM TO PROVIDE THE ESSENTIAL ELEMENT, CURRENTLY COUNCIL IS NOT SEEING THIS ISSUE, THERE MUST BE A SEPARATE COORDINATED INDEPENDANT LOCALLY CONTROLLED REGIONAL EFFORT FUNDED BY STATE & COMMONWEALTH GOVTs. No one is going to use several different types of public transport if it can be avoided.
		So buses from trains or light rail etc will not work.
3: Improve vehicle access and parking		Lets face it our public transport is so unreliable no one is going to rely on one being on time to link up with something else.
3: Improve vehicle access and parking	more parking	If you wait 10 min for a bus and another 10 minutes for a train and then do the same on the return trip who is going to bother? certainly no one wants to put shopping into public transport either. The shops have to sell stuff to survive.
3: Improve vehicle access and parking	traffic flow	Do something about parking opening mall (properly) utilising council assets more to 1. improve and encourage businesses to move into town. 2. make the council some money and improve cash flow. Council needs to use assets they have and run it like a business not a charity
3: Improve vehicle access and parking	more parking	Parking People will come into town to shop if the area is clean and tidy, there was adequate free parking and if building owners were forced to do something with their buildings to improve the streetscape
3: Improve vehicle access and parking	more parking	put a large multistorey carpark mid hunter street and have carpark stations around the city on a CBD light transport loop (tram/bus)
3: Improve vehicle access and parking	more parking	reducing the number of traffic lights, getting rid of merging lanes along king street (have one lane or two, not both - merging just slows traffic down chronically), have a petrol station on the north side of king street somewhere (I drove from kotara to darby st and then had to go back out beyond junction to find a petrol station), and car parks near shops so you don't have to lug your purchases around.
3: Improve vehicle access and parking	traffic flow	Removal of railway line.
3: Improve vehicle access and parking	public transport	remove parking meters and make wharf road one way going east
3: Improve vehicle access and parking	free parking	Revising the parking payment system so that people could move around the CBD, parking in different areas as required and be able to use one payment system rather than a different ticket in each place. A safe and reasonably priced multi level carpark in a central location would also be appreciated.
3: Improve vehicle access and parking	more parking	

3: Improve vehicle access and parking	traffic flow	see my comments on getting to Hunter street, King and Hunter one way rds with angle parking as much as possible see previous comments.. I dont know why the council need to spend heaps of my rate dollars setting up a carpark under civic park when you have ovals all over the place vacant for most of the week that could provide parking spaces with subtle busses which provide employment opportunities as well. But of course our council prefer some great plan that costs millions and takes forever to do.
3: Improve vehicle access and parking	more parking	send out questionnaire in rate notices, have letter box drops by postal service, ask Novocastrians would they frequent Newcastle, if they could leave their vehicles in safe secure car park, and travel by a regularly run, comfortable bus service, stopping more frequently around Newcastle and the foreshore? but it must be cheap, to get them into Newcastle, or if they are parked in carpark, they have a pass to travel on the Newcastle bus Expresses?? bus stops would have to be 1/2 the distance they are now, for the elderly, etc to walk, and they must be run regularly,
		the beaches buses could be Blue with waves and advertising our great beaches, etc, with sponsors advertising on some of their businesses,
		Hunter street buses could be green advertising our Green heritage city etc, and the tourist could be yellow, say with the top cut off like in London,
3: Improve vehicle access and parking	more parking	i think Novocastrians would flock back to Newcastle just for the sites.. And dont forget this was my idea!!! Some common sense approach to paid parking.
3: Improve vehicle access and parking	more parking	Perhaps provide a 5 minute free period in all metered areas as is provided when visiting the business district in Balmain. speak to the people who live in the area, discuss their frustrations and get their ideas. Give people better parking which is cheap, supply transport which is safe, ? reintroduce trams, use vacant land for parking
3: Improve vehicle access and parking	more parking	

Stop wasting money on band aid fixes, they make us look like a third world city.

Get on with withdrawing the rail back to the mail line, millions have been spent surveying the needs of the population & the majority have been in favour of the removal of the rail.

Rail, locks in the ability of transport back & forth; in & out.

A bus can travel on & off the route at any time to the left or right or continue on to all the beaches & return to reconnect with the bus route & return to the hub.

Build a hub at Hamilton North connecting the rail with buses, coaches & taxis with an adequate parking facility like an airport & a fly over across the rail north & south.

Implement the plan suggested by GPT, giving the buses an unencumbered route in & out of the city, plus bike access the length of the road. People & vehicles would also be able to move between the city & the foreshore at any time across the many roads from Hunter Street.

I'm sure the people from Stockton will be delighted that they no longer need to climb so many stairs to reach the city.

You will also gain many many places, where the line widens, to convert to parking lots. There is a lot of vacant land all the way along the line.

#### Strategically Placed Free Parking Bays

The bottle neck down Honey Suckle Drive particularly during peak hours is rediculous and it is only going to get worse as more building are erected on the sites for eg the proposed University site. Exiting the city during peak afternoon down Hunter Street is also rediculous. Again more bike racks and a safer cycle way might improve the access and exit from Hunter Street. for eg finish the cycleway along the waterfront between Wicham and an where it beins again on Honeysuckle drive between

The car accessibility is good. Car parking is not. More car parks and some park and ride facilities. Metered parking can be too hard to use at times. Of late parking hasn't been a problem but that is mainly due to the drop of numbers, although I see more people in the mall on my current visits.

The Civic Park Car Parking idea was a good one - ideas like this (outside the norm) is what we need.

We need to fix the car parking to attract the people, the businesses and the tourists. If there are more people around then hopefully the area would be more safer to venture around in.

3: Improve vehicle access and parking

public transport

3: Improve vehicle access and parking

free parking

3: Improve vehicle access and parking

traffic flow

3: Improve vehicle access and parking

more parking

3: Improve vehicle access and parking

more parking

		The one single thing that would bring about all of the above improvements would be the removal of the train line into Newcastle. A transport interchange at Woodville Junction, where there is plenty of room for parking and then free tram, light rail or buses, and a decent bikepath into Newcastle, using the rail corridor would help achieve ALL the important options listed. It is a waste of money doing a couple of these things in the hope that you will revitalise Hunter St. Newcastle's leg is broken, fix it - by removing the cast and crutch (the railway line) instead of applying bandaid solutions. It will then grow naturally and healthily and the desired transformation will take place because people will want to be there, will access it more easily and business will follow.... The parking in Hunter St is shocking.
3: Improve vehicle access and parking	public transport	It costs a fortune to park and that's if you can find parking.
3: Improve vehicle access and parking	more parking	Council want more people in the city, well make it easier for people to find parking and make it cheaper. The train line needs to be terminated at Wickham as per development recommendations. This will open Hunter street up to easy access from foreshore. Then open area corridors cross linking the foreshore and the city will advance the city no end. Think of Canberra.
3: Improve vehicle access and parking	public transport	There was an option I saw mentioned on the nbn News a few weeks ago ; considering ripping up the Civic Park and putting car parking undergrounds and putting the park back on top, this sounds like a relatively good option.
3: Improve vehicle access and parking	more parking	Or just putting more of those free 1/2 hour car parks around for people to have more places to park if there are only going to be a few minutes.
3: Improve vehicle access and parking	more parking	Or basically public transport could just be improved; and travel to more areas so that people are encouraged to use it. The free travel in the CBD seems to be working perhaps encourage more use of this option and trains This is a nonsense question because Council has spent \$200,000 on Commercial Studies by the same specialists that work for the likes of Stockland, Westfield, Aldi, coles, Woolworths and many others
3: Improve vehicle access and parking	public transport	These studies have all concluded that it is impossible to revitalise the City unless the Railway is removed.
3: Improve vehicle access and parking	public transport	We can have the Railway or Re-vitalisation, but we cannot have both.
3: Improve vehicle access and parking	public transport	For purely selfish political reasons the Council will not act on this advice, but continues to waste money on trivial questionnaires such as this one.
3: Improve vehicle access and parking	public transport	As a City Centre ratepayer I object to this waste.

Well, I answered this in the last question, but removing the rail line is the only way. The reason the vehicle access and parking should be the biggest priority is that if we encourage more people to come into Hunter Street (and that can be done through the cultural activities etc as well) then more businesses will inevitably want to come in as well (meaning the council doesn't have to 'encourage' them to do so) and if new businesses come in, then they will gradually improve the appearance of the buildings, and therefore the street, thus limiting the burden on the council to do so.

People argue that the rail line makes it convenient to travel into the city. How so? How is the rail line convenient to get to David Jones when it is at least a kilometre from either train station? How much more convenient would be a bus route down the rail line, that stops 50m away??!! The other point is that there is no other major city in the world where you don't have to switch public transport at some stage along the route. Why? So that it is more convenient for people to get to their destination!!

The other thing people keep going on about is that we need to improve the appearance of the street. Can anyone really argue that removing the rail line WOULDN'T improve the appearance of the street??! Not only is it ugly, but removing it so that people can see the water/harbour and with trees all around would be a good start to improving the appearance of the street.

While ever there is no free short term ie 15 min - 1 hour parking areas, most people are discouraged from going to Hunter Street - there are lots of free other places to pick up what is needed

By an emphasis on the priorities of Newcastle Council in promoting business activity, with an enhancement of the appearance of Hunter Street, as its main thoroughfare. Hunter Street needs a stable population, to encourage and promote a living atmosphere in Newcastle City - that is from the Beach to Tudor Street, Newcastle West

By improving public safety, improving vehicle access and car parking, encouraging cultural activities and tourism and protecting and enhancing heritage buildings.

Encouraging people to live in CBD would or should encourage more business. A good supermarket needed in top end. AGI has helped but lacks of parking.

Why not cut Hunter St at Civic (not removing rail which would be backward step)

Newcastle west perfect for residential living- proximity to Marketown , sporting facilities, foreshore, civic etc.

Post Office poor position - especially for visitors, often asked location

I suppose the challenge of getting people to move into the CBD revolves around the other amenities current, proposed and/or forthcoming.

Therefore, at least 5 or 6 of the other responses will play into this.

3: Improve vehicle access and parking	public transport	The other thing people keep going on about is that we need to improve the appearance of the street. Can anyone really argue that removing the rail line WOULDN'T improve the appearance of the street??! Not only is it ugly, but removing it so that people can see the water/harbour and with trees all around would be a good start to improving the appearance of the street. While ever there is no free short term ie 15 min - 1 hour parking areas, most people are discouraged from going to Hunter Street - there are lots of free other places to pick up what is needed By an emphasis on the priorities of Newcastle Council in promoting business activity, with an enhancement of the appearance of Hunter Street, as its main thoroughfare. Hunter Street needs a stable population, to encourage and promote a living atmosphere in Newcastle City - that is from the Beach to Tudor Street, Newcastle West By improving public safety, improving vehicle access and car parking, encouraging cultural activities and tourism and protecting and enhancing heritage buildings. Encouraging people to live in CBD would or should encourage more business. A good supermarket needed in top end. AGI has helped but lacks of parking.
3: Improve vehicle access and parking	free parking	
4: Encourage people to live in Hunter St	action	
4: Encourage people to live in Hunter St	action	Why not cut Hunter St at Civic (not removing rail which would be backward step)
4: Encourage people to live in Hunter St	action	Newcastle west perfect for residential living- proximity to Marketown , sporting facilities, foreshore, civic etc.
4: Encourage people to live in Hunter St	action	Post Office poor position - especially for visitors, often asked location I suppose the challenge of getting people to move into the CBD revolves around the other amenities current, proposed and/or forthcoming.
4: Encourage people to live in Hunter St	action	Therefore, at least 5 or 6 of the other responses will play into this.

		I think if more people lived in Hunter St a lot of other improvements would happen like shops etc. I feel too many cars are a real turn off, and more pedestrian friendly street would help a lot.
4: Encourage people to live in Hunter St	action	For example where there is a safety spot in the middle of the street, there should be a pedestrian walk way joining one side of the road to the other.
4: Encourage people to live in Hunter St	action	The cars in the mall think they have the right of way and want pedestrians to give way to them. I think cars to the mall are a mistake
4: Encourage people to live in Hunter St	action	I think it isn't realistic to think of Hunter St as an East/West continuous precinct. I think Hunter St would be better revitalised if a north/south approach was taken and that Hunter St was seen as a series of precincts in relationship to the cross street areas. Newcastle CBD is on a peninsula. With two large malls, and suburban shopping centres, it is unlikely that a strip street, like Hunter St, will ever attract people to do major retailing. But a series of precincts, offering different foci, could be viable. I think the more people that live at that end of town the rest will follow. You'll have nicer buildings, more trees, more gardens, more public spaces, more cafes, more little bars/restaurants.
4: Encourage people to live in Hunter St	action	All of the points listed are important. I don't think you need more shops though, unless you live or work there, why would you travel there to shop? Unless you put an Ikea there of course. I want to answer more than one of the above:
4: Encourage people to live in Hunter St		<ol style="list-style-type: none"> <li>1. Protect and enhance heritage buildings (a great Newcastle asset)</li> <li>2. Encourage more people to live in Hunter Street (and encourage a more people friendly environment and try to attract other ethnic groups to create a variety of business enterprises including restaurants and cafes with foods from elsewhere.</li> </ol>
4: Encourage people to live in Hunter St		<ol style="list-style-type: none"> <li>3. Encourage cultural activities and tourism (re-establish tourist accommodation at the railway station, creative tourist activities accessed by train.</li> </ol>
4: Encourage people to live in Hunter St		<ol style="list-style-type: none"> <li>4. Provide more trees and Green spaces.</li> </ol>
4: Encourage people to live in Hunter St	action	<ol style="list-style-type: none"> <li>5. Encourage more creative shops and businesses that slot into an enhanced rail network and highlight the access to the ocean and the hinterland</li> </ol>
4: Encourage people to live in Hunter St	action	In all major cities we find people living in the middle of the city and this seems to generate many of the things in your list.
4: Encourage people to live in Hunter St	action	more people means more cultural and economic activity Protecting and enhancing heritage buildings
4: Encourage people to live in Hunter St		Providing more trees and green spaces
4: Encourage people to live in Hunter St	action	Improving public safety

## Maintaining inexpensive rail access to Sydney and Hunter Valley

Quality, attractive housing.

Local shopping to avoid travel to supermarkets. (Market Town/The Junction etc.)

Re-open/replace the cinema opposite David Jones.

Encourage Business like David Jones and similar to stay.

Encourage boutique shopping.

Retain and protect heritage buildings. - Do SOMETHING (!) about the old Post Office. A disgrace !!

Retain the Rail line and, possibly, beautify the station. (see Karunda, Qld).

4: Encourage people to live in Hunter St

action

Extend the strip of restaurants.

The more people living in Hunter street the greater the activity in the street. The shops will then reopen to service the people living in the area

the steets of great cities are residential indispersed with essencial shops cafes ,imagine darby st stetched down Hunter with five and six story appartments above

This is an impossible question to answer. ALL of the options above are positive things that can be done to revive Hunter Street and the CBD. If you get more people to live in Hunter Street the rest will have to follow.

But how sad it is to see the misuse and decline of the old Post Office. What w wonderful, cultural or educational or communication centre it would make. Imagine if it were tied to the university and students used in in bulk as they now use the lower floor of the Auchmuty Library. And this is part of the reason why we need the rail to remain: enhance Hunter Street by delivering bulk quantities of students travelling to and from both campuses direct! And imagine if a lot of those students lived in and around Hunter Street.

And as for the heritage buildings: I have NEVER seen a city squander it's most attractive resources as Newcastle has its CBD precinct. Instead of chasing after the new, big and bland, the effort should be put into pedestrians in the CBD and along Hunter Street. Currently it's the madness of the monolith and the profits of the developer - and the obsession with the car - that make for deserted streets. Sure, you'll find plenty of cars in Honeysuckle and Hunter Street, but you won't find a lot of LIFE. You need people living in the City Centre and using the facilities on a day-to-day basis to revitalise the area

4: Encourage people to live in Hunter St

action

4: Encourage people to live in Hunter St

action

Businesses in Hunter Street are too spread out. Buildings that could be used for living accommodation is too interspersed within current businesses.

Set up smaller 'precincts' (about the size of a street block) designated as 'apartment living ONLY', 'small business' associated with living areas - snack bars/IGA-corner store/laundromat/net cafe, and more.

Encourage current businesses to relocate to these 'business precincts' (about the size of a street block) to build a 'critical mass' of business that will generate passing trade in smaller areas - give a business centre/homemaker centre/ one-stop convenience shop feel.

Restrict Hunter St at some of these 'precincts' to be one lane of traffic both ways and angle parking (45degree - back of car to curb). This will allow flow of traffic and increase parking for living and trade.

4: Encourage people to live in Hunter St	ease development	Stop rail-line at Wickham and change to more frequent light rail into Newcastle Station. Open up multiple access points to light rail line so all people need to do to catch it is cross the street and walk 50-100m.
4: Encourage people to live in Hunter St	construction	Build more living quarters- but not high rise please Destroy all old buildings
4: Encourage people to live in Hunter St	construction	Replace with housing
4: Encourage people to live in Hunter St	construction	Enforce developers to improve or construct on their properties and not leave them the option to leave their properties derelict. I think it is already happening. Everything else will flow from people living in high-rise apartment buildings. The west-end of Hunter Street should be residential, with increasing commercial areas as you move towards the beach. What people in the 'shop-top' units need is more secure car-parking. Quite frankly, a lot of property on Hunter Street needs a demolition ball. A lot of it is not heritage listed and is sub-standard. A vacant block would be better than a burned out, abandoned building. If more high quality accommodation/housing is provided the other elements will automatically evolve. It would promote an attractive and viable community living space for CBD/Hunter St including the Mall. We need professional people and viable businesses to encourage a high standard of day to day living. We want Newcastle to become a city of which we can be proud and one which can provide an attractive and interesting stop over for cruise ship travellers. We have so many natural resources and our history is mind boggling.
4: Encourage people to live in Hunter St	construction	If more people lived in Hunter St, the rest will follow. Encourage more apartments to be built
4: Encourage people to live in Hunter St	construction	Infrastructure to support high density living along the western end of Hunter St
4: Encourage people to live in Hunter St	construction	More apartments will bring more people

		more high rise buildings with... underground parking. Shopping stores and professional services at ground level. Other professionals above street level and then residential apartments above them.
4: Encourage people to live in Hunter St	construction	This way the building is always owner/occupied and pride then attached.
4: Encourage people to live in Hunter St	construction	More residential apartments (L.E shop housing) More shops and businesses will only follow if there is more demand locally generated. Residents are the best means to quickly create more demand, with commercial businesses incorporated at street level. Pressure will then follow to provide more trees and green space.
4: Encourage people to live in Hunter St	construction	pull down some neglected buildings and build a variety of housing - not all high rise apartments.
4: Encourage people to live in Hunter St	construction	Remove derelict old buildings to enhance the look of Hunter street and build modern looking medium high rise housing with extensive car parking facilities close by.
4: Encourage people to live in Hunter St	construction	This could be combined with providing better entertainment facilities and restaurants within walking distance to parking.
4: Encourage people to live in Hunter St	construction	Provide sufficient lighting, policing and serious reduction in liquor hours to improve the atmosphere so that families will go to Hunter Street during evenings. <b>SIMPLY WORKING WITH COUNCIL &amp; PRIVATE ENTERPRISE.</b>
4: Encourage people to live in Hunter St	construction	Sourcing unused buildings for either demolition and rebuild or refurbishing as well as converting available space above shops for low cost housing.
4: Encourage people to live in Hunter St	construction	More people living in the street would address a number of issues. eg. Improving the appearance of the street, improving public safety, more residents would attract night time entertainment and dining experience, would encourage cultural activities and tourism, would encourage more shops and businesses, would help protect and enhance suitable heritage buildings.
4: Encourage people to live in Hunter St	construction	Stop crime, built units
4: Encourage people to live in Hunter St	construction	supervised (college style) student housing
4: Encourage people to live in Hunter St	construction	The empty buildings are a disgrace There are so many vacant buildings that the upstairs could be offered as residences at a very nominal rent to encourage occupancy. When I first arrived in Newcastle in 1960 almost the full length of Hunter Street had residences on the top floor except for the few shops which were multi storey.
4: Encourage people to live in Hunter St	dk	not sure
4: Encourage people to live in Hunter St	ease development	Adjust building codes as a matter of urgency to allow apartments above shops, and negotiate some large supermarket entry into eastern end of Hunter Street

4: Encourage people to live in Hunter St	ease development	apartments above shops, adaptive reuse of heritage buildings. When you get more people living there this will bring more shops, restaurants etc
4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St	ease development ease development	By making it easier for developers to develop heritage buildings so that more University students and others on low incomes can find and use cheap accommodation in the city. Heritage concerns can tie any development up for months and is often excessively expensive to change. By redeveloping heritage buildings into boutique apartments. Similar to the everybody's theatre in Carrington.
4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St	ease development ease development	Council has previously hurt the Hunter St Mall by discouraging projects in the city whilst encouraging suburban shopping malls. Council should now encourage city living to bring hustle and bustle character back to Hunter St. Developers converting shop top space for 2 to 3 star accommodation
4: Encourage people to live in Hunter St	ease development	Enabling low to medium density housing with greater local community services and businesses will increase both foot traffic, and the type of community and social environment that encourages grass roots economic growth. Small funky cafes, bars and galleries, focus on daytime activity that satisfies young families and students rather than weekend/ night traffic tipped by the big pubs and the associated, alcohol related problems. Fresh produce markets not tourist trap. Produce markets enable low income people to eat well, and gives an economic/cash lift to the local area. These people will ALWAYS invest locally.
4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St	ease development ease development ease development	Make it easy for them to do so, because then YOU don't have to. Cultural growth before beer sales. Give the young people something to think about and participate in and you'll have your inner city growth. Here's the golden rule: Let artists use the dead areas as they will, and they will build a decent bed in which to grow your inner city. It works every time. give them leeway, incentives, tax breaks, whatever, and soon enough gentrification will take place all on its own, with minimal cost to you. See the evidence in Sydney: Newtown, Glebe, Balmain, Paddington, Roselle. All these areas were industrial nightmares until the local artists, students etc made the places their own. Then everybody want to live there - hey presto suburb of envy! encourage low-cost accommodation and retrofitting of empty offices, spaces above shops and empty shops
4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St	ease development ease development ease development ease development	Encourage shop top living in planning process (DA rules) Encouragement of development in the inner city and negotiating mutual benefits for Council and developers. Some flexibility in planning controls to enable more viable development opportunities, perhaps with an agreement for contributions or works in kind for public realm improvements. Fast track consent to development proposals. Favourable consideration to private development proposals
4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St	ease development ease development ease development ease development	Is a zoning issue? Dual use for commercial and residential uses. More mixed residential development will encourage people and business.

		Planning controls that encourage residential development - if more people live there then businesses will follow and some of the property owners might realise the capital growth they are hanging out for and either sell up or upgrade their buildings. City of Sydney was dead on the weekends until a critical mass of residents started living there, now there are small supermarkets, more dining experiences spread throughout the area etc.
4: Encourage people to live in Hunter St	ease development	Residential development, more green space and a decent bike path (not like the rubbish you've created through the rest of the city, Fernleigh excluded) will all stimulate economic development over time. Planning controls need to ensure that in encouraging residential development that office development is not stifled.
4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St	ease development ease development	Possibly convert more of the vacant buildings into residential developments, without increasing building heights, and maintaining some of the valuable facades. If there are people living in the city, the shops and businesses will be more likely to open, and able to sustain themselves for the long term.
4: Encourage people to live in Hunter St	ease development	promoting residential development Promoting residential development to support Hunter st businesses, lessen the yobbo involvement with night time activities. Provide parking permits to residents
4: Encourage people to live in Hunter St	ease development	allow densification of the city for residential development reduce the emphasis on shopping in hunter street now that suburban shop centres are so accessible. it is prime real estate with spectacular natural surrounding.....these should be priority Reducing the amount of commercial floor speace and building new living spaces for purchase or rental purposes.
4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St	ease development ease development ease development	Rezoning most of Hunter Street residential shop top housing was raised in the a report int he 1980's - encouraging people to live in town would improve the sense of community and ownership and automatically imporve safety.
4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St	ease development ease development	There would need to be a strategy as to the level of quality of housing - ie mixed social demographics  shop top living The current proposals to bring the university into town are a great first step. We have a building with vacant offices on the 1st level which could be converted to shop top residential, but the thought of a year to get DA approval stops us and we continue to try unsuccessfully to rent it as office space.
4: Encourage people to live in Hunter St	ease development	Getting more people to live in the city also involves making Hunter St a better place to live - improve the appearance of the street, get rid of the brothels, methadone clinic, etc, improving public safety, providing more green spaces and trees,

Yes, the city area needs "people" to revitalise Hunter Street. And the people to be RESIDENTS. Develop well designed apartments, not just high rise unit buildings, with a glass fronted balcony, small rooms, and narrow passage ways. In other words "boxes". The right heritage buildingS could be renovated to keep in character with the heritage of Newcastle. This needs careful and sensitive planning all the way down Hunter Street. Include well appointed restaurants, exclusive retail stores, under units. In fact contemporary development would be unique given the history of Newcastle, still keeping the steel city as a connection theme, but most importantly with all the 21st century utilities.

Pick the right architects and planners, maybe a competition with Uni students not just N'cstle, but advertise it to all. It would certainly help PR Newcastle and its willingness to move into contemporary living.

Keep the spirit of this city, AND REMEMBER THAT NEWCASTLE WILL ATTRACTIVE IS ON THE WAY TO INCREASE ITS RESIDENT POPULATION....AND HOW IT WILL GROW WHEN THE FAST TRAIN COMES THROUGH(and it will happen), AND WHEN THE AIRPORT BECOMES INTERNATIONAL. PREPARE NOW FOR THE FUTURE NEED FOR GOOD CITY RESIDENTIAL LIVING.

4: Encourage people to live in Hunter St	ease development	zoning rules and approval of DA's Business incentives to convert old shops etc into residential areas or demolish to build new. encourage infrastructure (shops, schools uni) to service new residential areas.
4: Encourage people to live in Hunter St	ease development	Council to facilitate development rather than hinder. introduce incentives for residents and business to re-establish in town. Council needs to provide a 24 hour environment where people feel safe to walk. Support developers - current city centre DCP too restrictive in terms of setbacks. the majority of existing lots are too small and cannot sustain a feasible development due to overly restrictive setbacks.
4: Encourage people to live in Hunter St	financial incentives	Encourage development of the west end of Hunter Street with mid range priced apartments. Consider ways to use state development funds and to vary council development fees eg honeymoon payment periods) to attract developers.
4: Encourage people to live in Hunter St	financial incentives	Provide an award for high standard developments and for exciting design that complements the heritage facades of Hunter Street. The architectural awards should be headline awards to gain nation wide recognition. Such modernisation would be a selling point to attract tourists and leave them with a favourable impression of Hunter Street.

4: Encourage people to live in Hunter St	financial incentives	Provide adjacent green reserves for residents. Hunter Street should not become a wall of concrete blocks. Open space must be included.
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4: Encourage people to live in Hunter St	financial incentives	Get rid of the plan for the big shopping centre that we don't need. Encourage developers to renovate spaces for tenants. Give incentives to developers to construct more apartment building.
4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St	financial incentives financial incentives	Commercial landlords could be given incentives to turn un-used first and second-floor retail space into shop-top housing. Incentivise developers to provide more boutique style accommodation It is difficult to choose one option to revitalise Hunter St. A combination of encouraging more people to live in Hunter St, above shops in units etc, and encourage more businesses by providing reasonably priced lease agreements and rewards for settlement in the area might work in combination to bring about some change. People living in Hunter street in affordable accommodation would mean more people on the street - good for business, for public safety, respect for heritage buildings.
4: Encourage people to live in Hunter St	financial incentives	Owners of derelict buildings or buildings vacant for longer than a specified time should be fined substantially and given incentives to make their buildings habitable. Shape up or sell to a developer. Council to be proactive.
		Heritage walk for tourists along Hunter Street. In the 60's from Bank Corner was the accepted promenade - Bring it back by providing a destination. - Rejuvenated PO? The Mall needs residents to secure it - residents to look after their homes - and be the basis of prosperity - more small business. Affordable accommodation for families.
		Accommodation-in-the-air across Hunter Street like the Ponte Vecchio in Venice. High Rise across Hunter
4: Encourage people to live in Hunter St 4: Encourage people to live in Hunter St	financial incentives financial incentives	To buy back the Po and give the city an historic centre needs money. A lottery? a Citizens' Investment Loan? (Put your money into revitalising the city, don't hang out for government) Provide incentives to property owners to create shops top living aspaces Reduce developers fees and charges, also work WITH developers to encourage construction along Hunter Street.
4: Encourage people to live in Hunter St	financial incentives	Particularly with property prices on the increase, it may even be feasible for developers to have a go. Build at medium strip from David Jones to Bank Corner whether possible. Fill it with a variety of furns tropical, pines etc Give the town a new facelift it would be an extension to the mall making for a more vibrant atmosphere.
4: Encourage people to live in Hunter St	streetscape	

		Ideally, enabling a mix of people from different socio economic and cultural backgrounds to live in the city.
4: Encourage people to live in Hunter St	streetscape	<p>Our inner suburbs have great vitality and interested and involved citizens, it would be great for these suburbs to interlink with the city with more cycleways and means of access. Cooks Hill, Hamilton, Tighes Hill, Mayfield etc are suburbs that can learn from and link with.</p>
4: Encourage people to live in Hunter St	streetscape	<p>Lets take a view that our city is already a great place to live and build upon that. We don't necessarily need to emulate the high rise, grey office building dominated city scape of many other cities.</p> <p>Improve street scape by beautifying old Historic buildings.</p>
4: Encourage people to live in Hunter St	streetscape	<p>Encourage a supermarket and businesses that residents can walk to.</p>
4: Encourage people to live in Hunter St	streetscape	<p>Clean up litter and graffiti</p> <p>I think that the movement of The University Campuses into Newcastle should be accommodated on the Hunter Street area possibly all accommodation for students being in the mall and surrounding areas. I do not think that GPT's proposal to try and compete with their Charlestown Centre and other shopping centres in surrounding suburbs is a very wise one!</p>
4: Encourage people to live in Hunter St	transport	<p>You also have Markettown and now Aldi in Union Street as well as a new Woolworths complex adjacent MarketTown. Just up the road you have Coles at The Junction !</p>
4: Encourage people to live in Hunter St	transport	<p>With all the shopping complexes within The City Boundary why do we need more?</p>
4: Encourage people to live in Hunter St	transport	<p>I feel that we have a major problem now, by encouraging more vehicles into the City we will have the ultimate gridlock!</p>
4: Encourage people to live in Hunter St	transport	<p>There needs to be a major emphasis on discouraging motor vehicles into the City Precincts not providing more encouragement by building more parking stations!</p>
4: Encourage people to live in Hunter St	transport	<p>Tram trains, Light rail and an expansion of those modes of transport to the The University and other outlying suburbs with fifteen to twenty minute waiting times will encourage many more people to leave their cars at home thus solving our parking and future gridlock problems and cutting down on pollution.</p> <p>People mean income in the area. With this arises the need for trees, green spaces and pedestrians. This in turn attracts more businesses, activities and tourism.</p>
4: Encourage people to live in Hunter St	transport	<p>Having said that, there needs to be a realistic car accommodation policy for any new apartments/residences. One carspace for a 3 bedroom unit is ridiculous. Enough residential parking within a complex reduces the number of cars on the street and enables more people to access the city.</p>

4: Encourage people to live in Hunter St	transport	Removing the railway line, no resident wants to have that obstacle between them and the Honeysuckle and harbour precinct. This wil improve safety, then better facilities can be built after, just don't close the rail, it takes longer for people to change public transport, the rail is great with prams, bikes, surfboards, kids CCTV
4: Encourage people to live in Hunter St	transport	Better lighting I the area is monitored and safe during the day as well as the night. Install security cameras they work.
5: Improve public safety	infrastructure	close the pubs and liquor outlets earlier
5: Improve public safety	infrastructure	More beat/foot Police and increased use of CTV
5: Improve public safety	early closing	police presence, no tolerance policy, closed circuit tv, whatever it takes to take the city back for the people
5: Improve public safety	policing	My first choice was not available.....it would have been to get rid of the rail line....
5: Improve public safety	policing	Nevertheless, improving public safety would need to be the next choice because none of the other choices will work unless people visiting, living or working in Hunter Street feel that themselves and their property is safe....will not be valdalised, attacked, graffitied ot stolen....
5: Improve public safety	infrastructure	CCTV footage, more police presence after 12pm.
5: Improve public safety	policing	CCTV footage, more police presence after 12pm. Reduce sale of alcohol :- midnight cut-off in pubs, restaurants & clubs & no "happy" prices to attract irresponsible drinkers. Alcohol-free Mall & public areas at night with more police & powers to enforce. Massive fines for anti-social behaviour. Adequate public transport to exit CBD with Police or highly-trained guards from 8pm to midnight.
5: Improve public safety	early closing	Adequate public transport to exit CBD with Police or highly-trained guards from 8pm to midnight. Such a hard area. Allow police to do their job and give them the rights that they had years ago when you respected the police. Get rid of the drunks. community patrols. cctv Transport safety. Road crashes are very bad.
5: Improve public safety	transport	Copenhagen style bike lanes. Fully separated, and segregated push-bike lanes for clean healthy active transport. Car lanes should be reduced. More public transport.
5: Improve public safety	policing	on foot/bike police getting the police and the judiciary to enforce the laws relating to illegal and antisocial behaviour.
5: Improve public safety	policing	Council should also realise that CBD no longer stands for CENTRAL Business District - perhaps COASTAL BD
5: Improve public safety	policing	Having a heavy police presence
5: Improve public safety	policing	more cctv and more cops on foot patrol
5: Improve public safety	policing	More Police and council patrols and CCTV , directed towards graffiti,vandalism, hoodlum and drunken behaviour. Also increase night time activity to encourage more people on the streets. Family orientated entertainment and restaruants and supervised club and hotel activity apart.
5: Improve public safety	policing	

		Newcastle needs to be properly cleaned. Its heritage building and special places need to be respected, safeguarded and people need to understand their connections to its history and their role in shaping the present and future. Police need to be more visible. Alcohol, unfortunately, needs to be curtailed until people can learn how to drink responsibly and not act as violent idiots. We need more cultural activities that bring out families instead of just one group of young somethings at night. The perfect thing for this is the proposals in the Pizzey Report with the sky cannon light sculpture and sound garden display at dusk.
5: Improve public safety	policing	Don't know more police closing pubs and clubs earlier but these are not council issues
5: Improve public safety	policing	Don't know more police closing pubs and clubs earlier but these are not council issues
5: Improve public safety	early closing	Improve public safety by making safe space for cyclists, and by restricting the number of drunks. (recognising that NCC does not have oversight of the service of alcohol.)
5: Improve public safety	transport	More police, restricted hotel hours
5: Improve public safety	policing	More police, restricted hotel hours
5: Improve public safety	early closing	During the day, section of Hunter St (between Pacific to Union) are safe and well utilised by office workers, students and other people visiting local business/library/gallery/train station. At night, after 7pm, the street becomes threatening and derelict and undesirable.
		Empty shops, loitering groups of people around the 7-eleven, drunks wandering down Hunter St from Newcastle train station towards Civic train station, littering/vomiting/urinating, dark alleyways near past union St (near the brothel district) and the former Butler's restaurant, adult entertainment stores - all make this an undersirable location for any pedestrian or business.
		There is no passive surveillance on Hunter St, esp between Union to Stewart. Business is absent, shops closed, buildings empty and full of squatters, drug dealers (opposite the methadone clinic at the HNEAH Community Centre)and the only thing open are the brothels. The only people who would frequent this area at night are the drunks.
		Businesses need to be encouraged into this area - family-restaurants which are open at night (not KFC, or other late-night-muchies-snack places popular with the intoxicated), cafes, late night shops (bookstores, other retail) and perhaps even a cinema. This would bring non-alcohol related patrons to the area and provide life and passive security, brighten the appearance of the street, and provide wealth to the street.
5: Improve public safety	policing	Hunter Street is pretty creepy at night. Maybe improve lighting and parking so that more retailers and better quality retailers are attracted including restaurants and coffee shops that would be open at night.
5: Improve public safety	infrastructure	

Public safety is under threat because it is a "total city" issue.

For people to live with mutual respect for each other would take a comprehensive sociological & psychological assessment, though I'd expect that this study would need to consider a "collective psyche" & review the "mental health & well-being" of this city.

However, if no assurance can be provided to individuals, families or groups (i.e. tourists, schools, students etc) for them to be & feel safe within inner city Newcastle, we will continue to live with this negative reputation.

5: Improve public safety	policing	better policing, lighting
5: Improve public safety	infrastructure	better policing, lighting
5: Improve public safety	policing	Better lighting, more police or security presence, security cameras.
5: Improve public safety	infrastructure	Better lighting, more police or security presence, security cameras.
		You don't have a single first priority - you have a series of priorities that interlink in order for any of them to be achieved. Safety needs lighting and crowds of people, the people won't come without the shops / cleanliness / shops / trees and so forth.
		only focussing on one priority at a time will prove fruitless. a sweeping over-arching collective priority is needed
5: Improve public safety	action	then when all is done, celebrations (like live sites or street theatre or discounts) and advertising will be needed
5: Improve public safety	infrastructure	don't forget free parking! (perhaps for first two hours)
5: Improve public safety	policing	More police and security, better lighting at night
5: Improve public safety	policing	More police and security, better lighting at night
5: Improve public safety	infrastructure	more police and cameras to survey the area
5: Improve public safety	policing	more police and cameras to survey the area
5: Improve public safety	infrastructure	Regular police patrols. The old method of two police officers WALKING their beat.
5: Improve public safety	policing	SECURITY GUARDS & MORE POLICE PATROLS.
5: Improve public safety	policing	Reduce further hours of trading for Hotels and Clubs and increase police on beat
5: Improve public safety	early closing	Reduce further hours of trading for Hotels and Clubs and increase police on beat
5: Improve public safety	infrastructure	Install more CCTV's Give police greater powers of search and detain.
5: Improve public safety	infrastructure	Increase penalties for antisocial behaviour Because of the violence and drunkenness associated with some and a lot of the youth of Newcastle. The venues that are often so late contribute strongly to this problem.
		Why should be closed early before all these problems begin.
		Newcastle is no longer safe for anyone to visit at night.
5: Improve public safety	early closing	All Newcastle citizens are confined to their suburban clubs where security guards keep order.

These is something very wrong when a city can be taken over by drunken louts at the expense of everybody else. Close these places early. Its simple

5: Improve public safety	policing	More police on the beat
5: Improve public safety	infrastructure	Security Cameras
5: Improve public safety	infrastructure	cameras They are all urgently needed. The \$10,000,000 For Newcastle Airport should be paid back and used for these projects. I feel that all the above have a greater priority than the Airport. Councils have a habit of selling these things to private enterprise in the past so let the private sector invest in the airport now.
5: Improve public safety		Getting involved in the developing of airports is not in the Council's capability.
5: Improve public safety	policing	Better policing of hotels and areas where drugs are supplied, which would hopefully lead to people feeling safer when visiting the city, especially at night. The streets may also be cleaner and more inviting in the daylight hours. More enforcement of liquor laws, more enforcement of antisocial behaviour and more security encouraging more family oriented patronage within Hunter St precincts which in turn may deter some antisocial behaviour and vandalism.
5: Improve public safety	policing	More police presence in known hot spots at key peak antisocial behaviour hours particularly wed night and Thursday early morning hours and Friday and Sat nights and early Sat and Sun We need Police or security FOOT patrols at night & early mornings on weekends & public holidays. The level of antisocial behavior is getting out of hand. My car & home have been regularly damaged & the rowdiness in the streets is much worse than it was. Even when I have reported incidents to the Police I get transferred to the Police Assistance line & this means that the Police will not record or act upon the incident s. So I no longer bother.
5: Improve public safety	policing	All of these issues seem inter-related. Encouraging more business requires more people - either through improved access, better entertainment/dining and residential. Hard to define exactly which one would be the ultimate driver of change - however I do think public safety is a key concern for many people.
5: Improve public safety	early closing	Restrict Hotel opening hours and entertainment venues, more police, improve night public transport.
5: Improve public safety	infrastructure	Better street lights Surveillance Later trading Cafes More street patrols by police but this will not happen because as we all know there is not enough of them they are all on sick leave plus if they did more patrols should be by their feet not in cars also change the Justice system by stopping slap on the wrist punishment ZERO TOLERANCE ON CRIME.
5: Improve public safety	policing	greater police presence either by random foot patrol or surveillance cameras.
5: Improve public safety	policing	

5: Improve public safety	early closing	Early closings of hotels
5: Improve public safety	infrastructure	More Closed Circuit Television and greater police presence.  It's bloody obvious. Limit the hours & number of alcohol outlets.
		More severe penalties for drunk & disorderliness & also for the publican whose establishments served the miscreants.
5: Improve public safety	early closing	The above patently requires more police.
5: Improve public safety	policing	Arrest the drug dealers - I see heaps of them on Hunter Street - pity I don't see any police as well.
5: Improve public safety	streetscape	Improving pedestrian safety and rationalising traffic flow in the CBD eg make Hunter and King Sts one way to create a circuit and allow wider pathways and cycleways.
5: Improve public safety	policing	more police presence, more security,
5: Improve public safety	policing	More police walking the streets, better lighting, NOT having to wait for a bus so you can't be harrassed get squatters out of buildings make vandals pay for their damages if they can afford to do the crime they can afford to pay for the damages & bring in a zero tolerance policy because this behavior should not be tolerated at all
5: Improve public safety	action	Earlier closing of pubs and clubs to avoid anti-social and drunk behaviour, encouraging more people to live in Hunter St, encouraging more shops and businesses and improving the appearance of the street
5: Improve public safety	early closing	Earlier closing of pubs and clubs to avoid anti-social and drunk behaviour, encouraging more people to live in Hunter St, encouraging more shops and businesses and improving the appearance of the street
5: Improve public safety	action	Council needs to address the drinking culture within the Hunter and King St area at night and day families have to put up with drunken mostly young people.
		On the foreshore weekends and patrons of the City Hall and Civic Theatre risk their safety at night if their car is parked further than a block from these venues.
5: Improve public safety	action	Hotel's should be fined heavily service drunken people.
5: Improve public safety	streetscape	By making the area more attractive & popular, safety in numbers
5: Improve public safety	policing	REMOVE THE DRUG USAGE, DRUNKS AND RAIL
5: Improve public safety	policing	More visible police on the streets
5: Improve public safety	infrastructure	Set up security cameras along the main street and then encourage more shops and businesses into the street. <b>Stop allowing more hotels and small bars to open.</b>
		Enforce Alcohol Free Zones and Areas.
		Talk to the community on what can be of help to secure this question you have asked.
5: Improve public safety	early closing	*****Improving public safety*****
5: Improve public safety	early closing	shut down hotels, etc at a reasonable hour to reduce drinking problem, more police after dark

		get the drug users and drunks off the street by demanding the police enforce the law and reduce the opening hours of licenced premises with no new ones being opened.
5: Improve public safety	policing	There are several factors above that really need to be chosen. Getting rid of the derilict and unused buildings would begin to improve safety. Increase policy bike patrols regularly through the city. The widely used Honesuckle area does not seem to have many safety incidents where as it does not feel safe in the mall or lower hunter street. CCTV and more police presence. Once this is achieved the rest will follow
5: Improve public safety	streetscape	CCTV and more police presence. Once this is achieved the rest will follow
5: Improve public safety	policing	CCTV and more police presence. Once this is achieved the rest will follow
5: Improve public safety	infrastructure	Improving the appearance and dereliction would more than likely attract more people, invigorate pride and ownership, thereby hopefully improving safety. If New York can do it, why can't we? Zero tolerance approaches to specific unacceptable behaviours would be worth investigating. No alcohol in most public places day or night.
5: Improve public safety	policing	Improving the appearance and dereliction would more than likely attract more people, invigorate pride and ownership, thereby hopefully improving safety. If New York can do it, why can't we? Zero tolerance approaches to specific unacceptable behaviours would be worth investigating. No alcohol in most public places day or night.
5: Improve public safety	policing	I cant really answer this but i do know that my family and i dont feel safe in town even during the day so maybe more police presense or security guards or maybe even by eleminating all those little alleys and dark dirty corners that can and do harbor unpleasent people.
5: Improve public safety	policing	I cant really answer this but i do know that my family and i dont feel safe in town even during the day so maybe more police presense or security guards or maybe even by eleminating all those little alleys and dark dirty corners that can and do harbor unpleasent people.
5: Improve public safety	streetscape	Security monitoring or more police presence to deter possible public nuisance/vandalism
5: Improve public safety	policing	Security monitoring or more police presence to deter possible public nuisance/vandalism
5: Improve public safety	infrastructure	police precents and cameras
5: Improve public safety	policing	police precents and cameras
5: Improve public safety	infrastructure	I think public safety, especially at night, would be less of an issue if there was more of a reason for a range of people to be in Hunter St.
5: Improve public safety	streetscape	The other priorities such as night time experiences for families and the over 30s,more residential, retail and business development, improving appearance and encouraging cultural and tourism activities would help improve public safety.
5: Improve public safety	policing	More police foot patrols. Prosecute offenders fully.

		More foot patrols of police during all hours especially down mall, or private security there. more sniffer dogs as most of the ferals look like they are dealing.
		A shuttle bus for closing time to help move people along, perhaps a circle route every 15 minutes for 1 hour prior and then after closing times. Lots of paired police presence at this time , being friendly not confrontational especially with the younger ones. Thus encouraging better behaviour.
		More activites for young people in the area such as refurbishing the Newcastle beach skate park and replacing the graffiti wall . A postive program for youth groups to encourage proper graffiti art behaviour.
		CCCTV to identify the wrong doers adn immediate response.
		NOT collection of photo id at venues as this enables easy identity fraud, already a problem. ID collection data prevents nothing . CCTV makes the arrests. Put any crimes on the internet for all to see and identify blacking out any innocent faces accidentally caught.
5: Improve public safety	policing	<p>A balance between privacy and safety/accountability.Adding education.</p> <p>More foot patrols of police during all hours especially down mall, or private security there. more sniffer dogs as most of the ferals look like they are dealing.</p> <p>A shuttle bus for closing time to help move people along, perhaps a circle route every 15 minutes for 1 hour prior and then after closing times. Lots of paired police presence at this time , being friendly not confrontational especially with the younger ones. Thus encouraging better behaviour.</p> <p>More activites for young people in the area such as refurbishing the Newcastle beach skate park and replacing the graffiti wall . A postive program for youth groups to encourage proper graffiti art behaviour.</p> <p>CCCTV to identify the wrong doers adn immediate response.</p> <p>NOT collection of photo id at venues as this enables easy identity fraud, already a problem. ID collection data prevents nothing . CCTV makes the arrests. Put any crimes on the internet for all to see and identify blacking out any innocent faces accidentally caught.</p>
5: Improve public safety	transport	<p>A balance between privacy and safety/accountability.Adding education.</p>

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A shuttle bus for closing time to help move people along, perhaps a circle route every 15 minutes for 1 hour prior and then after closing times. Lots of paired police presence at this time, being friendly not confrontational especially with the younger ones. Thus encouraging better behaviour.

More activities for young people in the area such as refurbishing the Newcastle beach skate park and replacing the graffiti wall. A positive program for youth groups to encourage proper graffiti art behaviour.

CCCTV to identify the wrong doers and immediate response.

NOT collection of photo id at venues as this enables easy identity fraud, already a problem. ID collection data prevents nothing. CCTV makes the arrests. Put any crimes on the internet for all to see and identify blacking out any innocent faces accidentally caught.

5: Improve public safety	streetscape	A balance between privacy and safety/accountability. Adding education. Removing the night entertainment to an exclusive zone away from the main CBD and hunter street. Having the entertainment in one area where patrons can be in one vicinity and policing can be focused to a minimum instead of a wide expanse. A large police presence..
5: Improve public safety	streetscape	The Police have an impact if they are there and seen to be patrolling. Bring them back to the Streets. I worked with the Hunter Mission on the Drug and Alcohol Street Programme as a team leader and this presence always had an impact. Officers with dogs and horses patrolling Hunter Mall itself and back streets to alleviate drug and petty street crime.
5: Improve public safety	policing	People need to feel safe. Underage drinking should NOT be tolerated and more severe penalties on parents and children re this is VERY OVERDUE  The Council to its credit has provided much more lighting which has been a deterrent. Cameras could be put in strategic positions and within stores focusing out onto the street to pin point those causing the most amount of damage and causing public mischief

A large police presence..

The Police have an impact if they are there and seen to be patrolling. Bring them back to the Streets. I worked with the Hunter Mission on the Drug and Alcohol Street Programme as a team leader and this presence always had an impact. Officers with dogs and horses patrolling Hunter Mall itself and back streets to alleviate drug and petty street crime.

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The Council to its credit has provided much more lighting which has been a deterrent. Cameras could be put in strategic positions and within stores focusing out onto the street to pin point those causing the most amount of damage and causing public mischief.

\* council should stop thinking of the city centre as a shopping destination.\*if there were incentives for businesses, it could become an extension of the cultural precinct (Darby Street, the Art Gallery) and it could be a place where people go All of the above options are nice and would be great

but a city needs people. i did not choose the option about encouraging more people to live on hunter street because it would just make the vechical problem worse.

please have a look at around king edward park in the morning before work, you would swear there is an event on, however its people parking up there and walking down into the cbd.

parking is a problem now, more cars would make things worse. increasing the population in the cbd would make problems even more worse.

a 24 hour a day happening place with things to do would be great, think of melbourne or even surfers paradise. people is what it needs, entertainment is what will bring them (hopefully through public transport, the streets are only so wide and 10 - 20 years down the track you dont want to be in a 5km traffic jam each day)

Allowing places to have liquor licences - creating areas for restaurants to congregate by a combination of options listed above, including encouraging more businesses and restaurants, as well as public events like markets. The illusion of safety needs to be restored in the tainted Newcastle mall area. The appearance of the street itself can be improved by the protection and enhancement of heritage buildings and the provision of more trees and green spaces. by addressing the security and safety aspect for people who travel into Newcastle of an evening would encourage people to come in.

## 6: Develop night time economy

**6: Develop night time economy**

By allowing a more diverse range of restaurants, clubs and bars to cater to all ages. If there was a broader range of night time entertainment not only young people, but people of all ages would be attracted, which in turn would lower crime rates and anti social behaviour,  
by doing it: viz attracting more entertaining businesses and of course public transport up to after midnight

**6: Develop night time economy**

and since people are drinking they won't need their car.

get some JAZZ into the place and blues as well.

By having more restaurants and CERTAINLY coffee shops in Hunter Street.....you can't buy a cup of coffee after 9.00pm.

**6: Develop night time economy**

This would make the city more appealing at night and help to eradicate the violence.

By having more restaurants and coffee shops on Hunter street would definitely help. While there is plenty of entertainment on Darby street, restaurants often become overcrowded there on weekends.

Having shops which stay open into the evening might help to revitalise Hunter street and might attract night shoppers especially if they cant access other shopping centres at that time. When I lived in Perth, I worked in retail in the inner city mall and they had Friday night late night shopping, whereas all the other shopping centres it was Thursday night. It was always very lively and had a great atmosphere.

The area especially closer to the beach end (from Newcomen street onwards seems very quiet at night) and that end would definitely benefit from more restaurants. I often wanted to dine closer to the beach so I dont have to drive from the restaurant to the beach for a walk.

Restaurants with live music or live music in the streets would be an attractive feature, especially if they are well advertised.

**6: Develop night time economy**

In saying all this, there is a great need for daytime activities as well but given the parking issue (which Id rate as 2nd priority) that could be more difficult.

Cheaper rent for resteraunts and cafes, utilising the arcade between town hall and Hunter street, rebirthing some of the venues such as the old Hunter on Hunter Concessions for business owners with city restaurants re outdoor dining.

Continue/increase live sites entertainment, markets and other cultural events plus encouraging more open air concerts, bands, food stalls etc on Thurs, Fri and Sat nights. We have the Darby St, King St and Beaumont St Fair's why not have a Hunter Mall Fair but more than once a year.

**6: Develop night time economy**

I also think more people living in the city and around the Mall would increase the number of businesses

6: Develop night time economy

Crack down on drunken behaviour and get the drunks and car hoons off the streets. Knock down loads of ugly buildings and clean the place up generally. Improve car parking access.

Forget about revitalising the shopping centre - that is a total waste of time and money.

Encourage and develop outdoor which cafes could use without charge to promote a cafe culture. Having the presence patrons eating out would make the area feel safer. Often the lack of people makes the area feel like a ghost town and I feel that this encourages crime as there is not a public presence to prevent it. Encourage pubs to change the way they operate with the goal of attracting a different clientele .

6: Develop night time economy

Establish police liaison roles where police ( on foot patrol) are assigned to particular venues - they have a consistent presence, are known by patrons and hotel staff and assume a support role rather than an adversarial role.

6: Develop night time economy

Eliminate parking meters ( at least when there is a special event) - some councils in inner suburban Sydney have no parking meters.

Make public transport an appealing option - not something exclusively for use of that the poor and underprivileged. Newcastle is such a car dependant city where so many people turn their noses up at the thought of using public transport. Encourage theatre venues into the city and cinemas around which a restaurant and cafe culture can develop. Give people a reason to come into town at night. Newcastle and Maitland have developed well attended theatre groups in the last 8-10 yrs. Encourage them into venues in the city.

Public transport and cabs need to user friendly for people who don't chose to bring cars in. Parking needs to be cheap and available.

I think as stated before that narrowing of Hunter st and extending the greenery with parking - similiar to the current mall could work to change the perception of the street for dining and entertainment experiences.

6: Develop night time economy

Break up the street into an encouraged Chinatown, Italian or some other nationality foodtype focus with associated decor.

6: Develop night time economy

Police presence needs to be observable for awhile encourage use of public transport. EG, free bus trip home from restraunts in Hunter St. THe restraint could give the customers a bus ticket to be used for the trip home. Helps prevent drink driving also

encouraging business to open at night, creating better lighting in darker areas where people walk between precincts eg honey suckle and darby st, East end and the mall, The mall and the City West, the foreshore and the city centre.

continuing free transport within the city after 6pm. extending free transport to Hamilton or broadmeadow.

extending the free transport to the train system.

completing green spaces.

improving the appearance of the street with 'REAL' 'open' businesses.

increasing tourism.

6: Develop night time economy

Basically making the area more attractive so more people want to be there and the safety issue will take care of itself. Encouraging niche bars, cafes and restaurants that are open late into Hunter St, especially the mall to create night commerce and give the City centre a cosmopolitan feel. Firstly can I say why this is important?

6: Develop night time economy

Having people come into the city to enjoy nice restaurants, etc, will eliminate some of the issues it has right now - hooliganism, deadbeats, vandals, etc. More people traffic should get rid of some of this.

6: Develop night time economy

There needs to be an incentive for restaurants to open up. There are plenty of us living in here now, but limited places to eat in the inner city. Curbing graffiti, vandals and the like is mandatory before restaurants will even consider moving in. This comes back to the security cameras being installed - why is this not happening already????

6: Develop night time economy

Hunter St Mall has FANTASTIC potential as an entertainment and dining hub in Newcastle. It would be great to see more modern restaurants and cafes, live music in the evenings and outdoor dining spaces. The weekend markets in the evening are a great way to begin to achieve this, however more restaurants and cafes need to be encouraged to open in Hunter St Mall (perhaps cheap rent, like the "Renew Newcastle" scheme??) i don't think you can really just focus on one task at a time, many of the items above are linked and can have a flow on affect. low rent for shops, encouraging more cafe's, etc may help. having places to eat will have a flow on affect of people looking at shops, more green spaces makes the area attractive, protecting heritage buildings and the history of the area adds character, developing night time dining can greatly help with a number of things - it will discourage people from loitering, the red lantern markets last year were fantastic and added so much vibrancy to the area.

6: Develop night time economy

i recently visited fremantle and saw many parallels with newcastle. it has a working history like newcastle, it's a small city, a university town and lots of young people. they have a

6: Develop night time economy

6: Develop night time economy

6: Develop night time economy

6: Develop night time economy  
6: Develop night time economy

6: Develop night time economy

tourist city walk that points out important historical features, the free bus service is a must.

I have lived on Hunter Street for two years and have witnessed clear evidence of the positive impacts of introducing more night time entertainment and dining experiences to the Newcastle and East End section of Hunter St. The inclusion of new restaurants, cafes and wine bars has seen increased usage of the area, it has increased my own feelings of safety and security in the area, and provides what once was an extremely vacant and unsocial part of the city with a positive vibrancy and activity. Of all the activities in this area of the city, I have witnessed this as one of the key contributors to a burgeoning revitalisation of the area.

I think the Hunter Street area is declining as a shopping precinct, as more people prefer now to shop in airconditioned shopping centres. So I would be focusing on reasons to head to the Mall/ Hunter Street that are not provided in shopping centres, ie dining, entertainment such as the theater and cinemas etc. I understand there are issues regarding drinking and unsocial behaviour associated with clubs and pubs, but if there were other night time activities not focused around drinking I think this could assist with increasing the pedestrian traffic in the area which in turn would make the mall area safer. I'm not sure how you go about that, but I imagine providing incentives for businesses and making sure it's really safe with lots of police patrols, pubwatch schemes, etc.

Improved public funded security temporarily to encourage more businesses to operate at night until the mall becomes a busy night time precinct.

Council supported night time operating hours and planning approvals for restaurants.

night-time business will be encouraged if they are confident that the Mall is changing - therefore Council needs to approve a concept plan for the future development of the Mall and amend any planning controls inhibiting this type of development.

that includes, encouraging shop-top housing in the Mall to support the night-time trade. Businesses will not likely invest in night time operations until there is safety and vitality which can only be provided in this location by residents.

In town needs, retailers, residence & tourists. Increasing the width of the footpaths and improving the lighting. Angle parking bays would cater for more cars and allow footpaths to be widened at regular intervals. Trees could also be located closer to the middle of the street for better temperature control.

All of this would depend upon a desire to reduce the volume of traffic along this road by keeping open one lane in each direction.

6: Develop night time economy

It could be possible to try the night food markets that they have over seas in places like Singapore. eg the Satay streets and the Chinese stalls. These are easily set up at the end of the working day and quickly removed by 11pm.

Its seems ridiculous that at as early as 6pm at night Hunter Street and the City centre is empty. Look at places such as Surfers Paradise, all people young and old including families are often out and about til late in the evening. Options to grab a coffee or bite to eat after 9pm are almost non-existent in Newcastle, unless you count all hours mcdonalds. Outdoors activities in the city are limited by those whom live in the city complaining about noise etc, if you live in a city do you really expect it to be silent at 11pm at night? If you cant deal with city noise live in a nice quite suburb. Newcastle is meant to be the 6th largest city in Australia, I have never visited a city with so little on offer after dark. The west end of the City is a disgrace, too many buildings are left abandoned. Actually if it wasnt for the beaches in the City why bother coming here at all.

6: Develop night time economy

Look at Darby and Beumont streets

6: Develop night time economy

Making use of the old post office building. more cafe's, more police presence, give people a reason to want to come into the city

6: Develop night time economy

More diversity in forms of cafes, restaurants & bars (eg, bookstores with cafes, music/cd shops with cafes, art bars, NOT more conventional/traditional hotels/pubs) that will act as hubs to attract people to linger in the Hunter Street at nighttime but also during the daytime. More diverse cultural (eg, alternative cinemas & cinema cafes, bars with poetry slams & readings, cafe-bars with theatre & live performance) NOT just "high" cultural experiences and activities & yet NOT more of the same pub entertainment). The Showcase cinemas which, along with the Regal Cinema in Burmington Gardens, that offered alternative films are sorely missed.

6: Develop night time economy

more SMALL bars and restaurants in the area will encourage people into the city and tend not to have the issues associated with larger establishments.

6: Develop night time economy

Additional pedestrian/vehicle access between Honeysuckle Drive and Hunter street. a combination of level crossings and pedestrian walkways at Steel St and Worth Pl. The Honeysuckle area is a stark contrast to Newcastle West and without businesses in Newcastle West the area will struggle to improve. Giving Newcastle West access to the Honeysuckle area will allow a greater flow of people in and out of the area encouraging business development.

6: Develop night time economy

My pet hate is people who move into an area knowing full well what activities traditionally occur there, then use their money and influence to get those activities stopped. I believe that the death of Newcastle Mall happened mostly because of lobbying and complaints of residents in the 90s forcing restrictions on entertainment venues who then closed due to lack of profits. I truly believe that if people come to a special cultural or entertainment event, or entertainment venue, during the night then they are much more likely to return during the day. I wish

6: Develop night time economy

someone had the guts to stand up to the residents in town and say "If you want to live in the suburbs, there are plenty of them out West" instead of putting noise restrictions on everything and wondering why previously vibrant places become ghost towns.

#### 6: Develop night time economy

Open more dining venues, create hole-in-the-wall establishments like in Melbourne (possibly requiring change in licencing laws). Move away from standard pub culture. Encourage niche markets by proving a business environment that is safe for both patrons late at night and also for the businesses themselves - they need to have confidence that they will be profitable.

Place making. Landscaping and city design or particular spaces which are attractive for restaurants/cafes would be a good start. Business owners will have to take a risk but council could provide incentives to do so. Often the renovation of a pub or similar is the catalyst for other businesses to move in (such as in Carrington at the moment)

Reduce the alcohol violence. The only way this is going to be fixed is by having the Police going up and down Hunter St all evening from 8pm-4am.

This increased lighting and security camera crap doesn't deter any one. People still commit DAY LIGHT robbery without thought of the consequences. Newcastle is already very well lit. Security cameras can simply be broken or dismantled.

I am 20 years old and I see what ACTUALLY goes on in this city. At the recent Newcastle Voice meeting, I felt as if the older generation took the speaking chair and thought that a younger persons opinion isn't very important or reliable..

To be honest, the majority had no idea what was actually happening.. They are not the future of Newcastle, the younger generation is going to have to sort out the problems. Our over 50's let Newcastle get into such a state.

The older generation blather on about "back in our day" or "the youth today" - what a load of rubbish! They are the ones who brought us up, we are products of our environment, they blame us and yet they should be blaming themselves..

To sort out the future of Newcastle, you need to form a committee or a meeting for citizens of the ages 18-35.

#### 6: Develop night time economy

This would be very productive as there would be no basing ideas and suggestions on what happened years in the past. It would be fresh thoughts with no blaming or complaining or putting of insignificant ideas that Newcastle needs "lighting" or "cameras". I love Newcastle but it has become the laughing stock of Australia and is being used as a test case so the rest of the nation don't go down the same path.

We are the sixth largest city in this country. To drive down Hunter st, Mayfield, Wickham, you'd think we lived in a third-world nation..

### Action needs to happen now!

Safety and more activities in the area is a vicious circle. People don't want to go there because it's unsafe, and it is unsafe because it is dark and deserted. I guess I would tackle the problem by first attracting people to go to Hunter Street with more businesses and entertainment. In turn this would bring people and movement to the area which, I believe, would improve public safety. At the moment Hunter Street in the evenings is dark and deserted and the perfect place for anti-social behaviour. The council would need to offer good incentives to local businesses to establish themselves as a first step.

#### Safety

6: Develop night time economy

Public domain attractive and well lit

6: Develop night time economy

#### More residents

several of these need to be used one is not necessarily more important than another.

6: Develop night time economy

night time entertainment and dining has been the biggest draw card for me into the city. I feel that coupled with increased parking, more shops and businesses, and more cultural activities the city would be a more attractive location. perhaps encouraging more restaurants in hunter street would boost the attractiveness and bring about a more social atmosphere. Shifting the Darby St boutiques and cafes to the Mall.

6: Develop night time economy

Cultural activities should be a priority as is developing residency and heritage, trees and appearance

6: Develop night time economy

#### Small bar developments

small bars and hole in the wall restaurants (those that hold about 30 - 40 people) will add to the ambience and feel of the street. small bars - rather than beer barns - allow better service of alcohol to ensure people aren't screaming legless, allow for local music and performers to be enjoyed and will put more people in the street.

Sydney now has a staff member, based in economic development, whose function is to encourage the establishment of small bars and restaurants and to negotiate their way through local govt bureaucracy

6: Develop night time economy

Prior to the earthquake Beaumont Street mainly had prostitutes and cars cruising at night. Once restaurants opened and spilled out onto the street the entire feel and safety of the street changed for the better

- Stop pandering to the limited number of people that think Newcastle should be a retirement village and not a vibrant youthful CITY centre. The majority feign concern for the young when in truth they just want the city shut between 10 and 6.
- Openly encourage a variety of restaurants, small bars with music etc.
- Commence action to force renovation or sale of the post office
- Commence The Art Gallery extension and include a movie theatre to cover the genre of film lost with the closure of the Regal.
- Provide well lit walkways and cycleways around the city centre linking Darby Street, Hunter street and Honeysuckle
- Reinstate the graffiti wall at the Newcastle skate park and provide better lights to encourage more night activity by people to make that area feel safer.
- 6: Develop night time economy  
6: Develop night time economy
- Stop listening to Aaron Buman, he is a loud hollow vessel
- subsidies to restaurants and entertainment venues that offer Supporting already functioning venues - bringing in a more European entertainment/fun culture into the area. Culture, functions, using summer for activities in beer gardens etc. Tourism in young people needs to grow and be encouraged. We have one of the best cities in the World and we don't appear to use it.
- 6: Develop night time economy
- There is public concern for safety during the evenings.
- By encouraging more night time activity there will be more passive surveillance.
- Install CCTV.
- Have Council rangers work in the evenings to enforce AFZ.
- 6: Develop night time economy
- Have a positive attitude and promote the contribution of the Night Economy to the social fabric and economy of the city. There must be incentives for private investment otherwise people are not going to risk their homes on a business that may be affected by the noisy minority. We need some new major investments are should be extremely encourage, ie: Major Hotel chain, new clubs, whatever it is which will get a lot of people into the city. Then the smaller business's will open as a result.
- 6: Develop night time economy
- Just look at a few examples around our state, Darling Harbour, Nelson Bay Marina, The Entrance foreshore etc.. turning the mall into restaurant within the pedestrian promenade.
- 6: Develop night time economy
- entertainment could include small bars opening and access to the old theatres, like the vic theatre.
- more people around at night would create a greater sense of

6: Develop night time economy

6: Develop night time economy

6: Develop night time economy

7: Protect and enhance heritage buildings

7: Protect and enhance

passive surveillance and safety.

understand that entertainment areas, especially if you want a number of them, are a low paying proposition and so should be excused from all but the most basic of DA requirements. When you have user friendly high usage areas public safety is improved. A mix of commercial as well as free entertainment which is inclusive of youth would go a long way to improving the city centre.

Yes they could be addressed. The problem is since taking away from Newcastle night life the CBD has become more anti-social and run down. This is in some way because there is not much to do entertainment wise after dark. If there were more people around the streets would be safer and businesses would start making money again allowing them to stay open and not become more vacant shop fronts asking for vandals to attack them.

Financial incentives to adapt (if necessary) and use the buildings.

Financial penalties for owners who allow deliberately allow their buildings to fall into disrepair.

Encourage and facilitate initiatives such as Marcus Westbury's 'Renew Newcastle'.

More consideration to be given to the physical context of the buildings when assessing application for major developments. I am sorry only one selection was possible. To get the best outcomes, it is essential that several elements be grouped for action. We want the buildings preserved, more attractive streetscape (including greening) better parking, improved pedestrian access and safety. Then the shops and businesses would be more inclined to return. Tourism and cultural activities already have their own precincts.

People will only want to live in or close to Hunter street when the above improvements are in place - look at Silk House. Has not been possible to sell its apartments in years! please push for the old post office to return to a functional building and do not bow to the interests of a small vocal anti development lobby

Put pressure on owner of post office building to develop and maintain

As Australia's second oldest city, Newcastle City Council and the appropriate State & Federal agencies should be doing more to protect buildings such as the Post Office from neglect. Forcing owners of the buildings to maintain a level of appearance and repair, perhaps allow subsidies and incentives for such restoration works to make it easier for them to maintain the older buildings.

heritage buildings

7: Protect and enhance heritage buildings

Newcastle Post Office must be taken out of private ownership immediately!

That's something for the bureaucrats to work out, but heritage is something that this city does have to sell. Second oldest settled mainland city in Australia. Birthplace of Australian industry. Major to Sydney as business hub before WW2. Major Port for two centuries. Incredible foreshore and coastline, a beautiful discarded Italianate Post Office building, the Sailors home etc etc and we haven't even got to Newcastle West yet. History and natural beauty with fantastic hinterland is what we have to sell to make the people come.

it should be addressed as soon as possible.

use the existing buildings to be part of any revitalising of the city centre

For council to have a general focus on Heritage- establish a strategic committee that looks at Heritage- specifically cultural tourism, and implementing the Coal River Cultural tourism management plan that was adopted by Council several years ago.

-Heritage incentives

-encourage business groups to work with heritage groups to help come up with ways to implement history themes into the city.

-For council to invite the National Trust and other cultural heritage groups onto groups and working parties where there are clearly going to be heritage issues- for example on the working group for Ntcle Coastal MasterPlan that will be made public shortly. Apparently there have been many business groups involved- however what Community groups have been consulted?

Newcastle must protect its heritage. Get some better architects who have insight and experience in this field. As a regular visitor to The Rocks I have witnessed that areas transformation into a tourist attraction where over the weekend visitors flock to the area. Newcastle does not have enough developers willing to take on the challenge all they want to build is ugly boxes full of glass.

A blanket heritage order on all existing buildings built prior to approx. 1945 - pre war. These buildings were built to last and gave Newcastle its distinctive flavour for generations. We lose them and we lose our heart.

Interest free grants for owners to perform restoration activities.

Government entities to be encouraged to inhabit these buildings and restore them to former glory whilst updating to make them useable.

Grants in the form of rent holidays for non profit organisations to inhabit empty buildings.

Encourage residential use of all the heritage buildings.

Buildings of significant heritage value such as the GPO should not be allowed to fall into disrepair and disuse as they have been. The appearance of the city is a disgrace and could hardly be of any incentive for people to visit. If Newcastle wasnt to label itself as the capital of the Hunter, then it has to invest in making the city centre a hub of tourism, culture and entertainment. It fails on all of these points at the moment. Preservation of heritage goes a long way to encouraging people to visit any city and this in turn brings with it the need for accommodation, eateries/restaurants, shopping precincts/markets and other cultural activities.

This should go hand in hand with improving the appearance and the last three priorities: unsure of costs involved but perhaps all stakeholders could participate in refurbishing the heritage buildings.

This option can only be fully successful if the appearance of the street is improved together with shop top housing or a combination of shop top/low rise to medium rise housing development. More trees and green spaces to soften the street is also as important.

Unlike Australia, in Europe or the UK, where the historic buildings are cared for and preserved as part of a common care for cultural identity and history; it is significant those areas are also busy hubs of cultural, community and tourist activity.

#### Post office

make the owners of delapidated buildings either renovate or sell. stop blaming the rail line for the city's demise. it is due to the run down state of privately owned buildings. don't ever sell historic buildings such as the post office again. this was a crime! it should be either our museum, art gallery or information centre with cafe.

the council needs to think before it goes for the quick buck. surf house is another example. any merewether resident could have told them it should just be demolished & turned into open space. don't move the skate park either.

I am not sure these can be considered as priority over each other - they all interact. If council doesn't own buildings Iam not sure how they can ensure that they are enhanced - POST OFFICE is case in point - buildings should not be sitting empty and derelict. But at the same time I don't think that night time venues are the answer - we need to make the area vibrant in the daytime! But ultimately, I do think it is important to realise that our heritage could be a tourist drawcard and that heritage buildings are valuable.

7: Protect and enhance heritage buildings

Heritage buildings need to be seen by council and business as a valuable asset that help tell Newcastle's history and should be well maintained and adaptively reused. Heritage can be a win-win situation. There are plenty of non historical sites that can be developed rather than to destroy a historical building/site. If Novocastrians know the stories behind their city, and have the built evidence and identify, there may be more pride and less destruction of the CBD. Newcastle has a great and important history to NSW and Australia, which should be showcased to attract tourism both nationally and internationally.

Impossible to choose just one. But I chose this after some passengers on a cruise ship recently (asking directions, -I work in a bookshop) said they were impressed, above all by the number of Art Deco buildings still here, in Newcastle.

7: Protect and enhance heritage buildings

The built environment/heritage is uniquely Newcastle: a focus on this core area could be the basis for radiating further into the other important areas of improvement, eg appearance, dining, pedestrian accessibility, cultural/artistic events, public safety. This is one area that definitely needs Council input, as private concerns tend to be less interested in heritage.

7: Protect and enhance heritage buildings

Enforce owners to clean up their dilapidated properties!

7: Protect and enhance heritage buildings

by using the spaces these buildings provide.  
By removing graffiti, doing them up and renting them out as coffee shops,galleries,restaurants/accomodation

7: Protect and enhance heritage buildings

Cleaning them up and highlighting them perhaps with tasteful lighting

7: Protect and enhance heritage buildings

Heritage Buildings are wonderful and such a pleasure to have Newcastle is blessed and we should treasure them they are also a great tourist attraction

7: Protect and enhance heritage buildings

This is the priority for the window of time where this can be done well is limited, although the other alternatives are attractive, perhaps they can wait if needed be.I think the Post Office Building must be repaired immediately. If Government doesn't contribute maybe a public fund.

7: Protect and enhance heritage buildings

Re-building existing building and maintaining those already in good condition.

7: Protect and enhance heritage buildings

It is DISGUSTING what happened with the Palais site  
\* Encourage business involvement to assist with funding

7: Protect and enhance heritage buildings

\*Increased business activity would result in more activity which would lead to positive spiral of economic,social, cultural life as well as increased presence of people would increase safety and reduce vandalism and criminal activity because there would be more people around

7: Protect and enhance heritage buildings

The precinct needs to be more attractive

7: Protect and enhance heritage buildings

7: Protect and enhance heritage buildings

Council using its powers to require owners to properly maintain buildings (particularly those that are neglected, unoccupied or have graffiti on them) and in default council investigate prosecution of council doing the work and recovering the cost from the owner.

7: Protect and enhance heritage buildings

Protecting the Heritage Buildings is my number one priority as there are far too many of them being neglected and pulled down. Also places like Gordon Ave need to be protected from a big stupid freeway going thru there. It is arguably the most beautiful street in town and has some gorgeous period homes that need to be protected.

7: Protect and enhance heritage buildings

Closely followed by Developing a night time entertainment and dining experience. That would undoubtedly revitalise the town. place strict conditions on DA's to ensure heritage buildings are protected

7: Protect and enhance heritage buildings

any of the above would help more compliance to Heritage legislation by property owners and enforcement action by Council

7: Protect and enhance heritage buildings

By encouraging appropriate business, such as cafes, restaurants, cinemas, to take up residence in the heritage buildings. If these buildings are owned, give owners some kind of deadline to renovate and enhance the buildings.

7: Protect and enhance heritage buildings

Seeking philanthropical sponsors whose names may be lent to the buildings. I have just been in Christchurch which has a vibrant city centre focussed on old buildings and artistic, cultural and tourist activities.

7: Protect and enhance heritage buildings

I think this priority could be addressed firstly by moving squatters out of unoccupied buildings, for example: the old Star City village. Stop simply boarding the buildings up, getting an artist to cover the boarding with graffiti -as this really doesn't improve the appearance. Get in there and take a look at what practical steps can be taken in order to get said building habitable again. It's a shameful thing for Newcastle that buildings as beautiful and historically significant as the Post Office should be left in the state they're in. Cut the beurocratic wrangling and get on with the job. The way things look, NCC & Councillors are just hoping that either 1/ squatters move in and the building 'mysteriously' burns down or 2/ the building is left to disintegrate like the Palais Royale - shame, shame, shame!! Also, in regards to the needs of heritage buildings like the Town Hall, don't just blame it all on the poor construction techniques of our ancestors, get on and do something about it!! Too much talk, not enough positive action.

7: Protect and enhance heritage buildings

This is an impossible question - choosing ONE response: they are mostly linked:

People are less likely to CHOOSE to come to the city - if there is:

limited pedestrian access,

no / expensive parking, it is ugly, empty, graffitied and vandalised,

unsafe,

nothing to do: no cafes, movies ....

and as for heritage buildings, the Post Office is Newcastle's ongoing disgrace - the Council should never have sold it, and never as another all nite bar ... it could be a vibrant Hub of small outdoor verandah cafes , shops, flowers & fruit & veg stalls on the steps.... Melbourne PO is a perfect example of what could be done with Newcastle PO: the council must buy it back! The state government should buy the Newcastle Post office, or get in redeveloped.

More University activities downtown.

Retention of railway for future use by Newcastle citizens. the derelict buildings are killing the overall appearance of the city as you enter it from the west.

Cleaning up these buoldings and making them usable again has to be the top priority

Building owners should be given an incentive to repair building such as funding or fines.

Get the bones of the street right and the rest will follow. It is the most important thoroughfare in a significant national city. It should build on its strengths - which are more than shops and cafes.

The fate of the old post office sums up the zero efforts of the three levels of government.

The Commonwealth Labour Government selling it off to a person whose ultimate aim was to demolish it.

The State Labour Government who couldn't care and is just a puppet of Canberra

A Labour Council headed by Tate who see heritage as gutting all the historic buildings and just leaving the facades.

The prioroty could be addressed by stopping the destruction of the city's historic buildings and the railway service by developer's whose only interest is a quick profit.

7: Protect and enhance heritage buildings

I think that people who buy heritage buildings should have a time limit imposed on how long they can leave them vacant, and that when that time expires their ownership of the building should be forfeited if they haven't done anything with it. There seems to be a pattern of people buying heritage real estate in Newcastle then leaving it vacant and neglected, until it has become so dilapidated that they are then allowed to pull the heritage building down and replace it with a cheap, ugly building instead.

I believe Newcastle Council is extremely lax in protecting Heritage buildings of Newcastle, eg. The Palais. Heritage buildings provide the soul of a city and are important to the "feel" of the area. Heritage buildings provide a backdrop to businesses, arts and cultural events, enhance the experience of tourists and provide the history of a town/city just with their very presence. Developers should be prohibited from demolishing Newcastle's heritage and council should "sell" Hunter Street and its potential through its heritage rather than seeing it as a barrier to the development of the area. Knock on effects from enhancing these heritage assets would be the increase in interest from business in Hunter St and would increase Tourism. These assets should be marketed just as the laneways of Melbourne are marketed. Hunter St is an asset that should be one of the greatest focal points of the city. Pressure the Federal Government to buy back and fix the old Post Office building. There has been much said and continues to be in regards to the above priority I have ticked.

To let our once great buildings slowly decay due to neglect by their owners over-time should not have been allowed to continue.

The powers that we need to rectify this situation is by taking severe firm action against those responsible, as this can and should be preventable.

As I think , after all, these heritage buildings are Newcastle. We can approve to almost all of the above, with some exceptions. We don't want any more cars in the Newcastle CBD, the traffic is bad enough as it is.

Also, we appreciate that the locals are concerned by all the drunks, which spill out on the streets when the pubs close. Therefore, any new entertainment facilities within the CBD should be restricted to restaurants.

But what really makes us upset is how the old buildings are treated, in particular the old Post Office Building. It is an absolute disgrace that the council cannot step in and take control to stop the deterioration of this beautiful building. Stop taking down the heritage buildings. Fix up old buildings instead. What aesthetic, historic or cultural value do replacement buildings made with steel and concrete have in comparison?

7: Protect and enhance heritage buildings

7: Protect and enhance heritage buildings

7: Protect and enhance heritage buildings

By limiting/restricting new development, or by encouraging redevelopment of existing or derelict buildings. Potentially a moratorium on all new developments until existing disused buildings are repaired, modified or converted could see developers attracted to buildings of historical significance and creative and sensitive refurbishments carried out.

eg 123 Scott St kept the existing historic facade but redeveloped a new building behind this, thus preserving the heritage, but attracting new residents to the precinct.

Development of mixed use buildings encourages a greater diversity of activities over longer periods of the day, not just business hours. Ideally, retail outlets should be located on the ground floor level of buildings, commercial on the first/second floors and residential above that.

Get rid of the rail line !

More frequent buses from suburbs  
Replacing the heavy rail with light rail and running it from Bar beach to Hamilton  
Reintroducing car free zones, providing parking elsewhere so people can walk along the mall.

The foreshore is heavily utilised as a recreational area but this is disconnected from Hunter Street. There needs to be the businesses in Hunter St to attract people across. More parkland down the honeysuckle end of the foreshore would make the area more family friendly potentially creating a market Hunter Street could draw on. However the connection between the two would need to be improved

Access across the rail line with pedestrians level crossings at Worth Place and Steel St.

Why not improving public transport, frequency of trains  
Widening footpaths and turning the Street into single lane in both directions. the parking spots need to be kerbed between plantings to visually narrow the Street. Create more crossings.  
as said; encourage pedestrian activity by removing the need for cars by introducing the light rail transport loop. It will solve the rail line problem, the parking problem, the problem of reluctance to socialise in hunter street, and replace the road with grass so it even looks nice!

Remove rail  
Having car-free days.

Creating incentives for pedestrians (and cyclists) to use the space, and disincentives for cars.

Better public transport into the city (so that people don't have to bring their cars).

More people oriented activities and events (the new markets are excellent).

7: Protect and enhance heritage buildings  
8: Improve pedestrian accessibility  
8: Improve pedestrian accessibility  
8: Improve pedestrian accessibility  
8: Improve pedestrian accessibility  
8: Improve pedestrian accessibility

8: Improve pedestrian accessibility

8: Improve pedestrian accessibility

8: Improve pedestrian accessibility

8: Improve pedestrian accessibility  
8: Improve pedestrian accessibility

8: Improve pedestrian accessibility

I also strongly support a number of the other priorities identified in the list, especially the protecting and enhancing heritage buildings, cultural activities, and providing more trees and green spaces. I don't think that concentrating on a single priority will achieve anything - this is a multi-faceted issue that requires a multi-faceted approach.

Promote the Free Bus Service to visitors and with Rate Notice Mail out.

Open a plaza in front of Civic Station with green lawn and shade trees.

**8: Improve pedestrian accessibility**

A crush lane for turning vehicles at Civic Gates so that two lanes of traffic continue to west along Hunter Street

Promote the Free Bus Service to visitors and with Rate Notice Mail out.

Open a plaza in front of Civic Station with green lawn and shade trees.

**8: Improve pedestrian accessibility**

A crush lane for turning vehicles at Civic Gates so that two lanes of traffic continue to west along Hunter Street

bike lanes

bike parks

Each time I travel along Hunter St, I am appalled with the condition of the road surface itself is uneven. I am continually taking avasive driving to avoid bad sections of road surface resurfacing of the entire lenght of Hunter st.

It should be considered also the amount of dilapidated buildings along all of Hunter St.

It is depressing thay should be removed ASAP.

An increase in the height of new buildings should be allowed this would encourage developers to build along Hunter St and to the West of the city centre. (not before time I might add)

**8: Improve pedestrian accessibility**

Also take less notice of the radical resident groups and individuals into have kept this city in the dark ages for decades. replacing heavy rail with a tram system that would allow people to cross from Hunter street to the harbour. Establishment of more open space seating and gardens in small courtyards. Hunter St is very wide. It's daunting to cross because of its width and the high speeds of cars driving there.

Narrowing or removing lanes and providing perpendicular parking along most of Hunter St would slow down traffic and double or triple the available on-street parking.

Faster traffic could be diverted to Honeysuckle Drive and King St.

**8: Improve pedestrian accessibility**

With hundreds of new parking spaces available on Hunter St,

there would be a much higher pedestrian density along the street and more pedestrian density means more passing trade for businesses.

Furthermore, new parking stations would be less urgent.

It is hard to choose just one because a number of them are particularly important together.

Green spaces, vehicle access and more cultural and tourist activities also need to be implemented.

As already stated, the paths and curbs need upgrading.

8: Improve pedestrian accessibility

8: Improve pedestrian accessibility

8: Improve pedestrian accessibility

8: Improve pedestrian accessibility

But there is also the issue of heaps of deteriorating buildings and falling down squats that need fixing.

improving public safety, more shops and businesses remove rail line from Wickham to Newcastle Station. Replace with light rail or tram.

Remove the rail corridor and putting light rail  
 Improving pedestrian accessibility in Hunter Street, Providing more trees and green spaces, Developing a night time entertainment and dining experience, Encouraging more people to live in Hunter Street and Improving the appearance of the street all go together.

Hunter street from wolfe street to stewart ave is devoted to cars.

It needs to be made more appealing to pedestrians and cyclists etc

- this can be done by slowing the traffic down
- widening the pavements including trees and greenery
- a separated bike lane

- changing the traffic light timing so that it there is less waiting at you walk down hunter street into west Newcastle

Basicly designing for people and rather than cars.

I am a firm believer in keeping the rail line to Newcastle station so I feel more stations from Wickham to Newcastle st and more and decent pedestrians crossings over the rail line

8: Improve pedestrian accessibility

8: Improve pedestrian accessibility

There are a number of priorities that should be addressed in tandem - but encouraging pedestrian activity is important in activating the space and gives an alternative experience to visiting a 'shopping centre.'

As discussed in the previous question i believe that this priority could be addressed by:

- narrowing the road - giving more space to cyclists and pedestrians
- way finding signage (with walk times)
- seating/ rest spots that are attractive and shaded
- More tree canopy for shading and as a buffer to the traffic
- Improve the bus stops - currently ugly and in some places create conflict with those queuing and those walking along the pavement

**8: Improve pedestrian accessibility**

- greater priority to pedestrians - more crossings/ zebra crossings

If people are able to move freely and quickly around an area they will use it. I know that if there was some form of motorised transport that only had a short waiting time then I would be hopping on and off, walking sometimes and enjoying the shopping experience i.e.if and when shops return to Newcastle. At present I have to make a decision as to where I will park and that determines the radius of my shopping and as such I spend very little time in the city.

I believe that there should be at least two pedestrian crossings of the railway line.

**8: Improve pedestrian accessibility**

**Wider footpaths/pedestrian plaza**

I think the fence is dividing the City up, but not necessarily the rail. I know of so many people from Maitland and Lake Macquarie who rely on the rail to get to Newcastle, especially a few fanatical teenage surfer friends who travel from Maitland with their surfboards to go to Nobbys beach. They'd be very upset if they would have to get off at Wickham to catch a bus, because buses don't normally allow them to carry surfboards on board. We've got to make it more accessible for people to travel from Honeysuckle to Newcastle West to allow business to flow. But at the same time you can not destroy such vital public infrastructure which is relied on by so many.

**8: Improve pedestrian accessibility**

**Get rid of the cars and improve public transport**

**8: Improve pedestrian accessibility**

**8: Improve pedestrian accessibility**

- 1 remove railway crossings,
2. comprehensive traffic management plan (after resolving train issues)
- 3improve quality of pavements, ensuring a near level, flat surfaces.
- 4.Car-parks close to Hunter st, scattered along the length of the street.
5. Ensuring existing and future street dining allows for clear pedestrian passage.
6. improve amenity for pedestrians, by ensuring owners of buildings maintain awnings so they don't leak in rainy weather, there is improved street-scape with more trees, bench seating etc. Adequate 'public' space for cultural events...east , central and western ends. ensure interesting and appropriate art work/ sculptures
7. improve security along the length of the street, day and night. It is hardly accessible when it is a battle field out there.
8. control underage drinking.
9. improve public transport.
- 10 consider rear to kerb parking on one side of the street, only 3 lanes of traffic, however the central lane to be dual way, ie into town in the am, out of town in the pm
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    8. control underage drinking.
    9. improve public transport.
- 8: Improve pedestrian accessibility
- There are hundreds of office workers on Honeysuckle drive who would probably venture over to Hunter Street during the day if they could get access easily. This could be by bridge if the current heavy rail was to stay.  
 Reduce the speed limit so pedestrians and bikes dominate the city not cars. This will greatly improve the amenity, make the city more accessible and attract people back to the city  
 create and implement a public domain plan for hunter st & beyond  
 Introduction of signalised pedestrian crossings, which are more frequent during the day (shopping hours), but give priority to the cars during peak hour.

Enhanced pedestrian amenity - footpaths designed for foot/mobility use rather than aesthetics (old courthouse/Post Office precinct a positive example; Mall precinct a negative example).

8: Improve pedestrian accessibility

Provision of all-weather seating areas to allow pedestrians to sit/relax/refresh under cover; enhanced lighting provision in these areas.

8: Improve pedestrian accessibility

with a light rail system - removing the dividing line (current railway) - linking us back to our greatest asset (water). get rid of some (non-heritage) of our less usefull buildings to create green spaces.

8: Improve pedestrian accessibility

There needs to be much better pedestrian accessibility from the Honeysuckle Precinct into Hunter Street. This could be achieved by placing pedestrian over-rail bridges at regular intervals between Stewart Avenue and Union Street. This could encourage the many workers in the Honeysuckle Precinct to venture back to Hunter Street for meals which could encourage cafes and restaurants to resurrect themselves in that part of Hunter street. The derelict buildings in the Stewart Avenue-Union Street strip of Hunter Street need desperate attention. Also building pedestrian over-rail bridges in this vicinity might ease the problems of car parking all too evident in the Honeysuckle Precinct and also alleviate the car traffic pouring from Stewart Avenue into the Honeysuckle Precinct in the early morning which causes great congestion and pollution.

First and foremost this is done by upgrading the existing train services and making them more accessible (both financially and timely). Secondly more adequate bus timetables would address in bringing more people into the st but without the associated problems associated with increased personal vehicles.

8: Improve pedestrian accessibility

A safe, cheap and environmentally friendly means of accessing Hunter St will ensure that Hunter st is available for all novocastrians. Prioritising the use of private vehicles and shopping will only see those people with money looking to use the street as can already be seen by the clientèle of places like Honeysuckle.

8: Improve pedestrian accessibility

By slowing traffic, making the space one that is appropriate for pedestrians - attractive, trees, seats, ease of moving from one side to the other, bubblers.

9: Cultural activities and tourism

Events such as Livesites are a fantastic way to stimulate activity in the city centre. It shows that Council has confidence in its city centre, and is not ashamed by it. Businesses and residential communities respond to this confidence with investment, community satisfaction, pride and a renewed interest in the urban spaces which have for so long been lying dormant and underutilised.

Events such as Livesites are inexpensive compared to other options provided above such as improving the appearance of the street (that gives the impression that Council will start redeveloping the dilapidated eyesores that litter Hunter Street - however, this is largely outside Council's control). A mere spring clean will do nothing for the wider issues that have led to the

decay of the city centre - decline in residential population, shift of investment, public campaign of fear of the city's night life and patrons).

9: Cultural activities and tourism

Free music in the parks, more movies in the parks and on the beach. Art on pavements-chalk. Weekend sport demonstrations, more markets.

I'm not sure.

Possibly by attracting more cafes, galleries and some select shops selling things like Hunter Wine, coffee, chocolates, paintings, quality tourist souvenirs etc. The street needs a theme, maybe Art/Music and work toward it. It needs sidewalk stalls, buskers, artists working. This linked with light rail(similar to StKilda in Melbourne) would really re-vitalise Hunter Street.

more activities in town for families. Make it safe

I do not go to Newcastle at night, so I cannot comment on the public safety aspect. I do feel that having the mall trying to compete in any way with suburban shopping centres is pointless. Newcastle is no longer near the centre or gravity for newcastle/lake macquarie. No-one is going to travel past glendale, charlestown or kotara to go to 'regular' shops. The shops in the mall etc will either need to be convenience to serve the people who work in town - and that wouldn't seem to be enough business - or they need to be the kind of shops that are unusual and fun to browse through - local designers or artists with their own stuff etc - more like some of the shops in hamilton or darby st Maybe this wouldn't attract the rent that some of the shops currently pay, but if the current shops cannot attract sufficient business, then the rent that is being paid at the moment is obviously too much.

If the mall had these kind of shops then you might go there after going to foreshore to etc, but usually when I go to beach or the foreshore on the weekend, i go straight home and it would not cross my mind to go the mall then - I am not even sure how many of the shops would be open.

Removal of the Rail Line is a must do high priority!!!

Redevelopment of the art gallery to better serve citizens and tourists and to honour the extent and excellence of the collection held by the city. Destination architecture would be desirable but the expansion needs to be achieved quickly to better dispaly the city's single most valuable asset - the collection of the art gallery.

I feel that cultural activities and tourism, which would bring people to Hunter Street, is a logical starting point.

This would naturally result in developing entertainment and increasing dining experiences along with encouraging more shops and business because these sectors grow where there are people. In turn, this will bring more people to live in the city, depending on the calibre and variety of cultural activities, that is.

Obviously, the extra tourist dollars and rates from additional residents living in the city, will help pay for the improved pedestrian accessibility, appearance of the street including greening, and a continuous free (or even maybe \$2/day) shuttle bus will encourage movement throughout the street.

Finally, all of the above will improve public safety.

As for protecting and enhancing heritage building. There must be reasonable and realistic compromise between the building owners and the Heritage Council. These building must pay their way just as we all do, therefore, the Heritage Council must amend its rules to allow greater use of heritage buildings. The horse and cart days are well and truly gone and if they want to keep these building in public hands, for instance, something's gotta give!

The CBD had the feel of a "Gost town" I believe most of the above need to be addressed

You need to facilitate the contact between individual artists, art groups and big business. Why don't we have big art events like sculpture by the sea?

i think all of the above are equally important. as for encouraging cultural activities and tourism - more support for local cultural festivals such as This Is Not Art. supporting local artist and encouraging public art. support of local theatre. discouraging bogans who speed down hunter street yelling offensive things at passers by.

Cities I have visited around the world that are outstanding have most of the above points in balance. The cultural focus makes a city unique, flavours it with local essence and prevents the dull 'shopping only' feel of places like Singapore.

this was a hard one to answer because I believe most of these are VERY important.

1. I think heritage buildings add character to a city and should be retained and cared for; this adds to the beauty and friendliness of a place, making it attractive for people to visit (but in itself won't revitalise the city)

2. more green places and trees also add friendliness and warmth and character, as well as encouraging people to visit and "play" in the city, after their shopping or business activity.

3. I think we do have a lot of dining opportunities already but to offer more night time entertainment is a good idea but needs to be done in conjunction with 1 and 2 above as well as addressing the safety issues too.

9: Cultural activities and tourism

## 9: Cultural activities and tourism

4. Of course more shops and businesses need to return, as these provide other reasons for people to go in to the city - but I believe these will follow if the other above are addressed and the public enjoy their city experience. If 1 and 2 are not addressed then people will go elsewhere for their business as they can do it more efficiently and in less time at the large complexes closer to home.

5. we already have a few large car parks, I think improvements in the amount and efficiency and cost of public transport may be a better idea. (I NEVER take a car into the city of Sydney, there are plenty of bus and train options and frequency on offer is great. Also in Melbourne a beautiful city with old heritage buildings, and large green trees, lots of life, as well as the businesses and eating experiences - they have the tram around town)

6. So I settled on the cultural activities and tourism as I think these things will bring people in after hours and weekends, and will bring the life back to the city. Look at any events held in town now, the crowds always come - Mattara, Australia Day events, maritime festival etc I often brought the family in to town when the kids were young for these events.

7. We need DJ's to stay and some other specialty stores like Spotlight bring lots of people into Newcastle. I strongly believe the city should be made more people friendly and the wonderful assets therein such as Art Gallery, Museum, (soon) library foreshore etc capitalised on. It will always be hard to do with the rail line running up the middle.

There is currently under conversion in New York the former rail line from around 1st street that is currently being converted to walkway. It has reached 20th street and people love it. I can imagine an even better result with the conversion of the Newcastle rail to something similar.

Newcastle City needs to stop trying to compete with the major shopping centres. They are never going to win that one, and therefore need to offer different, more family-style activities. It is a shame that Hunter St mall has opened to traffic as that, I believe, was a retrograde step in revitalising the city and creating people-friendly spaces for family oriented activities.

Protecting and enhancing the heritage of the city is another aspect of this. The shopping centres can be where people get their glitz and glamour and leave the city for its cultural heritage and ambience.

Were these things to happen, there would be a greater pull for people to live closer and to be part of the city. This would also enhance tourism.

Buildings like the post office should be bought back from private ownership and developed in a way, either as a conference centre, or accommodation, or both, that attracts people to the area throughout the day - not just as a night club which would add to the alcohol-fueled problems that we are seeing more and more of.

Shift the legal system somewhere else. Move Wickam Stn and terminate heavy rail the other side of stewart av (or put in a bridge over the rail - who was stupid enough not to put a bridge in when Industrial hwy was re routed?). Light rail from there up Hannel St then the full length of Hunter terminating in Pacific Park. This puts more contiguous land on the river side of transport where it ought to be, and provides transport right to the beach. Close Hunter off from other traffic. You are wasting money trying to make the CBD a city center. It's on the end of a peninsula and will never be a destination of choice for >90% of Newcastle residents. The market will die as all previous attempts have. The Sunday market at the showgrounds will always win out as it is more central with more variety and in my opinion has more local produce cheaper and fresher. Open the museum. Encourage activities for backpackers (even if you need more security to enforce unruly behaviour). With the light rail through the heart, patrons will not have to rely on unreliable taxi service.

By establishing weekly activities (at least 3 times each week), a variety of people would be encourage to visit Hunter Street.

In order to do this, however, other 'reasons' mentioned above would have to be addressed; being - improviing the appearance of the stree, providing more trees and green spaces, improving public safety, protecting and enhancing heritage buildings and improving pedestrian accessibility.

Also, by having an established weekly program, all visitors to Newcastle would have access to 'what to do and see in Newcastle' well in advance in order to plan their stay in the Hunter.

#### 9: Cultural activities and tourism

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|---|--|
| <p>9: Cultural activities and tourism</p> <p>9: Cultural activities and tourism</p> <p>9: Cultural activities and tourism</p> | <p>Regular markets at eastern end by fully supporting the relocation of university campuses into newcastle city</p> <p>having more to offer visitors (cruise ships) etc.<br/>Hoons can be an issue in the east end. Occassional police presence (it happens near the Credit Union) around Newcastle Train Station and beach would be welcome. Encourage more backpackers, those guys are always around and improve the quality of the environment.</p> <p>Encourage cafes, Sprocket (on Watt) has been great for the east end.</p> <p>More temporary shop usage (Simon's project, forget the name) has been great.</p> <p>Hunter Street markets have been great</p> <p>Opening the mall to traffic has worked well too.</p> <p>Do what is necessary to get the old Post Office operating - anything to get it open again!!!!.</p> <p>Many of the sandstone buildings have crumbling exteriors, please support this restoration too.</p> <p>More family orientated events</p> |
| <p>9: Cultural activities and tourism</p> <p>9: Cultural activities and tourism</p>   | <p>By improving public safety, encouraging more shops and businesses, and improving the appearance of the street. I recently visited fremantle in WA. I feel that Newcastle has alot in common with this popular town: Beautiful coastal setting, many historic buildings and a long history, healthy arts scene, industrial past and present.</p> <p>I think Newcastle city centre lacks what fremantle has seemed to achieve-such as a diverse range of eateries, and trendy shops,al fresco dining and cafes whilst retaining the historic facades. Fremantle now attracts alot of tourists. We should not only improve Hunter street but the cross streets and lanes to create a cultural centre for the city, and not just focus on new high rise foreshore development.</p>  |
| <p>9: Cultural activities and tourism</p>   | <p>encouraging shops or private to use uninhabited areas (especially those close to Newcastle train station or CBD)</p>  |

## Q9. Places visited between Pacific and Perkins – other

subject	things_do_area_a_11_other
education	Education - WEA
education	music classes
recreation	cafe after galleries visits
recreation	Cyckling (recreational exercise)
recreation	Events
recreation	exercise
recreation	Exercise
recreation	Exercise/running
recreation	going for a walk
recreation	GREATER UNION MOVIES KING ST
recreation	having a look around
recreation	lecture at the Longworth Centre
recreation	Mostly breakfast - it's a dead area at night
recreation	Newcastle Nippers
recreation	riding through mall on usual weekend bike ride
recreation	Running with my training group
recreation	Singing
recreation	social bike riding with child
recreation	swimming at Ocean Baths and collecting mail at Post Office
recreation	Theatre, or waiting for a bus
recreation	view civic displays
recreation	visit Lock Up Cultural Centre
recreation	visit renew newcastle sites
recreation	visiting community projects
recreation	visiting renew newcastle projects
recreation	walking the baby
recreation	walking/browsing
recreation	renew newcastle events
recreation	Showing tourists around
recreation	To show people the concrete balls in the mall
retail	checking out the market
retail	Christmas night markets
retail	hand craft market
retail	looking at the markets
retail	market shopping
retail	markets
retail	markets - but wssn't overly impressed.
retail	Professional apointment
retail	red lantern market
retail	red light markets prior to Christmas
retail	visited the market
retail	Beach and hairdresser
retail	birthday & christmas shopping

retail	Cosmetics David Jones
retail	Shopping for foods and medicines
retail	Try to do everything local
services	Australia post
services	Bank
services	bank / ATM
services	Banking
services	Banking & Post Office
services	Banking , PO, etc.
services	banking/post office
services	financial/banking
services	Hair cut
services	hair cut
services	haircut
services	haircut
services	Hairdresser
services	hairdressing appointment
services	medicare
services	Medicare office visit
services	Newcastle Service Centre
services	Post and Conservatoriums
services	post office
services	see the Dr
services	Specialist appointment.
services	Visit solicitor
services	Visited solicitors office
transit	bike riding
transit	bike riding with kids
transit	bus access
transit	Catching train, Newcastle Station
transit	cycling through to another location
transit	cycling thru' to another location
transit	don't normally stop
transit	drive
transit	Drive
transit	driving through to another location
transit	drove through to another location
transit	going to the train station
transit	pick up daughter from singing lesson
transit	TRAIN STATION
transit	walking to the beach
work	Business meeting in office
work	meeting relating to Heritage

## Q13. Most liked between Pacific and Perkins

<b>subject</b>	<b>most_like_area_a</b>
	<p>1. Nice old buildings, mostly low rise, give almost an impression of an European city.</p> <p>2. The trees (are they maples?)</p> <p>3. David Jones, very pleasant shopping environment</p> <p>4. The easy access to the railway station</p> <p>5. The easy access to the foreshore and the ferry to Stockton</p>
accessibility	6. The absence of car traffic, although that has changed recently.
accessibility	a means of getting to where i was going
accessibility	A walking city space that is not crowded. It is still very easy to move around - even with the danger of the cars in the Mall.
accessibility	Accessability to Newcastle station and court houses
accessibility	Access to cakes and sight seeing in the area
accessibility	Access to nearby park.
accessibility	access to shops
accessibility	access to specialist services, heritage buildings
accessibility	Access to the Hunter Street Mall with all the shops, cafes and health services.
accessibility	Access to the shops and the waterfront
accessible from work	accessible from work
	restaurants/cafes at East End only
accessibility	tree planting projects
accessibility	Accessible to where I want to go, easy on a bike on the foot path - not the road
accessibility	being outside, walking from shop to shop. the shopping centres are all inside. can usually get in to do what I need to do and get out quickly, usually I drive in and can park relatively close to where I am going at low cost.
	There are several nice cafes for a coffee stop.
	I Often attend Joy Cummings Centre for a meeting, I think this is a great venue ,good to have these type of facilities available , that attracts some people in to the city too.
accessibility	I like the bus stop area at west end of the mall, open and visible, and the sculptures are an attractive feature to the facility.
accessibility	Casual walking
accessibility	Close location to beach.
accessibility	Close to beach, though the freshness/openess is gradually being built-up with new buildings
accessibility	Close to home, the variety of shopping meets my needs sometimes and means I don't have to go to big shopping centres which I dislike.
accessibility	closeness to beach
accessibility	closeness to foreshore and harbour
accessibility	closer to pacific street there are some nicer cafe's. the fashion shops. the trees and open air shopping.
accessibility	closest shops to my work
accessibility	Coffee shops and restaurants, proximity to beach and park.

	coming in and having coffee at Gloria Jean looking at the shops and then walking over to the Harbour and relaxing just watching all the harbour activity followed by a nice lunch.
accessibility	conveinence
accessibility	Convenience where I live to shops local. Slowly improving but still embarrassed to take visitors, so dirty the outlets are wonderful- keep them coming
accessibility	Convinience to access my particular financial institution
accessibility	Despite the need to restore and revive I still love the 'old' Newcastle and the relaxed way of walking and shopping that this space still allows.
	As more people 'come back' to the inner-city, especially retirees we will need the rail-line, bus services and so on.
	I hope GPT doesn't continue to rob us of our cultural facilities like the Showcase cinema.
accessibility	YOU NEED TO PROVIDE FREE PARKING!!!!!!!!!!!!!!
accessibility	Ease of access as a pedestrian to a wide range of services
accessibility	Ease of access for foot trafic. Cosmopolitan feel, although could be significantly improved. Heritage buildings, has some character. easy access by train
	diversity of shops (malls tend to be all the same now)
accessibility	less traffic and easy parking
accessibility	Easy access to a number of co-located governement services. Easy access to whatever shops that we now have left in the Mall
accessibility	The car spaces in the Mall are O.K. if you have to bring the car.
accessibility	Easy asccess to David Jones
accessibility	Easy place to walk around
accessibility	Easy to move around on foot
accessibility	Easy to use. It has David Jones
accessibility	easy walking,
accessibility	Flat walking surface to access the Ferry terminal at the foreshore
	foreshore
accessibility	cafes
accessibility	shops
accessibility	freedom to move
accessibility	Good level of pedestrian amenity afforded by width/surface of footpaths. Could be enhanced by more seating.
accessibility	Good place for shopping with kids, wide paths means they can walk safely.
	Good place to go for coffee, light lunches.
	Interesting variety of shops. Shame to see so many closing down.
accessibility	Convenient to visit medical centres i.e. Skin cancer clinic, doctor, pathology.
accessibility	Good shopping facilities, easy access to shops, parking price is a bit dear
	Good thoroughfare for exercise in the city. It gives variety and a change from walking through residential areas.
accessibility	Easily accessible with many ways to access the area.

accessibility	great location for beach access, train, shops and cafes, with good trees and seats in parts
accessibility	greenery, especially pacific park and easy access to newcastle train station Have only been to the market area during the day - it was impressive with increased seating and greenery.
	Will have to go in evening to determine safety factor.
	The 1/2 parking is great - it allows people access with the ability to decide if they want to stay longer and to explore safely what shops are now there.
	The food stalls are good.
	I only saw one restaurant as yet but the venue hopefully will encourage competition in this area.
accessibility	Comment for future - thought the idea of the cobble stones- bricks look pretty but were very uneven and it would be less expensive and more practical if when it comes time to replace them to use coloured ? red brown stamped concrete. Not so pretty but probably less uneven and cheaper.
accessibility	I can't say that it is exactly a pleasant place to be - it is a bit sad and empty most of the time. The main thing that I like is that the basic things that I might need during the day are available if I need them - bank, post office, chemist and grocery store - the IGA is fantastic for basics. I rarely plan to use these shops however as I would rather do these things to or from work - not in my lunch hour, so I only do these things at lunch if I can't do them to or from work. I
accessibility	I dont visit it out of a liking i visit it either to work, meet with friends or to eat I like being able to drive right up to the restaurants and shops I am going to.
	Places like Customs House, East End Enoteca, Al Gators, Sprocket, Longworth, Restaurant II all are great places that I purposely visit.
accessibility	Being able to shop in an open-air mall as opposed to a closed in shopping centre is great too. I like that it is the only place that when you shop you come out into the fresh air. Not like all the other shopping centre, you can smell the sea air.
accessibility	I liked that you wouldn't get run over cause the mall was closed to traffic but know I have to be on my game with the traffic coming through. I like that one can visit shops, cafes etc by walking around OUTSIDE without being enclosed in a shopping mall. I like the trees in the Hunter Street Mall & it would be good to have more public leisure amenities (tables & chairs around & underneath them()).
accessibility	I like that there are small INDEPENDANT grocers that have started operating to service the eople living in the city centre. I like that there is an art gallery in a heritage listed building thatassists in keeping the history of the city accessible to the general public.
	I like that there are places to buy food fron that are NOT franchises.
	I like that there are facilities such as banks and chemists.
	I like that the sand stone walls are still there.
accessibility	

- I like the 'feeling' of history in some parts.
- I like the feeling of a functioning inner city area that you get at times.
- accessibility I like that you can take all members of the family with you if you can get a park. By this I mean you can take your dog shopping with you and also a disabled person with you in a wheelchair because there are very few stairs anywhere
- accessibility I like the fact it is not too busy. You don't feel harassed by the frenetic pace of Charlestown or Westfield, Kotara. If there were more good shops with good products we would spend more there. Food shops there have not been competitively priced so prefer Marketown, Newcastle west. I am greatly saddened that it has declined so much from the vibrant centre it once was.
- I like the fact that you can stroll without fast cars zipping by.
- I like the life that comes there during the middle of the day.
- I like the history in the buildings.
- accessibility I like the proximity to the beach.
- accessibility I like the trees, the ability to walk along the footpath without it being too crowded, the restaurants even though there isn't enough of them, some of the old buildings. The shops are OK but just not enough of them.
- accessibility accessibility I like this area most because of the Pacific Street Park and how you can walk to the beach through the Park. I also like the general atmosphere of the area and I wish the rest of Hunter Street could at least be that good. However the minute you go down toward Hunter Street West, it is a different story and quite disappointing.
- accessibility I live locally so I like to be able to shop local
- accessibility I love the proximity to the beach and the foreshore walk. Love the nightlife. It has a cosmopolitan feel at night and on weekends.
- accessibility I'm not as happy now that the mall has been opened to traffic, but I like the cafes at the eastern end of the strip, and the accessibility to the beach.
- I used to like walking through the mall, especially when Live Sites had particular shows or activities on.
- accessibility I haven't yet been to the markets but think it's a good idea and wish them success. It has a variety of shops, pubs and services (medicare/ banks)
- accessibility It is close to the beach
- accessibility It has some good little restaurants and I can ride my bike there fairly safely
- accessibility It is very handy to home for me.
- accessibility It takes me to the beach and other places that I want to go.
- accessibility It's easy to go from there to other parts of the inner city
- accessibility It's easy to walk along except for some of the footpaths.
- accessibility Its heritage buildings, but they need looking after
- The proximity to cultural activities , the port, parks and beaches.
- accessibility The community activity -type of shops, as well as larger stores, like David Jones, cafe's, footpath seating and outdoor eating.
- accessibility it's my local shopping centre. I like that I know most of the shop keepers . I LOVE David Jones The markets are good now

accessibility	It's my neighbourhood
accessibility	Its proximity to my place of residence
accessibility	Its proximity to natural assets such as Newcastle Beach and Newcastle Harbour.
accessibility	It's proximity to the beach, cafes, DJs, restaurants and the homes of friends. I like the parts that are undercover when it's too hot/rainy. I like the places that do have trees and seating, however the seating is sometimes used by drug-addicts and that scares me in the evenings.
accessibility	Its proximity to the harbour
accessibility	ITS QUIET AS FAR AS TRAFFIC MOVEMENT GOES, GETTING NICE AND LEAFY NOW AS TREES GROW, SHOP OWNERS ARE PLEASANT. DIVERSITY OF SHOPS, AND SOME ESSENTIALS LIKE McHEMIST, DOCTOR, NEWCASTLE PERMANENT THERE, POST OFFICE AND NICE LITTLE CAFES. GOOD COMBINATION OF THINGS. I'D LIKE TO BE ABLE TO TAKE MY DOG INTO MORE PLACES, BUT ONE CAN SIT OUTSIDE IN SUMMER
accessibility	It's the heart of our city .... close to the beaches, this area has a great potential .. if only our transport system was regular and reliable. The mall really needs more shops and the proposed developed (by GPT) sounds like exactly what the mall needs to help it revitalise.
accessibility	Local to me. No parking hassles as i walk.
accessibility	Location
accessibility	Location
accessibility	Location (close to beaches) and heritage
accessibility	Location! Brilliant Architecture, close to beach, great feel, shows what the city has to offer! Some of my favourite parts of newcastle.
accessibility	Lots of people, activity, ease of crossing from one side to the other. Trees and seating.
accessibility	Lots of shops/businesses in small area.
accessibility	mainly used by pedestrians
accessibility	Mix of business and retail
accessibility	More pedestrian friendly than other parts of the inner city.
accessibility	Most of the shops that I frequent are within a relatively short distance from one another and there are no hills along that strip (for people with a disability like myself).
accessibility	Near the ocean
accessibility	not many people about
accessibility	not to many cars and they move slowly
accessibility	Not too crowded.
accessibility	Not too many cars. Variety of things to do. Some nice historical buildings,
accessibility	Nothing, I am local and use some of the business located there. Otherwise I wouldn't go there. The foreshore and honeysuckle are much nicer
accessibility	Now that the mall has been done up. It is a pleasant walk
accessibility	Old facades of buildings, glimpses of the harbour, nearness to the ocean and the park at Pacific Street.
accessibility	open areas
	close to coasts
accessibility	old buildings
accessibility	Outdoor shopping
accessibility	outdoors
accessibility	Probably the accessibility of it. It's easy just to drop in to David Jones.
accessibility	proximity to bay
accessibility	proximity to beach

accessibility	proximity to beach, civic precinct
accessibility	Proximity to beach, restaurants
	Proximity to Newcastle railway station
accessibility	David Jones Store
accessibility	Proximity to the harbour and businesses
	Queens Wharf plus the promenade.
accessibility	Hunter Street Mall when it was only for the walking community. I don't mind the cars in Hunter St at night but not in the day time. The children love Pacific Park it is a great family friendly area.
accessibility	Relatively easy access to the east end
	satisfactory parking to access banking, post office, medicare, david jones
accessibility	of course this will not apply if the area gets busier
accessibility	Shop/residential mix so handy to the beach
	that it contains the hunter st mall. Silly questioning that is going to queer your survey results as half the area in question is the mall with all facilities and the other part of it is along side the railway as it comes into newcastle and is a double lane carriage way, so obviously no shops trees cafes etc..
accessibility	The ability to be able to walk with my husband
accessibility	The ability to drive down the street.
accessibility	The ability to park close to my meeting location
accessibility	The accessibility for conducting ordinary day to day business such as banking, mailing, chemist, good cafes continue to improve ambience towards the eastern end. The reintroduction of car travel has improved the overall feeling of the area and it appears more businesses are opening. Unfortunately we still have a problem with undesirables hanging around and litter. Paved areas need continuous maintenance and in many areas replacement. The pathways look grotty. Being a keen and regular cyclist, a cycleway going both ways would make cycling safer. We can always increase the amount of greenery and flowers. How about hanging baskets from street lamp posts.
accessibility	the beautiful heritage buildings and cafes and easy walking in this area
accessibility	The closeness to the ocean and the views
	The improvement over the past couple of years of the street scape.
accessibility	The changes to angle parking in the eastern end has been fairly good.
accessibility	the location of most cafes and the easy walking to the required destinations
accessibility	the mall and close proximity to beaches and harbour
accessibility	the opportunity that it breathes. It is close to beach, could be the aortic arch of the city but again, old buildings are neglected with prime neglect the old post office. This street should be like a walk/ bicycle and wine and dine and get together haven! this could be so much. Bali corner and ice cream man; well done!
accessibility	The pedestrianization of the Mall should remain with parking in the adjacent streets.
accessibility	The presence of a rail service that is part of Newcastle proper, being close to the beach and other social activities
accessibility	The presence of David Jones and the outdoor shopping experience.
accessibility	The proximity to the beach and the open space
accessibility	The proximity to the beach, and the park like feel
	The rail Station right into the City Center
accessibility	The closeness of the Harbour

### The old buildings

accessibility	The recent access for cars
accessibility	The width for the pedestrian areas
accessibility	The width of the footpaths- because the street is one way there's plenty of room to walk and the street is less busy/safer.
accessibility	The width of the street, being able to amble along it.
accessibility	There's a beach at the end of it!
accessibility	There's not much there, there's not much to like, it's really just a gateway to Nobbys area.
accessibility	This area is closest to the railway station, DJ's is thanks goodness still there although their food hall isn't. There is a bookshop and cafe, but not much else, it would be great to see it alive again. I haven't been into the mall since the markets have been operating but I hear they've added some atmosphere.
accessibility	This area provides access to basic services.
accessibility	Trees. Close to East Newcastle and beaches.
accessibility	Variety of architecture, proximity to shops and beach
accessibility	Walking in the Mall
activities	When I was last there, we attended the live sites animal farm and reptile show for kids - loved it.
accessibility	I like best the access through to the foreshore precinct.
accessibility	You can walk
activities	* a retail hub - a number of shopping options - that are usually less busy than their suburban counterparts;
	1. Nice old buildings, mostly low rise, give almost an impression of an European city.
	2. The trees (are they maples?)
	3. David Jones, very pleasant shopping environment
	4. The easy access to the railway station
	5. The easy access to the foreshore and the ferry to Stockton
activities	6. The absence of car traffic, although that has changed recently.
activities	a better vibe, eg restaurants/entertainment venues
activities	A people friendly mall with slow car speeds
activities	A few of the cafes. The art gallery
	Angus & Robertsons.
activities	The small quirky shops that are part of Renew Newcastle are great!! I think they should encourage more of these one-off unique and original businesses to open in the Mall.
activities	Available cafe choices
activities	Beachy feel, cafes. I think it's the perfect spot for more cafe's bars restaurants.
activities	Being a resident of Newcastle suburbs for many years it is like going to the headquarters of my territory . It is part of my home with lots of memories and some sadness as the area seems to be suffering a change of face not necessarily for the better
activities	being able to walk along the mall with omitted vehicular access.

Being about to walk from place to place in the fresh air and sunlight and not in air-conditioning.

- |            |   |
|------------|---|
| activities | The tree-lined mall.  |
| activities | Being not a shopping mall   |
|            | Being outside under the trees not in a shopping centre. The relaxed feeling in the Mall and the lack of piped music and noise of a shopping centre.   |
|            | I especially like to coolness of the trees in summer and being outside in the sun in the winter.  |
|            | I also like the old facades of the building and the interesting arty shops which are opening in the Mall. I enjoy the more arty, individual feel of the shops opening rather than the mass produced generic quality of shops in the shopping centres. This has to be encouraged. I enjoy seeing interesting people from all walks of life--- surfers, lawyers , students and builders there is a sense of vitality rather than just generic shopping. i.e. a place where more than just shopping takes place. (Perhaps that could be a selling slogan?) |
| activities | Being the top of town, it's Still Alive..... just!  |
| activities | Boutique Fashion stores   |
| activities | Cafe 16 and The Lock Up Museum  |
| activities | cafe that sells vegetarian food, boutique art/tea/ fashion shops in mall  |
| activities | Cafe, Pacific Park, old PO building architecture, other old buildings   |
| activities | Cafe/Eat strip, park area near Pacific st   |
| activities | cafes & lock-up gallery , renew newcastle art spaces, loft youth venue , the markets.   |
| activities | Cafes, restaurants, enough people around during the day to feel safe  |
| activities | cafes, some shops   |
| activities | Coffee shops, cafes, book shops, medical facilities   |
| activities | David Jones   |
| activities | David Jones - I shop there  |
|            | David Jones   |
|            | Lyndell's Hairdresser   |
|            | Proximity to Harbour- I love seeing the big ships coming in with the big boats. They are just so big and impressive   |
|            | Newcastle permanent building Soc  |
|            | Discount chemist  |
|            | Westpac Bank  |

Newcastle Bakehouse has excellent almond croissants

It is handy having a local Sussan's also

activities	david jones and it's close to villa clone in king st
activities	David Jones and Rivers. We have occassionaly parked in the short term free parking areas in the mall. It is quite a pleasant area with the trees and paved areas.
activities	David Jones Department store.
activities	David Jones Newcastle
activities	David Jones Gentlemans Outfitters Restaurants
activities	David Jones, Medicare Office. Old shop scape particulary first floor of buildings on each side of Hunter St. Beautiful old stone buildings
activities	Diversity of shops and that most of them have something in them! (ie no empty shops)
activities	Doc's pharmacy - great opening hours
activities	During daytime it is safe and friendly to walk around and to shop. There are some very good restaurants and fashion shops and take away cafes.
activities	During the day it is a comfortable place to walk and have coffee or a meal
activities	Fashion shops
activities	Few nice shops but not really much there. There are better places to shop unless you want to go to David Jones. Food and drink - high quality bars eg. Longworth Institute are very good- east end could have more high end bars
activities	Heritage buildings eg. great norh need to be restored, section across road from Newcastle Station very bad.
activities	Food outlets
activities	Galleries, cafes coffee shops GG Gelatis
activities	It is very disappointing that the old post office building is still left empty. it leaves a void in the end of town.
activities	going for walks Good cafes and shops at Pacific Park end.
activities	Attractive and pedestrian friendly at Pacific Park end.
activities	Good for walking
activities	Great emerging restaurant scene.
activities	Grocery shops, cafes, people being around
activities	I don't know from memory which part of Hunter St this is so I'm giving the same generic answer for most sections. I so rarely visit Hunter St I don't remember. I like some shops - the smaller, cooler ones. A few gift shops, a few clothes shops. The Bogey Hole cafe is nice - that is the closes place to Hunter St I would actively go and visit. Any other time I'm there it's simply to get through to somewhere else
activities	I enjoyed the mall before the traffic but I understand that it is good to have passive surveillance of cars travelling through the mall if there appears to improve risk. It's good to find shady spots with seating for a break at lunch time.
activities	I like being able to drive right up to the restaurants and shops I am going to.
activities	Places like Customs House, East End Enoteca, Al Gators, Sprocket, Longworth,

Restaurant II all are great places that I purposely visit.

Being able to shop in an open-air mall as opposed to a closed in shopping centre is great too.

activities

I like the cafe area, it is quiet and pleasant to eat out of doors.

activities

I like the concept of the mall. The decision to allow traffic does not seem to have had any detrimental effects.

activities

I like the end closest to Pacific Streets cafes

I like the feel of being able to stroll; the way life slows down; and the feeling that I'm on holidays even when I may in fact be on my lunchbreak.

activities

I enjoy the diversity that Renew Newcastle has brought to the mall area and the life that the buskers bring to the atmosphere.

activities

I like the mall and how relaxing it is. I like the street entertainment. I like the foreshore and going fishing

I like the Mall for the mall's sake, rather than the shops and choices.

activities

mostly the few coffee shops at the pacific street end along to the Newcastle Bakehouse.

activities

I like the Mall, I really do - at least, I like that it is there. The idea is great, and will be greater - as long as the community is allowed to florish.

activities

I like the mall. I like the funny little shops.

I like the shops like David Jones and the seats to sit and watch the people go by.

activities

I like the aspect of the mall and city and my memories of Newcastle city as part of my life.

activities

I like to see that the business are operating successfully.

activities

I like very much the idea of more people living in the area and the little cafe/resaurant type of atmosphere no big supermarket complexes please to complcate this area!

activities

I like visiting David Jones!

activities

I like walking between Pacific St until I come to the mall. It is a bit rough walking with a walker. I am very disatisfied with the cleanliness between Pacific until you get to the Mal. Also it is very unclean from Watt St, Scott St to Perkins

activities

I like what's happening in Pacific st and Hunter st to Watt st. West of this needs work!

activities

I love the mall area and would do all my shopping there if sufficient shops were provided. I love the ageless beauty of the post office and short walk to the water.

activities

I particularly enjoy shopping at David Jones and the fact that Medicare is opposite and close to Newcastle Perm.

I really only use the streets for running up the hills.

activities

I don't use it for any other purpose and find that there is nothing there of interest to me. I tend to go there for 2 purposes only. 1. The asian grocer store. 2. The cycle store (TwoWheel)

My wife very occasionally visits Spotlight.

activities

The rest of the precinct appears either derelict, fleabitten, or for methadone addicts. I have no cause to spend time there finding out what other businesses might be worth visiting.

If the old Post office was renovated or restored - which is now an eyesore... Hunter street would improve dramatically.

- |            |  |
|------------|--|
| activities | Positives .... trees , and david jones   |
| activities | It doesn't have too many empty shops and thus is nice to visit.  |
| activities | It is a strip shopping area distinct from a huge shopping centre   |
| activities | It is close to where I live. I probably like David Jones the most it will be a shame if it closes down. The quality of the shops and food outlets within the mall is fairly poor, although renew Newcastle has helped a fair bit by getting interesting different shops within the area. It is fairly run down and dirty for the most part though.   |
| activities | It is leafy, near the beach and city services, Conservatorium, is in a heritage areas with nice architecture, is an old fashioned shopping strip unlike that of Westfield, is well served by public transport, appears quite pretty at the moment (with the exception of the pavers) and seems to bbe gradually going ahead. Isn't overrun by chain retail stores. Specialty retail. Could attempt to consolidate more specialty retail into a smaller area? Eg: Muso's Corner, Spotlight, Bridal shops, Rock Shop, Comic Book Shop, Frontline Hobbies, galleries.<br>its a nice place to work |
| activities | customs house is lovely  |
| activities | Location of David Jones.   |
| activities | Mall Area, art spaces  |
| activities | More modern shops opening up in the Mall, arty original shops (as part of "Renew Newcastle"), markets on Thursday, Friday and Saturdays, pedestrian area to walk along (Mall).   |
| activities | music classes  |
| activities | nice casual walk, as long as it is not late  |
| activities | not too busy to walk the dog   |
| activities | Not too many cars. Variety of things to do. Some nice historical buildings,  |
| activities | Oporto   |
| activities | Outdoor cafe's near Pacific Park.  |
| activities | outdoor shopping, specific shops eg DJs, renew newcastle spaces, sushi koo   |
| activities | people living there  |
|            | Refreshed Hunter St. Mall - more shade, greenery and seating are good improvements   |
|            | The dominance of pedestrian over vehicular traffic, plus that there seems to have been an increase in the volume of pedestrians  |
|            | The reduction in empty storefronts as a result of the low-rent initiatives for small businesses  |
| activities | The additional activity and colour from the Thurs-Saturday markets in recent weeks   |
| activities | renew newcastle shops and events   |
| activities | Restaurants  |
| activities | Restaurants and cafes  |
| activities | Restaurants, favourite cafe, on the way to the beach - good walk.  |
| activities | retention of older buildings   |
| activities | rivers clothing store  |
| activities | safety, as a pedestrian it is very safe to walk and cross roads.   |

	same barber for 30+ years
activities	DJs
activities	shopping in the mall now that more retailers have moved back in
activities	Shopping is OK, but not enough.
activities	Shops and cafe's specifically missy mou the fashion botique, the bogey hole cafe and Atlas restuarant.
activities	SHOPS ONLY
activities	Shops, food available, less empty shopfronts due to Renew Newcastle, seeing people out and about and enjoying the facilities.
	Some new little shops are appearing and these are different to centres e.g. Westfield
activities	Generally people about
activities	Somewhere different to walk
	Straight path in either direction. Options to drop into a variety of stores. Split of eating/cafe venues more to the east, more retail shops to the west. Single level easy walking access.
activities	takes me to the beach, al-gators take away.
activities	That it has finally been opened up to traffic.
activities	That it is an open shopping centre, although now of very poor quality, more like a very down-market suburb than the second largest city in the state.
activities	That it is not a commercial shopping centre
activities	the cafe areas, otherwise I don't use the area
	The cafes at Pacific St end
	The Lock-Up Cultural Centre
	DJs
activities	The improvements to street cleanliness in the last few months (Well done, Council!)
activities	The coffee and going home
activities	The current mix of shops is more interesting than shopping centres. The addition of the markets is good and I prefer the outdoor shopping experience to being indoors at shopping centres.
activities	The David Jones store that is the only real business that is putting up with the disgrace in this area!!
	The different types of shops ; and they do try to cater a bit to everyone's likig.
	Hopefully more life can be brought back here though so others can appreciate how fortunate we are to have such a nice place in Newcastle
activities	(It's a shame some places have just been 'let go' of though )
activities	The diversity of shop types
activities	The ease of walking. The variety of buildings. The variety of types of shops.
activities	The friendly people I meet in the street.
activities	The funky renew Newcastle shops featuring handcrafted and unique gifts.
activities	The growing number and variety of shops.
activities	The Hunter Street Mall (even though it could be vastly improved). I enjoy the retail shopping, the trees.
activities	The increase in small funky coffee shops, and art/clothing spaces instigated by Renew Newcastle
activities	The interesting shops.

activities	The Loft youth centre
activities	the mall
activities	The mall
activities	The Mall & Gloria Jeans coffee
activities	The mall, Cinema, KFC, Shops, David Jones, Bogey Hole Cafe, Sprocket, Newcastle Permanent, The Brewery The market
activities	David Jones
activities	the markets and some of the shops
activities	The markets are cool, the mall is nice, Renew Newcastle has made an awesome difference in the city
activities	The markets, David Jones, and particular cafes.
activities	The new opening up of the mall to traffic. Also its closeness to the Harbour, however this would be even better with the removal of the rail line. Also the approval of the GPT development would be great.
activities	the new renew spaces that are cropping up, there should be a lot more of them
activities	The only thing that draws me to the mall a couple of times a year, not including if I possibly have a business meeting in there, is DJ's and my favourite Restaurant in bolton Street, Restaurant II (which unfortuneatly is up or sale so may not be there for long).
activities	The pacific park trees and fountain (though it need some further work to get the jets to work. The markets are good.
activities	The pacific st end is busy, tidy, nice looking buildings
activities	The Parks and Gardens add a break to the Cosmopolitan side of the city. They need to be nurtured and encouraged. This is viewed very much as a transport area where the parks from the beach provide a quick and easy access to Hunter Street and Services. The surrounding area needs a concentrated clean up to ensure it is maintained in pristine condition for visitors
activities	All other facilities appear adequate but with the new high rises being built this is in danger of being very much overcrowded and swallowed up at the beach. NO more development should go on in this precinct, until it can be adequately assessed long term to the problems all these apartments are causing.
activities	The plane trees and the shade they provide; the book shop; David Jones
activities	The quality of a number of specialty stores.
	The renew newcastle initiative has made it much more lively. I like that it's close to the beach and it's not a horrible souless mall like westfield, and it's relatively easy to get to by public transport.
activities	It has a unique feeling that could really be built upon by encouraging creative enterprises and bohemian shops/cafes.
activities	the renew newcastle shops and art
activities	The 'Renew Newcastle' shops.
activities	The Renew Newcastle sites give me hope. This part of town would make an excellent arts precinct. It's proximity to the beach, restaurants and Darby St make it ideal for cultural tourism. The heritage buildings are wonderful and create so much more identity and atmosphere than the bland and upmarket Honeysuckle development.
activities	The restaurants I least like the intimidation with people hanging in the area as you walk down Hunter Street.

	the services eg health and legal
	renew newcastle shops and galleries
activities	<p>streetscapes the shady Mall area</p> <p>return of traffic to Mall renew Newcastle shops / variety</p>
activities	outdoor shopping experience
activities	less frenetic than enclosed shopping centres
activities	The Shop variety
activities	The shopping mall, access to public transport. city facilities and activity, restaurants, clubs, movie theatres. etc.
activities	the shopping mall. the through traffic
activities	the shops I can be familiar with
activities	The variety of shops and the fact that the Mall has now been opened to traffic
activities	The variety of shops and the hope that the old Post Office building will one day be re-developed
activities	There are a couple of good cafes
activities	There are enough shops and health services to do both in the one visit.
activities	there is a great mix of interesting places to eat and i love that there are artists in residence around the area.
activities	Things to hold my interest along the way
activities	This part of Hunter St is more a destination for me for the cafes toward Pacific St Trees. Seating. Markets.
	Flat route without cars that avoids Scott St which is narrow in some places.
activities	The bank. Rivers clothing. Angus&Robertson.
activities	Unusual shopping opportunities as well as some fashion chains. Like the Renew Newcastle shops - Make Place and the milliners. David Jones is very important part of the mix. Like the casual cafes / bakeries as well as the heritage precinct around the Lock-up (pity about the Post Office but please talk some sense into the fools that think it can be recycled as an art gallery or council chambers - function centre or "QVB" more appropriate).
activities	Variety of shops and pleasant outlook with street tree plantings.
activities	Variety of shops is different to Garden City Charlestown Shopping Centre . The atmosphere is great with all the buildings, foreshore, train station, Art gallery, Library, Civic Park etc.
activities	Variety of shops that are not found in your average shopping centre. Good places to dine. Friendly outdoor atmosphere
activities	walking along the Wharf
activities	when events are on. otherwise i tend not to go un there
activities	When there were no cars
activities	Small boutiques and shops
activities	David Jones
activities	you can get almost anything you want without travelling to major shopping centres and its outdoors rather than being encased in a multi storey shopping centre
appearance	Apart from the old buildings, not a lot.

- Apart from the post office it is an area that has growth and is increasingly interesting. I like the organic nature of the growth and feel I am somewhere unique rather than the sterile developments of say Charlestown or to a lesser extent Honeysuckle. I recognise it as Newcastle and not a reality TV production of a city that could be anywhere.
- appearance  
architecture  
beautiful old buildings  
clean, nice buildings.  
General streetscape and period buildings  
great buildings,  
greenery, especially pacific park and easy access to newcastle train station  
Heritage  
Heritage Architecture  
We should be thoroughly ashamed about the state of such valuable buildings, which should be our very first concern.  
Many have been neglected since the earthquake & the cyclone.  
Our City Council are not insisting on the repair & care of most of these buildings.  
Many owners received money to rebuild & have never done anything toward restoration.  
I still believe the City Council should have the clout to demand & be able to fine owners who do not keep the buildings in perfect condition.  
Nor does our local National Trust seem to have any interest in our heritage buildings, which should be their prime concern.
- appearance  
heritage buildings  
heritage buildings  
Heritage buildings  
Heritage buildings  
Heritage buildings (especially the old POst Office), the walking mall, close to the beach, in the heart of Newcastle, close to public transport.  
heritage buildings and proximity to coast  
heritage buildings, a couple of the restaurants  
Heritage character and boulevard of trees.  
Historic buildings and homes even though some are in a dreadful state of decay. It breaks my heart everytime i look at the Post Office it's a disgrace to our heritage!!!!  
Historic buildings
- appearance  
sense of history  
Historic buildings.
- appearance  
The mall (especially when it had no traffic in it).  
Hunter Street has a number of age old facades, several of heritage value. Unfortunately they have been hidden from view by inappropriate developments such as awnings, windows filled in, and garish paint schemes. Many have been aloowed to run down. The building are a prize asset and should be better managed for the benefit of the community.
- appearance  
I am quite satisfied with that section of town. It could do with a bit more variety in shops. I find it represents the old Newcastle. Not the ugly Honeysuckle area. The train station area could do with a vamp otherwise I am satisfied.
- appearance  
I like the buildings along this stretch of Hunter Street. I like the trees near the old post office and those in the mall.
- appearance  
I like the heritage buildings in that part of town. I like the glimpses of the harbour you get down streets and between buildings. It's a beautiful area, not often recognised.

- appearance I like the trees,
- appearance I like the unique 19th and early 20th century buildings that comprise the street scape.
- appearance I love the old buildings around that area. I like the water features too.
- appearance I love the post office building and the T & G building
- appearance I was quite dubious about opening the Hunter Mall however, I would like to commend NCC on the appearance it has made the Mall more appealing.
- appearance I would like it to have more of a community feel. Access to important things like a Post Office and large super market.
- appearance I especially like the trees.  
If the old Post office was renovated or restored - which is now an eyesore... Hunter street would improve dramatically.
- appearance Positives .... trees , and david jones  
It is in better condition then the rest of Hunter St.
- appearance It's a nicer part of hunter street. No delapidated building, except our grand old post office but don't get me started.
- appearance Its role as the historic cente of the CBD
- appearance Large number of heritage and art-deco buildings preserved and maintained in good condition except former post office (utter disgrace). Pleasing that recent "new" buildings designed to harmoize with old. Trees in front of "government" buildings a lovely contrast to "mall" section.
- appearance Like the statue's near bus stop.
- appearance Able to drive through late at night in car due to Anti Social behaviour. The car is a form of security.
- appearance Many examples of fine architecture in the buildings of that section but it still needs masive changes to bring it into the 21st century, such as the GPT Development Market events during weekend at day time.
- appearance Trees.  
More interesting shops, greater variety of greenery
- appearance no high rise , not over crowded , older buildings
- appearance not really sure, i do like the look of old heritiage buildings
- appearance old buildings
- appearance old buildings - however the old PO needs to be used - something should be done with it!
- appearance Old buildings are the best asset.
- appearance We need a theme for our shopfronts.
- appearance Old buildings
- appearance Small grain buildings
- appearance Lots of pedestrian activity
- appearance Overall it is clean, has reputible shops, and there are heritage buildings that are pleasing and in good appearance (such as customs house and the convict yard) as well as green spaces leading towards the foreshore.
- appearance Pacific Park
- appearance Heritage Buildings (but hate that they are in disrepair.. ie the old Post Office is heartbreaking)
- appearance pacific st end

appearance	Parks
appearance	probably the trees, theres not really much that stand out in my mind??
appearance	protection from the weather
appearance	Shady and few cars
appearance	slowly improving number of shops.. and appearance with markets and flow through traffic
appearance	Some grand old architecture. Reintroduced traffic. Not much else.
appearance	That is it now available to cars.
appearance	The appearance of the old police station
appearance	The architecture of the heritage buildings. The facade should be kept with construction behind allowed. The tree canopy.
appearance	The block closest to Pacific St
appearance	The buildings and streets around the Old Post Office
	The cafes at Pacific St end
	The Lock-Up Cultural Centre
	DJs
appearance	The improvements to street cleanliness in the last few months (Well done, Council!)
appearance	The casual appearance
appearance	The changes that have been made in the Mall with the re-introduction of traffic and the new shops that have opened up.
appearance	the fact that it is again open to oneway traffic, and that the trees give it a green canopy
appearance	The Heritage appearance of this area with the awnings and small scale shops
appearance	The heritage aspect of the precinct.
appearance	the heritage aspects, the new opened mall
appearance	The heritage buildings
appearance	The heritage buildings
appearance	The Heritage buildings
appearance	The heritage buildings (apart from the crumbling post office)
appearance	the heritage buildings and general ambience
appearance	The Heritage Buildings are nice and the improvements to the Mall are good
appearance	The heritage buildings between Pacific and Bolton Street, though the shame I feel at the Post Office situation is acute and NEVER take visitors to that end.
	The heritage buildings, and the nice appearance of the area. The David Jones in Newcastle is also a wonderful shopping spot, as it is attractive, maintains an older building, provides a shopping facility and brings in people. However more shops are needed to bring in customers.
appearance	The heritage buildings.
appearance	The heritage buildings.
appearance	The heritage nature of some of the buildings
appearance	The heritage streetscape. It needs to be maintained at that end of town.
appearance	The historic and heritage buildings, its the origin of the city, view of the harbour,
	The historic buildings that have been put to good use.
appearance	The thing I DON'T LIKE - the empty Post Office building
appearance	The historic buildings, the feeling, the trees that make it a pleasant place to stroll and linger, but very dirty looking
	The historical aspects of the area and particularly the buildings which are an important heritage feature of our city that should be seen as an asset rather than a liability.
	Imagine Sydney if someone had managed to convince the Sydney City Council to knock down the Queen Victoria Building and put up a KFC or McDonalds!

appearance	The Hunter Street Mall since it has been reopened for traffic is a much more attractive and vital area.
appearance	The mall and the heritage buildings
appearance	The old buildings - even though the Post Office building is in such a sorry state. It is a very charming street scape just begging for more activity
appearance	The old buildings and the trees. It is also the location of some nice shops.
appearance	the old buildings if you could see them for the modern shop fronts covering them
appearance	The old buildings, all the heritage of historic Newcastle
appearance	The old buildings, especially .heritage ones
appearance	The old Buildings. However, most are falling into disrepair. Please save them. (the post office)
	The old buildings.
	Nostalgia.
	DJs
appearance	proximity to the foreshore
appearance	The old heritage building and trees but the buildings are looking very tired and unloved. Post office is the usual destination.
appearance	The only thing to admire is the Heritage Buildings
appearance	The original buildings, especially the architecture of the older building.
appearance	The park along Pacific street is nice.
appearance	The post office building
appearance	The Railway and heritage buildings
appearance	the restoration of Hunt Solicitor Building
appearance	The retention of at least some of the older buildings
appearance	The revitalisation of The Mall
appearance	The shaded nature of the area and the heritage style buildings that remain.
appearance	The street trees
appearance	The street trees and ease of walking without cars. The new bollards and parking have detracted from the amenity of the open space we previously had.
appearance	The style of buildings and the variety of uses.
appearance	The time and money has been spent revitalising it. I took some photos one Sunday morning in Hunter St and posted them on Facebook. Many people couldnt believe they were of Newcastle, thats how positive the work has been.
appearance	the trees and Pacific park
	The trees and variety of different vendors in the street but needs a clean up - a bit of an eye sore in some places
appearance	It should be a mini oxford street for the future
appearance	the trees in the mall
appearance	The trees, I guess.
appearance	The two lanes
appearance	This is the best spot of Hunter st
	Toilets are a HUGE issue. The revitalisation of Hunter Street is very good, compared to last year the council has done very well. If it wasn't for the Renew Newcastle Project, the Hunter St Mall would be dead, we need to get more property developers behind the Renew Newcastle project. Seeds of change are coming, but there are still so many unused and derelict buildings that ruin all the good work that has been done.
appearance	Such is the monumental task of revitalising Hunter St Mall.
appearance	Traffic flows adequately
appearance	traffic in mall. Trees

appearance	Trees
appearance	Trees
appearance	Trees & walkways.
appearance	Trees and awnings non chain shops
appearance	Trees and gardens
appearance	Trees and lack of traffic
	Trees in the mall
	DJs
appearance	Availability bus services and short term parking.
appearance	Trees on sides of pavements. Shops (few though they are,) seem far more inviting than further west
appearance	trees soften the look as do outside seating for cafe's and pubs. trees!
appearance	old facades
appearance	Trees, boutique style shopping
appearance	trees, not too much traffic, outdoor cafes
appearance	Trees, shade and seating
appearance	Trees, shelter, quieter environment
appearance	Trees, some of the shops , Renew Newcastle places, Art Deco buildings, and Heritage buildings eg Lock-ip.
appearance	Trees, some shopping, limited traffic, David Jones
atmosphere	*Heritage nature of some of the beautiful old buildings.
	1. Nice old buildings, mostly low rise, give almost an impression of an European city.
	2. The trees (are they maples?)
	3. David Jones, very pleasant shopping environment
	4. The easy access to the railway station
	5. The easy access to the foreshore and the ferry to Stockton
atmosphere	6. The absence of car traffic, although that has changed recently.
atmosphere	A nice streetscape
atmosphere	Although the area still looks depressed the new shops and re-opening the mall to traffic is a good step. The area is laid back and pleasant to shop in
atmosphere	An interesting area to wander through on the trip home from the Harbour, Beachfront region
atmosphere	APART FROM THE UNSIGHTLY NEGLECTED PO it is generally pleasing to walk through this area, lots of people and activity in the day, vibrant the cafe area near Pacific St (this could be extended); good pedestrian access, wide footpaths.
atmosphere	As most of the shops are occupied here it creates the feeling of community for the east end of Newcastle
atmosphere	Atmosphere, people, shopping
atmosphere	atmosphere
atmosphere	Atmosphere
atmosphere	Easier and less people to make it easier to browse

	East-west orientation Shade Peaceful/quiet Outdoor aspect
atmosphere	Familiarlarity, some bright shops.
atmosphere	fREINDLY ATMOSPHERE CAFE SEATING
atmosphere	Heritage buildings and big old city atmosphere
atmosphere	Heritage buildings, nice cafes/restaurants, close to the beach, quiet.
atmosphere	Heritage buildings, variety of shops/businesses. It's pleasant to walk around that area.
atmosphere	Heritage buildings. Proximity to where I live and accessibility without using a car. Good shopping atmosphere ie it is not a "shopping centre".
atmosphere	Heritage buildings. Close to beach.
atmosphere	Casual vibe.
atmosphere	heritage feel, quiet traffic, variety of shops, shade, can cycle through the mall
atmosphere	heritage feel; ambience; opportunity to be special; David Jones
atmosphere	I have a favourite spot to eat and have a good friend living in the area to share a meal with.
atmosphere	I have always liked the vibe of Hunter street as a go to place
atmosphere	I like old buildings and look forward to seeing them renovated. The space to walk around leisurely. The open air atmosphere
atmosphere	I like that area of Hunter St because it has still managed to maintain some of it's old building THE OLD NEWCASTLE POST OFFICE does not fit into this area IT IS A DISGRACE..... I like the mall area and the wide footpaths. It is probably the nicest part of Hunter St at the present time
atmosphere	I like the fact you are not stuck in a great big shopping mall and that you can go from shop to shop by coming out into the open air and mall. Good having car access to the mall which has reduced some undesirable people lurking around. Like the fact disused buildings have arts people in them on low rent
atmosphere	I like the vibe that is back in this area. The only down side is the young teenagers hanging around the 7/11 store in a gang. They wait for the Loft to open. They are quiet intimidating to people. Move/ close the loft and this problem would go away. They also leave a lot of rubbish behind which the council do a great job in cleaning up each day.
atmosphere	I like the village atmosphere. I used to really appreciate the pedestrian access/lack of cars, especially with little kids. But now I feel unsafe with my children and the car access in the Hunter Street Mall.
	I love the green space of Pacific Park and the trees in the Hunter St Mall.
	I enjoy the freedom of street shopping, exiting a shop into the fresh air and sunlight rather than the artificial environment of a shopping centre.
	I LOVE what the Renew Newcastle project has done to inject art and variety of spaces/shops into this area.
	I like being able to shop at a large retailer like David Jones without having to go to the outer suburbs.
	I love the ease of public transport, with all buses and trains going to this area.
atmosphere	I love the proximity to the Harbour, with views unhampered by highrises.

- I love the openness of Hunter Street. Easy access to shops.
- The vitality when people come into the city on the rare occasions that it is busy.
- The way it was years ago when you could walk the length of the street and buy everything that you needed.
- atmosphere      The shops are dying and there is nothing much to draw you to the city anymore. I mostly go there Saturday mornings/early afternoon.
- atmosphere      There is generally quite a pleasant atmosphere, which I think is due to the trees, the paving, bench seating and few cafes around.
- atmosphere      I particularly like the character of all the old buildings.i like the strip shopping , open air style . Before all the businesses closed I enjoyed shopping there because there was always a nice sea breeze and a pleasant atmosphere in which to shop at leisure. The environment in this area is far superior, in my opinion, to the ghastly artificial atmospheres of the large shopping centres.
- atmosphere      I prefer the mall to monster shopping complex. There is more athmosphere you could say it is more European
- I USED TO LIKE not having to worry about vehicles and bikes on the Hunter Street Mall. I don't like that you've added vehicle access. It used to be a nice place to wander and enjoy the experience without worrying but now it just feels like any other street and I don't want to shop there now. Although business has been in decline, it at least still had some remnants of atmosphere and character to it. It COULD be a great place to feature cultural, musical and other artistic events in Newcastle, attracting a better kind of crowd back to the city and improving prospects for retailers. COULD help enliven it all again.
- atmosphere      i used to like the variety of shops and the buzz of people. It is still a nice atmosphere during the day
- atmosphere      Is user friendly for shoppers - open air.
- atmosphere      Variety of commercial outlets
- atmosphere      uncrowded
- atmosphere      Choise of coffee shops cateries
- atmosphere      Many banks
- atmosphere      It has quite a nice villagey feel
- atmosphere      It is a bit more populated. has the mall and a few shops.
- atmosphere      It is a open area mostly trees
- atmosphere      It is nice to stroll down the mall but so many shops gone . It is so quiet
- atmosphere      It is nicer than the other end!
- atmosphere      It is our town. I like the mix of people. We enjoy a meal and the overhead pass to the foreshore to complete our outing
- atmosphere      it's ambience, people, buskers etc
- atmosphere      It's character and geographical appearance. I like the alternate clothes/and other shops and the amount of trees that are allowed to keep on growing in the location.
- atmosphere      It's convenience and historical/architectural significance (ie character)
- atmosphere      It's culturally the older part of Newcastle and has a slightly more cosmopolitan feel.
- atmosphere      The buildings are older and have a charm more modern buildings lack. Like Newcastle's version of the Rocks.
- atmosphere      Its former glory.
- atmosphere      Its general open location
- atmosphere      It's the only decent part of the street as there are people and businesses around. It feels safe.
- atmosphere      It's uniqueness and history.

atmosphere	just the beachy vibe. you can smell the salt and usually hear the surf. just keep it clean.
atmosphere	Lack of people, outdoor shopping relaxed atmosphere. Generally easy to get a park or bus. Also ok to access on a bike from harbour bike track, although gets a bit tricky once you get to hunter st.
atmosphere	Leisure walk in fresh air
atmosphere	Newcastle atmosphere
atmosphere	Not being locked in a building/complex and being able to walk in fresh air till I reached my destination. Not being rushed by other people
atmosphere	Not changing too much
	Not tht far from the ocean
atmosphere	Old buildings
atmosphere	View of the railway line
	open air shoping
atmosphere	open and airy and not in the state of decay of the more westward sections of Hunter Street.
atmosphere	Open space and fresh air
atmosphere	Overall ambiance of the street scape. The old Post Office MUST be restored and would take pride of place based on heritage architecture.
atmosphere	Pacific park is a great recreational area and the cafe's also add life.
atmosphere	Pacific Park. The heritage buildings. The Mall. The friendly "country town" scale of most buildings.
atmosphere	People dominated, "village" atmosphere
atmosphere	Personal safety is satisfactory in daytime but I do not feel able to go to that area at night - no longer safe to be there
atmosphere	Pleasant ambience when people around
atmosphere	pleasant, things to look at, easy to walk
atmosphere	Quieter end of Hunter Street and a cleaner and friendlier environment
atmosphere	Quit area
	Refreshed Hunter St. Mall - more shade, greenery and seating are good improvements
	The dominance of pedestrian over vehicular traffic, plus that there seems to have been an increase in the volume of pedestrians
	The reduction in empty storefronts as a result of the low-rent initiatives for small businesses
atmosphere	The additional activity and colour from the Thurs-Saturday markets in recent weeks
atmosphere	relaxed & casual atmosphere.
atmosphere	That it has a distinct beach culture. it is an outdoors experience which we don't sell well enough
atmosphere	That it has a more complete feeling, not so many vacant run down areas.
atmosphere	That it is one way traffic, and the traffic is carefully controlled so that it is easy to move from one side to the other (chasing shade for example.) i feel more welcome as a pedestrian.
	That the shops and the street itself are generally more occupied than Newcastle West.
atmosphere	The street trees in the former mall are attractive
	general low speed of traffic during day time hours
atmosphere	The area if fixed up.

Good place to shop in fresh air

- |            |  |
|------------|--|
| atmosphere | The area is calm and inviting ( at least in daytime)   |
| atmosphere | The area to become a open museum with statues or sculptures, something to lure tourist into. This could also be a place to relax not just shopping and eating.   |
| atmosphere | The atmosphere around Pacific St is generally good due to the number of backpackers. The small cafe strip has a few good businesses but it would be nice to see more.  |
| atmosphere | The atmosphere since re-opening the mall is much better, with more people moving about and the opening of more fashion stores. Though there needs to be more parking around the mall, the footpaths need to be cleaner and it needs to be much safer (either through more police, CCTV and/or better lighting) of a night time.  |
| atmosphere | The best thing about hunter st is that it is not an indoor shopping mall. That said, not enough is being done to take advantage of this. The farmers markets are a joke, with little organic produce available despite being marketed as an organic market. The fashion is low end with a specific and limited clientele. The options for eating out are limited and not very appealing. The area is not very pedestrian friendly. The car is king in this town but not managed very well to integrate with other transport infrastructure or pedestrians. The pedestrian should be paramount in all design and planning for the city. |
| atmosphere | The Bogie Hole Precinct - lots of locals enjoying a coffee!!   |
| atmosphere | The buildings are quaint. It is also residential so has life. Wide streets and paths   |
| atmosphere | The buildings give an atmosphere of the bygone style and wealth of the area.   |
| atmosphere | The buildings that still exist, being able to shop in an open area with trees and sun or rain or wind, not being locked up in an air conditioned nightmare, I think that we are really lucky to have the heritage type feeling in this part of Hunter St. I really liked the G.P.T. vision in keeping the open outdoor feeling redeveloping the old lanes and keeping the existing building frontages, they should be supported in this direction when their D.A. is presented to N.C.C.   |
| atmosphere | THE BUILDINGS, CHARM, FAMILAR WITH PAST, RECOGNISE LANDMARKS, THERE ARE PEOPLE SEEN THE PLACE APPEARS TO BE ALIVE IN SOME SMALL WAY.   |
| atmosphere | The buildings, the proximity, the potential mix of businesses and the atmosphere.  |
| atmosphere | The businesses are personal and friendly. You can enjoy the outdoors while you shop and the location has such huge potential.  |
| atmosphere | The cafe culture on Pacific Street.  |
| atmosphere | The community there. It could grow into a larger community though.   |
| atmosphere | The cultural heritage of the buildings and the presence of overseas tourists/backpackers - although I feel a bit embarrassed by the look of Hunter St.   |
| atmosphere | The familiarity.   |
| atmosphere | Relaxed atmosphere.  |
| atmosphere | The feel of walking down the streets. It would be nicer to see more businesses &/or occupied shops.  |
| atmosphere | The feeling from the architecture/heritage buildings and the trees along the street. There seems to hold such potential for a vibrant (Darby Street/Beaumont St/Melbourne alleys) area if the right mix of cafes and business and residential can be orchestrated.   |
| atmosphere | The heritage architecture, low scale built environment, bus and train services, relaxed atmosphere, proximity to foreshore   |

	The heritage buildings, the trees, the layout, the location is fantastic, close to public transport, the beach, parks, clubs and pubs, It reminds me of being in Perth and Melbourne, and even a little bit like London. It has loads of potential. Its just too empty of people and shops! And needs a revamp! I have many great memories of this area growing up, there used to be so much more happening!
atmosphere	
atmosphere	The historical buildings and the ambience of how shopping used to be and the glimpses of the harbour.
atmosphere	The human scale and heritage character of the precinct.
atmosphere	The lack of people made it easier to move around and get served quickly
atmosphere	The location is very comfortable for us, because we live there
atmosphere	The low traffic levels and pedestrian amenity. The design, particularly the scale and bulk of heritage buildings.
atmosphere	The mall and its atmosphere. I'm quite happy its now open to traffic as long there is still plenty of seating and the delightful food outlets that were there before.
atmosphere	The Mall area with all the beautiful trees and the outdoor cafes and restaurants.
atmosphere	The mall atmosphere, but there needs to be more trees and more seating/tables.
atmosphere	The mall has improved dramatically over the last 12 months now that the shops have filled up and it is open again to traffic.
atmosphere	The mall is a nice area (though a little tired).
atmosphere	The mall now it has traffic flow and the heritage buildings that are maintained or utilised.
atmosphere	The mall with no cars
atmosphere	These seats and safe walking
atmosphere	Relaxed
atmosphere	The Mall, cafes, the trees, the grand old buildings such as the Myer building
atmosphere	The Mall, pedestrian nature of it, open air plan, human scale buildings, heritage aspects
atmosphere	The mall, the small shops, the feel of the place
atmosphere	The Mall. Being able to walk down a wide outdoor mall without cars even though there are few now. I like not having the cars near me, the extra space and feel of an outdoor mall. The lack of airconditioning in the space around the shops. It has a better feel than enclosed shopping centres.
atmosphere	the memories of how it used to be
atmosphere	The new life coming in from new entrepreneurs putting in the kinds of cafes/restaurants I enjoy. Renew Newcastle's properties too!
atmosphere	The new Mall
atmosphere	The trees
atmosphere	Improved cleanliness
atmosphere	Range of services
atmosphere	The old buildings - the Lock-up and the sense of heritage of the inner city. I grew up here and feel attached to it! I like its closeness to the harbour and the beach. Near Pacific Street I like Rosina's restaurant and go there regularly and I like the restaurant strip in Pacific Street.
atmosphere	the old school feel of the place
atmosphere	The older buildings and historical ambience.
atmosphere	The open air feel of the streets with the cafes. Very European
atmosphere	The open air, pleasant outlook in the mall area. Beautiful buildings in the area around the old post office - despite the disgraceful state of that building.
atmosphere	The open space

atmosphere	<p>the shops, coffee the area has a community feel about it with residential and business uses mixed in the area.</p> <p>The smell of salt air, and the sea breeze blowing down the road, walking back from the beach. We had a chance to change Hunter st years ago, but council said no to the post office open as a night cult. newcastle is known all over australia as a good place to party because of the closeness of the venues. Removal of heavy rail will open up the area, and make it easy to get home for everyone.</p>
atmosphere	<p>after you finish shopping you could walk over to the foreshore and sit and think of yesterday, while waiting for the bus, at Scott &amp; Perkins st.</p>
atmosphere	<p>The strip shopping potential of that section of Hunter St with its appearance and old style shop fronts</p> <p>It is great to see the revival of the Street and the clean up of graffiti.</p> <p>The street landscaping is reasonably good and I normally find the street clean</p>
atmosphere	<p>The neglect of the Post Office is the biggest blight</p> <p>don't normally go in at night - there is nothing much to attract me - I would go to Darby St or the Honeysuckle waterfront cafes instead or the movies in King Street.</p>
atmosphere	<p>The sunlight available during the day. No canyoning by overly tall buildings.</p>
	<p>The trees are nice, the mall is pleasant during the day.</p>
atmosphere	<p>David Jones is usually easier to access (providing parking is available) than Westfield at Kotara.</p>
atmosphere	<p>The urban feel that is still relatively uncrowded.</p>
atmosphere	<p>The vibe and feel of a beachside community</p>
	<p>The western end of the Mall has the Movies, fast food outlets and some small grocery shops. These are good for going into town and meeting up with friends, going to see a Movie and having a drink or something to eat afterwards.</p>
atmosphere	<p>But you cannot eat much there, cannot shop much either, can catch a bus and try not to cross Hunter Street for any reason.</p>
atmosphere	<p>This is generally a tidy and safe area.</p>
atmosphere	<p>Trees, village atmosphere pedestrians first.</p>
atmosphere	<p>usually quiet most people seem friendly</p>
	<p>Variety of cafes etc</p>
atmosphere	<p>Good atmosphere that could be better</p>
atmosphere	<p>Access to beach</p>
	<p>Variety of shops and pleasant outlook with street tree plantings.</p>
atmosphere	<p>Well if you look on the bright side I must say easy to get a park, (but that's necessarily a good thing as I would prefer a very busy city!)</p>
atmosphere	<p>Some nice architecture, post office(!) etc..</p>
nil	<p>Relaxed atmosphere during the day,</p>
atmosphere	<p>but that's about it, as I must be honest after dark it's quite depressing, it's like a ghost town!</p>
atmosphere	<p>Wide-open spaces, plenty of time to look around.</p>
nil	<p>Don't have a comment</p>
nil	<p>Don't know. I can't think of anything in the area, you need to provide a better description than just street names as they don't really mean anything to me.</p>

nil	I do not spend enough time in the area to offer an honest opinion.
nil	I don't chose Hunter Street for only one thing to see or do. This is a bloody silly question.
nil	I have no comment to make
nil	it is ok
nil	no comment - because I don't go there enough to remember all things about it!
nil	No particular likings
nil	Nothing in particular. I neithe or like or dislike it
	1 The potential for beautification and cleanliness; sadness that little is done
	2 The existing garden is delightful and that's where the story of Newcastle City Centre starts and finishes.
nothing	3 It is unsafe, dirty and neglected
nothing	absolutely nothing
nothing	Absolutely nothing..... It is a disgrace
	As hard as I try I cannot find one thing that I really like, in other words, it is just ok as a mall but nothing really to draw me there. ( compare to say Brisbane's city mall) We need to develop and give other business the confidence to follow.
nothing	Only DJ's I hope they never leave the area as thay are the main attraction in Hunter Street
nothing	As I only go to that prat of town for specific reasons I donot have any most liked feature.
nothing	As I remember Hunter St. as it used to be, there is not a great deal to like at the moment, although things are improving. However I dislike the sameness of shopping centres. Hunter St could be such a vital, exciting area, so I am not about to give up on this grand old lady!
nothing	At the moment thier is nothing that stands out to like. I feel that it lacks everything, it is all so very unattractive.
nothing	At the moment, not allot.
nothing	cant nominate specific
nothing	DEAD
nothing	for a main street, which is really meant to show off the city. its ugly. beautiful heritage building have have been decked out with ugly shop fronts, dirty footpaths and newer buildings have no design merits and appear ugly and dated
nothing	I am unable to think of anything that I like most about this section of Hunter Street.
nothing	I can honestly say that there is nothing that I LIKE about Hunter St. It's awful.
nothing	I don't like or not like anything in particular. Nothing really stands out
nothing	It is pointless to retain the mall because it is unattractive and congested, and depressing in the extreme
nothing	leaving it once I reached my destination
nothing	Newcastle road leaving the area
nothing	Not a great deal.
nothing	Not a lot
nothing	Not a lot run down and drab
nothing	not at lot
nothing	it's all very ordinary
nothing	Not much

	not much
	everything there is at shopping centres
	where parking is excellent
	you need shops in the city that are not at shopping centres
	shops that will attract the public.
nothing	Not much I only go if I have to
nothing	Not much, we dont go there because it is too difficult to get satisfactory parking. But we would certainly visit more often if there was free parking or some type of shuttle services.
nothing	Not mutch
nothing	Not too much. I have sentimental feelings for the city as I have spent my entire life here, but it is ugly and I am ashamed to show visitors my home town.
nothing	Nothing
nothing	Nothing - I call newcastle Little Iraq
nothing	Nothing appeals to me in this section
nothing	nothing in particular
nothing	nothing in particular
nothing	Nothing in particular - not a very welcoming area of our city.
nothing	Nothing it is a disgrace
nothing	nothing- its just a street.
nothing	Nothing much
	Nothing much I think the mall needed to be opened up to traffict I hate the yellow markings and big walls in the street and the strips of markings for blind peple it all adds up to an ugly road as far as I am concerned
nothing	I like the plane trees
nothing	Nothing much to like at this time.
nothing	Nothing really
nothing	Nothing really - it has deteriorated so much over the past decades there is little, if anything, to like.
nothing	Nothing specific
nothing	Nothing specific I just go there for what I require.
nothing	Nothing tangible just my memories of the 80s.
nothing	Nothing to like
nothing	Nothing, though at least there is a couple of more fashion boutiques.
nothing	Nothng in particular.
nothing	Reaching Perkins St and leaving the Mall behind.
nothing	Really - not a thing. Not a place I would take a tourist.
nothing	There is currently not a lot to like, except for convenience of shopping for people in the inner city area.
	There is not a lot to like - the mall is empty, therefore not conducive to spending time there - the shops are not interesting - apart from climbing the mountain to King & Church streets there is only Hunter and Scott - not much appeal at all
nothing	There is nothing that I find INTERESTING IN THE AREA
nothing	There isn't much really - I just went to see the new markets...maybe 10 stalls in all, but they did seem of good quality

		There really isn't anything that I like about the area. I only visit there when an occasion warrants it. The last 2 times have been for retirement dinners.
nothing		The whole area is bleak, unattractive, drab, has poorly maintained shopfronts, empty shops, etc. The business and width of Hunter St does not draw people to the street. People want a relaxing experience (like Beaumont St or Darby St) - not feeling like they're walking along a highway lined with empty OLD shops.
nothing		Very few people, but that's probably not a good thing for businesses in the area
		Very little . The street and seats were covered with bird droppings.
nothing		The pavers looked dirty from vomit and food Droppings
nothing		The businesses deserve credit for staying
		What with empty buildings lack of cleanliness there is not a lot to like
nothing		when i am leaving I do not visit in Newcastle after Dark in fact when I went to visit NIB Eyecare their staff stated to me that they do not like being anywhere in inner Newcastle after dark because its to dangerous
		1 The potential for beautification and cleanliness; sadness that little is done
		2 The existing garden is delightful and that's where the story of Newcastle City Centre starts and finishes.
potential		3 It is unsafe, dirty and neglected
		convenience
potential		potential to be a great area for tourism coming to the area as this is seen as the newcastle main area
potential		has the potential with some great sights and iconic buildings
potential		hunter street mall that is becoming better
		I enjoy Hunter Street, I just don't like to see all the empty dis-used shops and the mess around and in them. Some one just needs to clean them up. Wash the shop fronts. and clean up all the rubbish. Get all the graffiti off.
potential		I like its potential. Having travelled extensively throughout the world, you can see that this area, if developed properly, could be turned into a world class, shopping, eating and business district. It has a good mix of new and old/heritage and a good feel, and could have a great ambience. If you look at cities such as Birmingham in England, Seattle, Boston, Quito and Beaunos Aires, you can see that Newcastle can be developed with much the same feel as these cities by taking a little with the old and adding a little of the new.
potential		I like that it has the potential to be a fun place for everyone of all ages to visit. The mix of old and new buildings, wide street.
		I like that it is clean and i can see that the council is making an effort to improve it. There are trees and a few restaurants & shops, but nothing that creates an impact on me to use the district as a shopping or restaurant area. I would rather go to Darby or Beaumont St to dine. I usually walk or ride around the fore shore and will pass though Hunter St on my to the beach or back to Mayfield.
potential		I think it has the potential to be a very attractive place. The mature trees give it a great base. It has the potential to attract more of the weekend dining crowd. Those looking for something other then the pub scene
		I would like it to have more of a community feel. Access to important things like a Post Office and large super market.
potential		I especially like the trees.
potential		It has great potential to be a lovely area for the community and visitors to our city

potential	<p>It has the potential to be quite a nice little self-contained area, though it has not been realised due to uncertainty about its future.</p>
	<p>It hasn't changed a great deal over the years so it still feels like home. I spent a lot of time in Hunter Street as a teenager visiting the beach and shopping because that was where the bus stops were.</p>
potential	<p>It needs updating.</p>
potential	<p>It is starting to revitalise and it is about time</p>
	<p>it presents an opportunity to be a great draw card for Newcastle as a thriving entertainment precinct with on-street dining, shopping, living and business.</p>
potential	<p>We can't lose the chance to use the mall for all it could be. we just need to improve the safety aspects to allow a night trade to attract restaurants which in turn attract retail.</p>
	<p>It's in my home town, otherwise I wouldn't like it.</p>
potential	<p>The state of the old post office is a disgrace &amp; is heartbreaking. If there was ANY LEADERSHIP IN THE CITY IT WOULD NOT HAVE BEEN SOLD. Maitlands wasn't</p>
potential	<p>Its memories and history and the potential it has to become a social focal point for Newcastle.</p>
potential	<p>Its potential</p>
potential	<p>It's potential to become a pleasant and safe environment</p>
potential	<p>It's real potential</p>
potential	<p>location prime spot well located under utilized</p>
potential	<p>Not much. The Post Office building would be good as a tourist destination but it isn't. nothing lets start from scratch and build a new one</p>
potential	<p>nothing really. I go there to a couple of shops and sometimes go for a coffee at the intersection of Hunter and Perkins Street. I feel very sad for the city . When in NZ&gt; two years ago no matter how small a town , the NZ. people kept their township clean had lots of flowers always clean and friendly,talked to locals and they said they take pride in their town. Newcastle just needs a good cleanup. sorry but that's how I feel, Nothing...all looks tired !!!</p>
potential	<p>Although the Mall is starting to look a little more ALIVE !</p>
potential	<p>Remembering the way it used to be and hoping it may some day return to its former glory. There are still some very beautiful buildings in that area if only they were kept clean and tidy.</p>
potential	<p>The cafes and restaurants even though many have limited seating.</p>
	<p>The mall has the potential to be great again!</p>
	<p>The Heritage buildings</p>
potential	<p>The plans for Hunter Street to be come more convenient clean and well presented; it's a great part of our city</p>
	<p>The Lockup - and the POTENTIAL of the old Post Office. I also like that it is essentially people friendly, with good parking and some nice eating places. Cars can't rush, and there is some parking that encourages people to stay, and which provides passive surveillance. It's also on the backpacker route and beach user route, which makes an interesting street scene.</p>
potential	<p>The mall is also an asset - particularly since it's been re-opened to traffic, in a partial way. But the mall needs more parking - and there need to be more reasons to visit this precinct at night. Bring back the Showcase I say!</p>

potential	the old buildings and the potential to restore them
potential	The old buildings (but please fix the post office (ASAP!!!!) and the potential for it to be something great. Close to harbour and beach.
potential	The planned GPT project, other than that its just a matter of time until a lot of it falls into disrepair.
potential	the potential
potential	The potential of its proximity as a creative & cultural / tourist hub.
potential	The potential to make something of the area - particularly up-market dining and boutique fashion
potential	There are some fantastic buildings, trees, the new street furniture is excellent. The general feel of the city is that it is quietly waiting for an over haul and repair job. Lets hope it occurs.
potential	This area has a lot of potential but the railway line is an eyesore and totally cuts off the city from the beautiful working harbour. I like looking at some of the buildings along this stretch but I use this part of hunter street to mainly access Nobbys and the walk along the harbour.
potential	This is a beautiful part of the city with amazing historical buildings, although many are run down and derelict now. This section of Hunter Street connects the beach with the waterfront (although disconnected by the heavy rail line) and also a direct contact point with Darby Street. This area also features as a growing cultural precinct through Renew Newcastle and increasing cafes, restaurants and quality boutique shopping. This section of Hunter street has much potential and should be the focus of boutique and niche cultural and entertainment activities in the city.
potential	to the eye the area looks ok during daylight hours which is when i visit--its not dubai but it is ok but like the rest of hunter street it needs updating and a plan to get more people in this area to make it viable--someone wrote to the letters section of the newcastle herald today saying that the gpt site should be made into a university campus area as we don,t need another shopping complex in the lower hunter---get more people moving around the mall area---bring life back to the place---a busy place like a uni building would generate a lot of human traffic and the shops would thrive
potential	used to be the showcase, the council should help keep businesses like this alive I like the look of the mall outside of DJS Sprocket is another great business in this section. There should be more great eateries. The post office building should be used for something? Why not make it a Newcastle Information center Wide street ready for revitalisation

## Q16. Places visited between Perkins and Union – other

<b>subject</b>	<b>things_do_area_b_11_other</b>
education	Attend a Course
education	Attended classes at Newcastle Business School
education	Conservatorium
education	conservatorium
education	music classes
education	To access University House on Auckland Street
education	Uni
home	Live behind on King Street
recreation	art exhibition
recreation	Art Gallery, Lovett Room (Regional Library)
recreation	Cinema
recreation	cinema
recreation	cinema.art gallery
recreation	Civic Theatre
recreation	civic theatre
recreation	Civic theatre
recreation	civic theatre ABC shows night, secondhand book sale weekend at Town Hall
recreation	Civic Theatre and getting to the occasional council meeting
recreation	cultural exhibitions
recreation	dance classes
recreation	DaVinci exhibition
recreation	Events
recreation	Exhibition in Wheeler Place
recreation	Function
recreation	function at City Hall
recreation	functions at Civic Hall
recreation	Greater Union cinema
recreation	grnachdchildren to dance class near Civic
recreation	jogging/exercise
recreation	King St Tower Cinema
recreation	LdaV
recreation	Library
recreation	library
recreation	Library, gallery, Civic Theatre, playground
recreation	meetings, not work related community
recreation	movies
recreation	Movies
recreation	movies
recreation	Museum library
recreation	pub
recreation	Sent to TAFE gallery on corner of Hunter and Union street
recreation	Visited Leonardo Da Vinci Machine Exhibition.
recreation	Watt Space and Octapod galleries
recreation	Yoga
retail	bakery
retail	fantasy comics
retail	Markets in Mall

retail	wedding dress shopping
services	banking
services	centrelink
services	Council office, financial institution
services	Dentist
services	doctor
services	Express post box
services	Eye and dental care
services	go to bank - St George
services	NIB , EYE CARE COUNCIL
services	NIB eyecare
services	Optometrist/Dentist
services	Shoe Shop
services	Tax matters
services	ticketek
services	View real estate agent window display
services	visit MP's office
services	Visit Real Estate Agents
services	Visiting Tourist Information Office
transit	bicycling
transit	bike riding
transit	bus connection
transit	catch a bus to another location at Darby st and Hunter St bus stop
transit	Civic business: visiting the City Administration Centre and City Hall
transit	commuting from beach to home
transit	cycling home
transit	cycling through
transit	cycling through to another location
transit	Cycling through to ferry
transit	cycling thru
transit	drive
transit	drive home
transit	drive through
transit	drive thru to another location
transit	driving past
transit	driving through
transit	driving through to another activity
transit	drove through to another location
transit	Drove through to top of town (Newcastle)
transit	gong to civic station, library
transit	leaving
transit	on way to Greater Union in King st
transit	parked the car
transit	passing through
transit	riding a bike through this area
transit	riding bike through
transit	Running training
transit	Train station
transit	transit to Horeshoe beach
transit	travelled through

transit	wait at bus stop from work
transit	walk to marketown
transit	walking
transit	walking to the beach
work	Attending health workplace
work	Work
work	Working

## Q20. Most liked between Perkins and Union

<b>subject</b>	<b>most_like_area_b</b>
accessibility	Access from Civic Station through the square to Civic Park, the art gallery, library and Laman St.
accessibility	Access to businesses
accessibility	access to civic park and civic railway station
accessibility	Access to Darby St. Greater Union Cinemas, Pacific Dreams Surf Shop. Access to Honeysuckle
accessibility	access to foreshore
accessibility	access to railway station and ferry
accessibility	Access to shops.
accessibility	Accessibility to a range of services and facilities i.e. Hunter St Mall, Movie theatre, food outlets etc
accessibility	accessibility via Wheeler Place between Civic precinct and Honeysuckle through Merewether St railway gates,
accessibility	ability to park nearby but not on Hunter St and walk to foreshore
accessibility	accessible from my work
accessibility	Central point, not much else
accessibility	centrally located, close to work
accessibility	close enough to walk to
accessibility	Closeness/access to Honeysuckle
accessibility	Convenience - the potential to be a true inner city hub for goods and services
accessibility	Convenience to Darby street
accessibility	diverisified businesses
accessibility	Early morning parking available
accessibility	Ease of access
accessibility	Ease of access to civic Theatre
accessibility	Ease to get to from work for lunch.
accessibility	easy access to civic station
accessibility	Easy access to Crown Plaza and Honeysuckle precinct crossing over the rails at Wickham
accessibility	Easy access to shops
accessibility	Easy to move around by bus or by foot
accessibility	Easy to move around from shop to shop. Quite safe during daylight hours for women and families.
accessibility	Easy walk feel safe because its busy. Lots of people during the day nice to have other people around using the facilities. Good area to walk my dog, flat.
accessibility	Exit from town
accessibility	Facilities for cyclist
accessibility	Flat surface aesy to walk

- |               |   |
|---------------|---|
| accessibility | Free access by free city bus<br>Freedom of driving to seek parking . Light and airy   |
| accessibility | Traffic flows quickly and good wide street  |
| accessibility | Generally parking is relatively easy  |
| accessibility | Generally this area is suitable for pedestrians walking with the exception of crossings.<br>The footpaths are wide and even   |
| accessibility | heritage buildings, a couple of the cafes, the presence of the railway station near the heart of town   |
| accessibility | I avoid the city unless I have to do some business in there or I am meeting people for a specific reason.   |
| accessibility | I don't! as I don't use it other than to get to the beach at times  |
| accessibility | I like how you can catch a train to the civic station and then walk to a variety of locations such as Darby Street, Library, or Newcastle mall.   |
| accessibility | I like shopping in this area.   |
|               | I like its potential to be a city hub.  |
|               | I like the train access to the city, unlike places in other regional cities.  |
| accessibility | I like old buildings.<br>I like the cars now being able to drive along the mall, the amount of people in the mall appears to have increased since this started.   |
| accessibility | Also, re-laying the foot path along Union Street near Hunter Street is excellent, hopefully it will continue along Hunter Street.   |
| accessibility | I like the slower-moving traffic and the fact that I can take my car through it, as well as park there - the mix of people and motorists is good.   |
| accessibility | Newcastle Railway Station   |
| accessibility | Walking in open air.  |
| accessibility | We mostly shop at David Jones and Lowes and meet friends for coffee, and use Medicare office and Perm Bldg Soc. Our Dentist is also in Hunter St. As moderately disabled non walkers parking is of importance |
| accessibility | You can walk along under cover on the southern side.  |
| accessibility | better shop presentation  |
| accessibility | bus stops are available, though some need awnings to shade the sun and rain (outside the RSL on Hunter St).   |
| accessibility | It has Civic Train station  |
| accessibility | It is close to where I live. That is the best thing I can say about it.   |
|               | It is not a pretty area of town.  |
|               | I like how it joins me to another area.   |
| accessibility | Civic park is nice, but is not on Hunter street   |
| accessibility | Its location. Close to harbour and Honeysuckle precincts. Would be enhanced greatly by further investment and the removal of the rail line into Newcastle.  |
| accessibility | Its only really a place on the way to somewhere else  |
| accessibility | It's potential to impress the residents and visitors. It is very convenient thoroughfare  |
| accessibility | Just passing through usually. But we stop and look at the few shop fronts that remain.  |
| accessibility | just use it as a thoroughfare when cycling  |
| accessibility | Like low traffic volume thus allowing ease of movement through the area this however negates comfort with personal safety as there are so few mainstream or normal people going about their business          |

accessibility	location
	Long distances between traffic lights - Auckland and Union St Traffic lights do not allow disabled enough time to cross. Need pedestrians crossings over rail line, Worth Place
accessibility	I was accosted walking from Civic Playhouse at night by a group of youths demanding monet. Rescued by a kind stranger.
accessibility	Love David Jones the very most ~ Civic Park is great - do not agree with an underground carpark under Civic Park though.
accessibility	multiple connections to the foreshore and King Street.
accessibility	My partner's office is there and it is handy to get to from our house in Maryville.
accessibility	No impediment to vehicle travel as currently within the mall.
	Once again it is only that I use this area as a drive through to access the Harbour area.
	I find the railway crossing frustrating at times. So to answer your question Hunter street it self in this area is just used to access the Harbour so that is good to be able to do that.
accessibility	Open air shopping
	Open spaces
	Green corridor
	Variety of different things
	History
accessibility	Architecture of buildings
accessibility	our family doctors surgery and access to darby street, the foreshore and newcastle beach
	Parks and big trees, old buildings, character and feel of established city, not much traffic really.
	Some interesting cultural attractions, especially art galleries
accessibility	Should be more bicycles and bike paths
accessibility	Parks and gardens close to Hunter Street and the availability of buses and trains (Civic Station).
accessibility	Passing traffic for my business. Ability to jump on the Fare Free bus to get around the CBD
	Pedestrian access.
accessibility	I also think opening the mall to vehicles has caused problems with safety proximity to darby st and Civic precinct
accessibility	rest of this street is horrible and grimy
accessibility	Proximity to Honeysuckle - although the permeability between Hunter St and Honeysuckle is appalling.
accessibility	Proximity to my place of residence
accessibility	Proximity to the Honeysuckle are, cultural activities, Civic Park
accessibility	proximity to work
accessibility	really have to think; the access across the railway out of the street??
accessibility	some beautiful buildings and such as teh clarendon, proximity to civic park, etc.
accessibility	the community feel at wheeler place and connectivity with king street, Darby st and the foreshore.
accessibility	The connectivity from Civic Station to the cultural precinct (Library, gallery etc) created by Wheeler Place.
accessibility	The distance between my place of work and home.
accessibility	the easier access and parking

accessibility	The easy access to Civic Rail Station The Free Bus service.....  Train Station at Civic..... Opens onto Hunter street.
accessibility	Civic Park, Fountain,.....
accessibility	the honeysuckle area
accessibility	The road leavig the area
accessibility	The width of Hunter st. It is rough walking near the Carlton Hotel car parking
accessibility	The width of the footpath
accessibility	The width.
accessibility	Theatre district. Good train and bus access. Only level access point to Honeysuckle for a few kms. Civic train station is in a great location for my needs.
accessibility	I mainly only go there to get to other places or to go to a pub etc. I really don't like being there unless I have to be, even in the day. It's just not a nice place to be.
accessibility	I mostly use it as a travel route rather than a destination. I do go to events in Wheeler place, and sometimes the Cafe.
accessibility	I use the area very frequently, I walk from civic station to darby st and to the honeysuckle area. I like its proximiy to these facilities and its ease of access.
accessibility	I view hnter street in this area as a stepping stone to other areas nearby. The teatre, and civic park are very attractive areas.
accessibility	i walk there on my way to darby st
accessibility	that it is a great location - you can see buses and cars and ships and trains all from one place
accessibility	the harbour is a great thing and tit is part of Hunter Street's character
accessibility	That it is a major link between places I like: honeysuckle, Darby St, beaches, mall
accessibility	That it is close to work and home.
accessibility	That you can drive and park in the mall
accessibility	The access to King Street is excellent though unmaintained
accessibility	The best feature of Hunter Street between Perkins Street and Union Street is its proximity to Civic Park,the Regional Library, the Art Gallery and the restaurants on Darby Street.
accessibility	The park, the library, theatre, Civic Hall, the Art Gallery, all within a short walking distance
accessibility	The variety of mixed business mix with social cafe, bars, shops etc, in a short walking area
accessibility	There are a lot of services I use in that vicinity
activities	Walking
activities	walking
activities	Front Line Hobbies shop.
activities	A favourite shop.
activities	A few good shops - Frontline Hobbies & quirky dress shops (if the shoe fits etc) also close to some cool clothes shops on king st
activities	A few of the Hotels
activities	a few shops
activities	again access via train so can meet friends and kids can easily make arrangements
activities	different shops to what one finds in multinational malls
activities	easy parking during the day
activities	Cafe

activities	Cafes, coffee shops, proximity to Harbour and Rail, Health facilities adjacent.
activities	Civic park and surrounding green areas. Shopping around King & Darby sts civic park
	theatres - drama, musicals, shows
	honeysuckle
	art gallery
	library
activities	eateries
activities	Civic Park, Library/Art Gallery
activities	civic park, wheeler place
activities	Civic Park. Access to Darby St
activities	Civic Park. library
activities	civic/cultuaal feel - great to get Uni into the City - this will improve this area. Good connection to Honeysuckle
activities	David Jones
activities	entertainment facilities
activities	fashion shops - different types. eg kooky
activities	Fashion shops between Crown and Darby STreets, Juicy Beans cafe in Wheeler Place the Art Deco Feel from Civic Station to Newcastle City Hall and West along hunter street between Wheeler Place and Auckland Street from perkins to aukland st is reasonably well utilised for specific purposes although wheeler place is not an inspiring space
activities	west of aukland st things deteriate particularly on the railway line side and former hunter village site Front line hobbies
activities	Civic theater
activities	fronteir hobbies
	Frontline hobbies - great
activities	Clarendon - great quality restoration Frontline Hobbies is a great shop with great window displays - Hunter Street needs more retailers like them who take pride in their shop and give us something you can't get at the big shopping centres.
activities	Frontline hobbies is the only reason I visit this part of the street
activities	Going to to Clarendon Hotel followed by a show at the Civic Theatre.
activities	Greater Union Cinema; Town Hall, Civic Park. Art Gallery and Library
activities	Health services
activities	Hobbies shop, health clinic, access to library/gallery area & theatre.
activities	I can catch a bus and go to the bank
activities	I dont like much about this part of Newcastle maybe Civic park and the library
activities	I have an excellent GP surgery there is about the only positive thing i can say about it! Oh no the Civic Theatre and Wheeler place and Juicy Beans cafe i like too.
activities	I like the Civic section at Wheeler Place but there is not a lot that is appealing about this area especially with the area past the civic theatre looking derelict.
activities	I liked to mall concept, otherwise nothing
activities	I love that DJ is there

activities	We only go to this part of Hunter St to visit the estate agents who manage our property. Why am I being asked these q's twice???
activities	renew newcastle shops As i now do my shopping in the suburbs Newcastle is not the same to me. A pleasant place to visit. O miss the freedom of the mall without traffict and air polution.
activities	A relative of mine had an art exhibition in front of a disused shop. This work brighten up an extremely dingy area of Huner Street.
activities	Being able to go to health appointments and do some fashion shopping on the same visit.
activities	Being able to walk between shops, outside, rather than in a shopping centre.
activities	It has buildings which I attend frequently
activities	It houses some important workplace venues.
activities	It is the location of a business whose services I use. Some of the old buildings are still nice.
activities	it's where i work!
activities	I've attended some of the Livesites activities and the Da Vinci exhibition in Wheeler place and I have enjoyed these events very much King street village near Greater union cinemas.
	Greater Union cinema's.
	Civic Park.
activities	Bridal shops
activities	little boutiques.
activities	Location Civic Centre and art gallery,City Hall, Theatre, florist.
activities	Location of a particular shop.
activities	Lots of shops/businesses that are fairly accessible (at low cost/time).
activities	Mix of buildings
activities	More people in the area, increasing population increases safety and improvement in facilities, hopefully ?
activities	most alive section of hunter street
activities	New businesses emerging in Crown Darby block
activities	Okk for a walk
activities	Our favourite Indian Restaurant in this section - Surtaj.
activities	probably better exposure and more active than the west end.
	Several shops of interest
	Particularly hot bread baker and Frontline
activities	Also the comic book shop and the book shop opposite DJ's Shopping
activities	shopping in the mall (better before traffic was allowed in)
	shops different to shopping centres
activities	outdoor dining

shops diversity.

activities	frontline hobbies Some nice trees
activities	Medical facilities
activities	some of the shops
activities	the cinemas
activities	The Cooks Hill Bookshop, Library, Art Gallery
activities	The different shops
activities	The few interesting shops
activities	The Hobby shop.
activities	the hobby toy shop
activities	The increase in boutique fashion outlets (particularly King St) is good in this area. The library, although now that the street is blocked off outside it; it does make it difficult to find places to park if you bring the car; as its always busy there and in the surrounding street.
activities	Otherwise I do like the Library; and would love to see more done to improve the transport to get to this area
activities	The location of David Jones
activities	The people I meet in the street.
activities	The plane trees; Indigo Books and the Rock shop together The remaining small shops and awnings over the footpath where they exist.
activities	The plane trees and seating in Crown Street. (I miss the Lucky Country Hotel in this space - which developer/owner chose to board up!?) the section between perkins and auckland has some interesting shops - i rarely go past auckland st it really starts to get depressing by that point. I used to shop in that area much more when there was a post office and commonwealth bank there. Now I have no reason to go past auckland st
activities	Theatre district, little niche shops i.e. bridal shops
activities	There are some good cafes and fast food places.
activities	I only use it to meet friends who work in the area. Otherwise its a dirty city street area.
activities	I.G.A. and Frontline Hobbies
	IGA, BREAD SHOPS, BAKERY
	Very little else
activities	Slight increase in shop opening
activities	Indigo Bookshop,
activities	Special events at honeysuckle markets - book sale. speciality shops toys, cameras
activities	(Frontline hobbies and camera house)
activities	That I wasn't harassed by anyone.
activities	That it is a utilised area with shops and people (although most shops need urgent updating)
activities	That new shops of good quality have been opened.
activities	The ability to 'strip shop'. I find strip shopping is far more satisfying than being in a large shopping centre. There is more character and businesses are able to be more individual than fit in with a corporate shopping centre style. I can't do all my shopping in Hunter Street, so occasionally I have to go to a Westfield, and it is frustrating.

The new markets in the Mall Thurs - Sat

activities	Mall open to traffic
activities	Outdoor dining
activities	The Park
activities	The particular shops that I like in that part of Hunter Street
activities	The services available
activities	the shops and park
activities	the Surtaj!
activities	the Tafe art gallery
	The variety of shops. Most are active. Some cater to a teens to twenties age group(clothing shops) The hobbies shop is useful for shopping for grandchildren. This is an interesting area.

From Auckland to Union not as interesting. On the south side of Hunter near Union is an interesting group of shops, including Cyclops(Renew Newcastle) , Indigo books, etc. More of Renew Newcastle would make it more interesting.

activities	The variety of things to do there
activities	To see sucessful businesses.
	Trees;

activities	David Jones
activities	variety of shops, strip shopping is a pleasant change from shopping centres, diversity of people,

appearance	Aea around Civic theatre, and restoration of these buildings.
appearance	again buildings
appearance	Crown street is very pleasing and the sculptures near the bus stops.
	From the 'concrete wasteland' called Wheeler Place to the hodgepodge of commercial premises, there is nothing to particularly 'like' about this strip apart from the Art Feco shopfronts along the northern end of Darby St and the Art Deco Civic Theatre and the neglected NCC owned ArT Deco Civic Arcade facade. Several Art Deco buildings on the southern side of Hunter St need to be featured.

appearance	General streetsacpe
appearance	Gorgeous buildings.
appearance	Hard to say. Health services building looks good. Some other buildings have a clean, modern look.
appearance	Heritage Architecture including the GPO.

These are horribly neglected by both the City Council & the local National Trust

The Post Office should be taken over by the the State Government & the City Council as an Annex to our Art Gallery.

It is obvious, that the current owner thought he was going to be able to have a casino in our city.

appearance	It is well known that, the Packer family took care of this, when they had a radius of 160 km put on any other casinos being build near their casino in Sydney.
appearance	Heritage aspects,
appearance	I enjoy shopping in the fresh air as opposed to shopping centres.
appearance	I like the appearance of the Civic Theatre, never been inside though
appearance	I like the heritage buildings, the government precinct has some nice examples. I like the theatre.

appearance	I like the older buildings. They give an historical context to the street and scale is good. These buildings often have nice architectural detail that is lacking in the minimalist contemporary architecture.
appearance	I love the 19th and early 20th century buildings that comprise a gem of a streeescape. nice wide street.
appearance	Not much I do like about this part of town. Essentially it's a desert. Fence on one side, boarded up shops on the other. I use it for parking when I go to the cinema - but it's a risk.
appearance	Wide footpaths.
appearance	Wide road, easy parking (because of lack of people), some points of interest, eerrrr...can't really think of anything else
appearance	wide street
appearance	Wide street, good traffic flow
appearance	Wide street.
appearance	Width of street and front paths
appearance	Again, the older buildings, though most likely need a cleanup and/or refurb ..
appearance	architecture
	Art Gallery precinct
	University precinct
appearance	Heritage buildings
appearance	As you leave the mall the buildings are beautiful but poorly kept and managed.
appearance	Footpaths are continually untidy with KFC cartons and refuse sprread throughout the area. The NCC workers are diligent and efficient in their cleanup but cannot keep up with the refuse dumped by KFC customers.
appearance	It is a nicer part of hunter street. A few new building that are looked after.
appearance	It is ok
appearance	It seems a lot cleaner in appearance
appearance	It's ok looking better than it used to a few years ago
appearance	Most of the building and shop fronts are dirty.
appearance	Waste are the number of buildings that are delapidated New apartment block on Brown St corner plus IGA plus WEA occupancy
	External visual rehabilitation of KFC building
	Visual links to rail and river
appearance	Shade availability from awnings, some trees
appearance	Old buildings
appearance	Old buildings
appearance	Sea and railway ambiance
appearance	old buildings, heritage
appearance	Old fashioned appearance.
appearance	One of the few places in Hunter Street where you can still observe the Harbour.
appearance	Pleasant ambience from historical buildings.
appearance	Plenty of space to move about.
appearance	Rest area in Crown Street. It needs upgrading.
appearance	sense of history, historic buildings. alittle more activity and greenery and some other parts of hunter street.

appearance	Some of the heritage buildings that have been maintained well.
appearance	The general absence of third rate high rise development.
	The heritage buildings
	some trees
appearance	sense of the city's history
appearance	The look of modern buildings
appearance	The new buildings
appearance	The new mall arrangements are good (perhaps its summer too) and the activities are interesting (if a little garish at times)
appearance	the plane trees.....
appearance	There are some lovely old buildings that need preserving, other than that it is an eyesore and feels very unsafe
appearance	There are still some heritage buildings
	I'm not sure about this area as I haven't walked it lately - am aware that shelter is quite ok and trees have increased which is good.
	Sorry - am not able to remember more about the walkway down this area.
	Parking area beside the Clarendon always looks like a working project but is so necessary for parking near the Civic theatre ... so it could be tidied up a bit.
appearance	Have always found the Square beside the Civic theatre is desolate and drab. Our climate does not lend itself to large open spaces of concrete that reflect the heat (heat sinks) - Needs some large trees in there and cafes.
appearance	that it's there. the trees help.
appearance	The amount of traffic on the road, even though it was in the morning there did not seem to be too much traffic in Hunter Street.
appearance	The area is generally tidy and shops not deteiroated
appearance	THE BUILDINGS< CHARM< LOCAL LANDMARKS RECOGNIST FAMILAR, THE PEOPLE CAN BE SEEN.
appearance	The old buildings
appearance	the parks and gardens makes it feel relaxed
appearance	The Tafe Building for its architecture
appearance	The trees in Laman Street and Civic Park
appearance	The trees. it also has a slightly european feel which could be enhanced and used to draw in visitors and tenants
appearance	Trees
appearance	Trees
appearance	Trees recently planted on the north side of the street along the railway line. urban feel
appearance	old shop fronts
appearance	Very wide
appearance	View corridor down Wheeler Place showin Civic Theatre with the Town Hall in the back ground and the trees of Civic Park as a back drop.
appearance	views to the water

The only parts I like are between Perkin and Brown (except the hotel(Crown & Anchor)although nicely done up as I find some of whose patrons a little menacing) and at the Civic. The rest of the stretch is very depressing.

The open space/plaza to Civic Precinct

Civic Theatre is such a great community resource

Cafes around Civic / Civic Theatre / City Hall landmark / access to Civic Park

City Hall is there - go to meetings

Civic - theatre and district. Frontline Hobbies.

Civic area

Civic area

Civic area

Civic Park

Civic Park

civic park and the amount of trees even though there could be more. I also love the heritage buildings (council building etc). i also like the art spaces in the area and the amount of Uni students that always appear to be in the area. nice calm educated people.

Civic park and the cultural precinct

civic park occasionally

Civic plaza, civic theatre, Civic Park with its tress and fountains, arguably King street but you cross between the two.

civic precinct

civic precinct

Civic precinct but it needs more connectivity with honeysuckle

Civic Precinct is a great untapped heart of the city.

Civic precinct.

Civic precinct. Transport. Wheeler Place.

civic precinct/wheeler place

Civic precint

civic precint

trees

Civic precinct, including Library

Civic Station is a winner however the street is some what depressing it needs more Trees and seats.

Civic station, not much else

Civic Theater and

Civic Railway Station

Civic theater precinct is a lovely place to be. i love the sculpture of the saxophone high on the wall in that area.

Civic Theatre

Civic theatre - not much else is appealing

civic precinct	Civic Theatre & the Clarendon Hotel
civic precinct	Civic theatre / playhouse / square
civic precinct	civic theatre / wheeler place
civic precinct	Civic Theatre and the precinct around it
civic precinct	Civic theatre and Wheeler Place
civic precinct	Civic theatre and wheeler place
civic precinct	Civic Theatre and Wheeler Place
civic precinct	Nothing noticeable otherwise
civic precinct	Civic Theatre and Wheeler Place are attractive. The rest of this area of Hunter Street is not very attractive.
civic precinct	Civic Theatre and Wheeler Place the only worthwhile feature on this section of Hunter St. Rest pretty "awful".
civic precinct	Civic Theatre area with open space for public events and entertainment, seeing people relaxing out in open spaces
civic precinct	civic theatre complex
civic precinct	Civic Theatre Newcastle
civic precinct	Civic theatre precinct
civic precinct	civic theatre precinct & civic park, honeysuckle areas, the little urban forest space outside the old lucky country hotel
civic precinct	Civic theatre precinct is attractive.
civic precinct	Civic Theatre, a couple of cafes, & grocery shop comes in handy. More use of vacant buildings by charity groups and community groups at reasonable prices would be a nice thing to see as well.
civic precinct	Civic Theatre, and the hobby shop
civic precinct	Civic Theatre, Clarendon Hotel, Da Vinci exhibition
civic precinct	Civic Theatre, the Hunter Valley Violins shop. the heritage buildings. and the few fashion shops. eg. If The Shoe Fits, Captain Saucy.
civic precinct	civic theatre, there are some good government and health services, close to Honeysuckle precinct and waterfront, close to civic park and the art gallery and Uni city campus. I cant think of many other reasons why I might go there really.
civic precinct	Civic theatre, walk to Honeysuckle area.
civic precinct	Civic Theatre.
civic precinct	civic theatre/ wheeler place
civic precinct	Civic Theatre/ wheeler Place
civic precinct	Open community area here- this works well and should be emulated elsewhere on Hunter
civic precinct	Civic theatre-Wheeler Place
civic precinct	Crown and Anchor hotel
	Civic Station
	Civic theatre
civic precinct	Civic square
civic precinct	Culture precinct
civic precinct	I guess the best part is the Civic Theatre precinct that attracts some pretty great acts from around the world in all different types of genres.
civic precinct	I like the Civic precinct: theatre, location of box office and Wheeler Place.
civic precinct	I liked nothing at all, apart from the Civic theatre



civic precinct I love the Civic Park area. The park is a great spot and I love the fig trees in Lamen Street. It adds charm to the area.  
I love the Crown St area.

civic precinct Wheeler Place/ Civic Theatre  
civic precinct It is a nice entrance to the cultural centre  
civic precinct It is an arterial road, great public transport, heritage buildings (that need restoration).  
Wheeler place. Civic Theatre.  
civic precinct It is only enjoyable as far as the Civic Precinct. The small boutiques are the most interesting.  
civic precinct It is the link road to the heart of our city ... civic park and the town hall area is lovley and we often take visitors there when showing off the city of newcastle.  
Near work, I cross it to get to Honeysuckle or down to the mall. Civic theatre is the best part.  
civic precinct Not much except for the Civic Theatre and Wheeler place, sort of.  
civic precinct Presence of cultural activity - between Darby and Union Streets.  
civic precinct Proximity to cafes in wheeler place, civic park  
civic precinct ruby rhubarb shop & civic theatre and civic grocer  
civic precinct seems to be the most modern and revitalised part of Hunter street. looks like its part of a modern city. Love it for the Civic alone!  
civic precinct The civic area around the Civic Theatre  
civic precinct The Civic area with the theatre & Wheeler Place is an attractive area.  
civic precinct The Civic Area, including the heritage buildings- Civic Theatre, Civic Station, Clarendon Hotel, Frederick Ash Building.  
civic precinct The civic areas the art galleries  
civic precinct The civic centre and connections with Darby Street and Honeysuckle are the best features of this area of Hunter street. The surrounding areas however are rundown and provide little services or facilities for city visitors and residents.  
civic precinct The Civic precinct  
civic precinct The Civic precinct  
civic precinct The Civic Precinct - The Theatre and some reasonably good cafes  
the civic precinct (area around council/theatre)  
civic precinct otherwise - not much!  
civic precinct The Civic Precinct (from Auckland St to Darby St, including Wheeler Place and Civic Theatre) is a generally pleasant place to be due to the space, moderate scale of built development (except for the Telsta and Tax Office buildings) and heritage buildings.  
the civic precinct is nice  
civic precinct the civic theatre is a great asset  
The Civic Precinct is the only reason I would frequent the area, attending the theatre, cultural events and dining.  
  
civic precinct I enjoy the feel of the Civic area around the theatre, Wheeler Place, City Hall, especially when there are community gatherings.  
civic precinct The Civic precinct, with rail, bus, cycle and pedestrian integrated access to the foreshore, library, park and the excellent Civic Theatre for live entertainment.  
The Civic precinct.

- civic precinct      The Civic precinct. When Wheeler Place becomes alive with Livesites events. The Civic Theatre and row of shops there.  
the civic precinct.
- Civic train stn.
- The Art gallery and library,
- Town Hall.
- The shops that are in operation.
- civic precinct      The glimpses of the harbour at the rail crossing - roadand pedestrian bridge.  
The Civic Precinct.
- civic precinct      The one and only access to Honeysuckle!!!!!!
- civic precinct      The civic precinct Theatre, library, Civic and Wheeler parks, Art Gallery. The large shade trees and fountain Covic Railway Station is unique
- civic precinct      the civic thearter and Wheeler place
- civic precinct      The Civic Theatre
- civic precinct      The civic theatre and adjasent area its a focal point if not the focal point of Hunter Street.
- civic precinct      The Civic Theatre and all around it. Frontline Hobbies. Wheeler Place when it has a bit of life: what happened to Live Sites?!
- civic precinct      the civic theatre and close proximity to civic park and honeysuckle
- civic precinct      The civic theatre and outside area.
- civic precinct      The Civic Theatre area otherwise not too much
- civic precinct      The Civic Theatre construct offers fine architecture and an open space. This is the flagship of Hunter Street buildings.
- civic precinct      The Civic Theatre is a nice building.
- civic precinct      The Civic Theatre precinct is the only 'live' sometimes vibrant part of the area.
- civic precinct      The Civic Theatre precinct. That the Civic Station is there. The street is wide.
- civic precinct      The Civic Theatre, Wheeler Place and the Heritage buildings in the Civic Area.
- civic precinct      The Civic Theatre.
- civic precinct      The Civic Theatre/ Playhouse and nothing else
- civic precinct      The Clarendon
- civic precinct      The clarendon hotel, wheeler place, civic station, Civic theatre
- civic precinct      The presence of the civic and theatre precinct.
- civic precinct      The presence of the Civic Theatre precinct.
- civic precinct      The problem with certain areas is that it has no identity. With the exception of the Civic Theatre.
- civic precinct      Theater exhibitions
- civic precinct      Theatre district, little niche shops i.e. bridal shops
- civic precinct      Theatre district. Good train and bus access. Only level access point to Honeysuckle for a few kms. Civic train station is in a great location for my needs.
- civic precinct      Theatre venues

civic precinct	Theatres.
civic precinct	There is not much to safe that I really like between Perkins and Union Street. Civic Park is close by when walking in this area which I most like to visit.
civic precinct	There's not a lot of shops that I would visit there but I do call into the bread shop near Darby Street and I use the Civic Theatre/Playhouse and Wheeler Place regularly. Mind you when I visited the Da Vinci exhibition recently (on a Sunday) - I went with friends one of whom was not well and need to access a toilet urgently and he ended up walking up to David Jones! There were no toilets provided for the exhibition, the toilets in Civic Park were closed, as were the ones in at Civic Station and in the Civic Theatre. He could have gone up to the the Art Gallery but didn't think of that. Surely any event on at Wheeler Place whether for children or adults needs to provide access to public toilets.
civic precinct	I only visit to go to the civic theatre
civic precinct	I rarely visit Hunter street except to attend functions at the Civic Centre, and drive along it by car So I am a poor judge
civic precinct	I really like Wheeler Place especially how the old has been blended with the new.
civic precinct	It contains the Civic theatre which I occasionally use; other than that I just walk through or along it to other places or to a specific business.
civic precinct	The area around Civic is great, the theatre, Clarendon, Wheeler place are lovely
civic precinct	The area around Civic Theatre is looking attractive.
civic precinct	The area around the Civic is great. This should flow unimpeded up to the Gallery
civic precinct	The area near Wheeler Place.
civic precinct	The Square near the Council building is attractive. There is not much else in that section of Hunter St...
civic precinct	The theatre district is definately a positive for the area. the openness of civic square makes for a good setting and compliments it well, along with the park.
civic precinct	The theatre precinct and the clarendon
civic precinct	The Wheeler Place activity area.
civic precinct	The wide street and Wheeler Place.
civic precinct	Town Hall precinct, Civic Park, access to library and art gallery
civic precinct	Town Hall/ civic Theatre and the train station
civic precinct	trees, cinema, proximity to civic park and wheeler place
civic precinct	Visiting the Civic Centre library and art gallery
civic precinct	Vo's bakery is excellent
	Ruby Thubanbris interesting
	Wheeler place is good
civic precinct	Civic Theatre is awesome
civic precinct	vos bakery, civic precinct
nil	I have no opinion
nil	I have no opinion here
nil	No particular comments
nil	As before, I don't remember much about this area
nil	sorry dont know
nil	unsure
	A depresing part of Newcastle
nothing	I just walk through it

	Absolutely nothing. If the buildings were pulled down and the railway line removed, we could see our natural asset, the river and the ocean and parks could be created. The area is a slum. I go to the pictures, do some business - meet friends?? why would you go into Newcastle to meet friends??
nothing	Actually, there is nothing much that I do like about it. I can say what I dont like about it. The empty shops which artists try and improve with their "vandalism", the smelly bus-stops, cafe shops that close 2pm which I dont blame them. Civic Park precinct is nice but can be dangerous at night. However Civic Park precinct has got that silly art - that monstrous brown masterpiece - which should be removed immediately.
nothing	DEAD
nothing	dirty and derelect
nothing	Don't go unless unavoidable, no parking, dirty, unsafe at night - youth
nothing	dont like the way it has been let run down
nothing	Frankly there isn't much to really like to really have something that is "most".
nothing	Frankly, nothing. No atmosphere, barren and busy, rotting infrastructure
nothing	Getting out of the area
nothing	I can't say there is anything I like.
nothing	I can't think of anything I particularly like!
nothing	I do not particulary like it at all. Only safe at daylight
nothing	I don't find Hunter street appealing at all. As the main street in and out of Newcastle I find it depressing, uninspiring and a shameful reflection of the inactivity of the council.
nothing	I don't have anything that I like the most
nothing	I don't have to go there very often is good.
nothing	I don't have to stay
nothing	I don't know I don't remember anything about it.
nothing	I don't like it at all at night. The safety is poor, and lighting is a disgrace.
nothing	I don't really have an opinion on this as there's nothing there to warrent me going to that part of Hunter Street
nothing	i dont really like that part of town, its fairly ugly and uninspiring
nothing	I have no need to visit that area regularly and there is nothing there that would make me want to visit there.
nothing	not a lot
nothing	not a lot - usually just driving through
nothing	Not a lot at the moment- west of darby is a desert
nothing	Not a lot to like.....and I don't think it will be a good idea to have the nightclub on the old Kensington sight which will open soon to be having loud music playing to disturb the residents living at the back of the nightclub above King Street, especially as the new owners are going to call it "The KenSINgton", (with emphasis on the SIN!!!)
nothing	Not alot to like - too many buildings are closed or boarded up.
nothing	Not alot, It is a dangerous area at night time
nothing	Not an area I visit very often, usually pass through.
nothing	not much
nothing	not much at all as it needs a very good clean up

nothing	Not much at all; it's not at all enticing to visitors or shoppers because of lack of greenery, public seating, lack of variety of shops, not many cafes etc.
nothing	Not much there really, prefer to walk on King St
nothing	Not much to liek, very rarely go there since theres nothing of attraction.
	not much to say really--i think you need someone from outside newcastle to walk down hunter and get their opinion----i have walk it to many times over the years and just think of it as just newcastle the town i love---i walk around kolkata in india a couple of years ago and was not that impressed by the street scape but the locals seemed pretty happy---i think that is what is wrong to me in that i have been conditioned to the state of hunter street---you need fresh eyes
nothing	Not much!
nothing	Not much!
nothing	Not much, it is ugly and busy
nothing	not much, some nice buildings
nothing	Not much, to be honest.
nothing	Not much.
nothing	Not much. It does not have much going for it.
nothing	Not much. It is extremely ugly with the railway line an absolute eyesore on the northern side of Hunter Street.
nothing	Not sure
nothing	Not too much. The Civic Centre is OK
nothing	Not very much
nothing	nothing
nothing	Nothing again Little Iraq as we call it
nothing	Nothing at all..... It is a disgrace to Newcastle
nothing	Nothing I can think of
nothing	Nothing I can think of.
nothing	Nothing in mperticular I only visited for what I needed
nothing	Nothing in particular
nothing	Nothing in particular.

nothing	Nothing it is ugly
nothing	Nothing it's filthy and under serviced in every way basically inhabited by ferals Mad Max style!
nothing	Nothing much - I don't go there unless I have to.
nothing	Nothing much as there is nothing to like except the civic area and theatre but it could be more people friendly. Walking the footpaths is better there than the mall.
nothing	Nothing much it is very dirty and uninviting
nothing	Nothing much to talk about except for the possibilities of redevelopment and massive improvements
nothing	Nothing much
nothing	completely unpleasant
nothing	NOTHING MUCH.
nothing	Nothing much. It is a rather dowdy area, apart from Civic Theatre which we visit fairly frequently. We have twice (2000 and 2006) had our car vandalised whilst parked adjacent to Civic theatre at night.
nothing	Nothing much. I go there when I need to go there.
nothing	Nothing much. I try to avoid it.
nothing	Nothing much...dirty and hot and dusty
nothing	Nothing noteworthy
nothing	Nothing particularly. Biggest problem is being cut off from harbour and honeysuckle
nothing	Nothing really
nothing	nothing really
nothing	Nothing really
nothing	nothing really, i have to visit the area for child's music
nothing	Nothing really, it starts to get shabby at this point.
nothing	nothing really,i just took a child to frontline hobbys to get a specific present
nothing	nothing really.
nothing	Nothing specific
nothing	Nothing stands out
nothing	Nothing that is why I am there for such a short time.
nothing	Nothing, except DJs and my favourite Indian restaurant.
nothing	Nothing, it is a dodgy area.
nothing	Nothing, it is a terrible stretch of road, disgusting foot paths, rough road, very very few trees.
nothing	Nothing, it is filthy dirty and disgusting
nothing	Nothing, it's disgraceful
nothing	Nothing.
nothing	Nothing.
nothing	Nothing.
nothing	Nothing. It's very run down. only go there when I have to.
nothing	Nothing. I feel it is a very grotty and uninviting part of the city. Visitors must feel very turned off. The bus stop at the beginning of this part of the street is no less than an eyesore. Makes one feel ashamed of our city.
nothing	Nothing. I work in this area. It is ugly and empty. There are no nice open spaces and few restaurants and cafes. You wouldn't go there if you didn't have to.
nothing	NOTHING....AN ABSOLUTE EYESORE...ashamed of the appearance avoid taking visitors to the area !!
nothing	nothing at this moment
nothing	WHEN I AM LEAVING THE AREA THEN I KNOW I AM SAFE.
nothing	again there is nothing that stands out

nothing	Again, I don't like the area at all. I choose Hamilton, Lambton and New Lambton for almost all of my shopping and social needs.
nothing	Again, I only use it for running training but I suppose if there were more cafes etc we would all probably go for a drink or dinner after training if there was somewhere nice to go.
nothing	Again, not a lot to like - empty grubby shop fronts.
nothing	Am unable to answer. I stopped using Newcastle as a shopping or entertainment area many years ago. It ceased to offer the quality of shopping and the heritage aesthetic from about the early 1970s.
nothing	Really nothing to like. The area feels very depressed
nothing	Same, nothing nice about it, it's actually not very nice at all. I just use the services offered
nothing	Sorry i cant think of anything that i like about this part of hunter street
nothing	Sorry, can not think out anything.
nothing	There are not many things yiu ciukd say was nice many grubby shops
nothing	There is nothing at present that I like. I find it quite depressing to drive down Hunter Street and I only go there if there is no alternative for what I need to do.
nothing	There is very little to be positive about. The place is drab, dirty and totally uninviting.
	The place gives the impression of dying. The same thing has been round for the past 50 years and nothing has changed.
	IN many cases this may be part of the perceived mentality of a lot of Novocastrians that they do not like change. Keep it like it is but don't ask me to help maintain it. This attitude has got to change.
nothing	Developers are NOT BAD. They must be encouraged and given incentives to be imaginary as to where they see the City's future direction.
nothing	there really is not much to like
nothing	If I did not have to go in there I would not .There is nothing to like exept Wheeler place .
nothing	THE WHOLE AREA HAS AN APPEARANCE OF NEGLeCT
nothing	There's nothing in this section of hunter street that attracts me.
nothing	There's nothing that springs to mind
nothing	To be honest - NOTHING. It is a depressing experience to walk along Hunter Street.
nothing	To be honest--nothing
nothing	Unfortunately there is not a lot to be satisfied with, what with the closed and untidy shops, dirty and out of date bus stops and parking
nothing	Very little
nothing	very little -it's dirty and scary even in the day
nothing	Very little nothing to comment on . Area is run down and tired.
nothing	Very little! It's quite a depressing area of Hunter Street.
nothing	Very little. It is getting to the grotty area of town

Very little to be pleased about, as very run down section of Hunter Street. Like most the number of vacant premises because they may represent an opportunity to demolish a few and create some open spaces to get away from the solid corridor of retail derelict buildings and the miss match of shop fronts and awnings.

	Only positive is it is so quiet that walking along Hunter Street in either direction in this area in normally an un-hindered walk either side of the road. However, not a pleasant walk for many obvious reasons. Dirty paths, vandalised, smelly, rubbish. Traffic noise both directions.
potential	no real most like but would like more seating
potential	Not a great deal, apart from the old buildings.
potential	Nothing really: it remains quite sad.
potential	Again, the glimpses of the harbour, the unrealised potential of the juncture with Darby Street, and the Civic Rail/Theatre area; how curiously unintegrated that is to Honeysuckle
potential	While there are some trees, there needs to be more trees and gardens in this area. There are some shops, but there needs to be more in order to attract people to the area.
potential	Again there are some cafes, but nicer quality restaurants, will also attract people into the area.
potential	Quite a lot of bus stops in this area, which is great in moving people around the Hunter Street area.
potential	Again it is remembering the way it used to be when it was so crowded that it required the services of a Traffic Warden to keep people walking to the left. I still see the potential for it to be revitalised if some of the empty spaces could be offered at nominal rent to bring in tenants on the understanding that they were responsible for keeping the exteriors clean and tidy.
potential	It has room for improvement
potential	It is old and historical and could be incredibly beautiful if cleaned up and connected to the foreshore.
potential	Its potential to become something much more than it is now.
potential	Needs development
potential	Ready for refurbishment
potential	so much potential to blend honeysuckle with hunter street but they are such separate places - beautiful buildings and some new funky shops opening - has such potential
potential	The fact that the area has so much potential if capped in to in a sympathetic/creative way.
potential	The potential for the shop top housing to be turned into student accommodation
potential	The potential for this area for business & tourism as an extension to the inner-city hub.
potential	the potential of what it could be with the little lane ways and the access to everywhere
potential	The potential to make something of the area such as theatres, restaurants, entertainment etc
potential	I love the size and potential grandeur of the street. With more trees, seats, cycle ways, angle parking and single lanes with dual carriageway for right turns etc it could be beautiful.
potential	I would love to see a revitalised Star Hotel as an Art precinct cafe/bar with the college across the road.
potential	The old-style main street feel, lots of potential.



This area has a multitude of services and public facilities but they are still in need of work. The old club and pub precinct in King Street needs to be demolished or transformed quickly .

These old buildings such as Jolly roger etc need revamping.

This section of the city has been neglected and needs an injection of carefully planned services!

A supermarket in Hunter street ( such as Aldis or IGA would be beneficial here so Workers in this precinct in Hunter Street can benefit. The closest is Market Town ..

potential

Only Supermarket in Hunter Street itself is IGA up near Bus depot

potential

The oportunity for new business.

## Q23. Places visited between Union and Stewart – other

<b>subject</b>	<b>things_do_area_c_11_other</b>
home	I live in this area
home	Residence
nil	I don't know where Stewart Street is and I am not going to look right now
recreation	Civic Theatre/Ticketek bookings
recreation	Club
recreation	clubs
recreation	Exhibition
recreation	meeting community groups
recreation	Meeting in the Star Arcade - for choir practice
recreation	Newcastle Leagues Club
recreation	Sight seeing.
recreation	sport
recreation	TAFE
recreation	TAFE Front room gallery
recreation	tafe gallery
recreation	visited TAFE and its Gallery
recreation	visited TAFE gallery & walked to Watt Space, Podspace & Newcastle Region Gallery & Library & Lovett Gallery
recreation	visiting husband at his work
recreation	walking the baby
retail	Asian food shop very popular
retail	Asian Grocery
retail	Bicycle camping shops
retail	chemist
retail	Chemist
retail	Day and Night chemist
retail	Florist
retail	marketown
retail	second hand bookshops
retail	shopping at Spotlight for craft supplies
retail	Spotlight
retail	spotlight
retail	spotlight
retail	SPOTLIGHT, ASIAN GROCERY, IT SHOP, SEWING MACHINE REPAIR SHOP
retail	Tattoo
services	attending GP Access
services	Car service
services	Car servicing
services	Dentist
services	late night chemist
services	medical Centre
services	Specialist appointment.
services	Storage
services	Visit bike shop for repairs
transit	bike riding
transit	Cycling

transit	cycling home
transit	cycling through
transit	cycling through to another location
transit	cycling through to another location
transit	Cycling through to work
transit	Cycling thru'
transit	drive through to another location
transit	drive through to other locations
transit	driving home
transit	Driving past
transit	driving through
transit	driving through to another location
transit	driving through to another location
transit	driving through to another location
transit	driving through to another location
transit	Driving through to another location - what is you people's fixation on walking everywhere!
transit	driving through to the beach
transit	Driving to work
transit	Drove Car
transit	drove through
transit	easier parking
transit	Leaving
transit	mainly whilst driving
transit	passing through
transit	passing through to my office only
transit	pick up spouse after work
transit	travel
transit	travel through
transit	travelling to Marketown
transit	Use of Wickham Railway Station
work	Paint out grafitti on our building
work	posters put up
work	work at health service

## Q27. Most liked between Union and Stewart

subject	most_like_area_c
accessibility	access to Coles Market town
accessibility	access to ferry and trains
accessibility	Access to Marketown and Spotlight
accessibility	Access to Marketown. The cambridge hotel. Rices Bookshop.
accessibility	accessibility
accessibility	accessibility of hunter health services

accessibility	As a thoroughfare for motorists, it is OK. Again, permeability is a major issue, particularly at the level crossing, WHICH MUST GO! Availability to allow all types of shopping.
accessibility	A good variety of shops in Marketown.
accessibility	Easy access to Marketown.
accessibility	Traffic flows quite reasonable. Bus access. Apartment district - Bellevue St - becoming a nice street. The area between Wickham station and Marketown should be further improved upon as it is a current strength of Hunter St. A busy area. Approve more apartments in this area. Beginning to get a more New York/Parisian feel - with a dense population. Widespread buildings of 6-8 storeys in height.
accessibility	Central to Newcastle CBD
accessibility	Early morning parking available
accessibility	It is only a short distance
accessibility	It is purely functional, no atmosphere/ cohesive vision. Therefore nothing to "like most".
accessibility	It's close to where I work on Honeysuckle Drive. It has the only Spotlight in Newcastle and it has a computer shop that was close to work so I could get my computer repaired when it needed fixing.
accessibility	Its proximity to Marketown
accessibility	Its proximity to the central CBD, easy transport both into the city and out of. close to shops (market town)
accessibility	Open area with little foot traffic. Easy access to shops and safe for families.
accessibility	Proximity to Darby Street and other civic precinct facilities. Restaurants.
accessibility	Proximity to Honeysuckle and coast.
accessibility	Proximity to Market Town
accessibility	Proximity to place of residence
accessibility	Shopping facilities i.e Market Town, Spotlight
accessibility	proximity to work
accessibility	Reasonable access to Supermarkets in King Street. The architecture of the TAFE Art School.
accessibility	Stewart (Avenue) - Although I don't use the medical centre it's appearance is good and central for city dwellers.
accessibility	The all night chemist has been useful occasionally & Spotlight & music shop a treat. The few small restaurants and cafes are good, & it would be nice to see more.
accessibility	The access to getting to the harbour area and Marketown Shopping .
accessibility	the accessibility to market town, spotlight and the chemist.
accessibility	The Civic Theatre and The Clarendon Hotel.
accessibility	Access to Civic Railway Station.
accessibility	The Civic Theatre square and precinct - inviting, interesting, easy access
accessibility	Easy access by free city bus
accessibility	Free bus service
accessibility	Free flowing traffic and wide street
accessibility	Free parking on Sundays.
accessibility	I enjoyed the walk, as I used to walk town as a teenager
accessibility	I know I'm getting closer to the beach when I'm there and the bus stops are

	pretty frequent
accessibility	On major bus routes
accessibility	Road leaving area
accessibility	That it doesn't take long to drive through when the railway crossing is working, otherwise it is a joke.
accessibility	The ability to catch a train at Wickham Station.
accessibility	The bus stops
accessibility	The bus stops are positioned at good distances along this area.
	I like the train access to the area.
	I like the wide open street.
	Its historic buildings.
accessibility	The access to harbour via trains and bridges.
	I mainly visit that location to go to Spotlight which is infrequent. The parking is good and its easy to get to.
accessibility	I visit Marketown about twice a month but that's not on Hunter St.
	I only go to Marketown to shop so I can't comment on the appearance of Hunter St. I avoid driving down Hunter st in general because I find it so depressing
accessibility	I suppose you talking about Stewart Avenue. If so I would only access Hunter Street on the occasions I go to Spotlight or Marketown, so I would generally park at Marketown. although I have occasionally used the after house Chemist in Hunter street. It is pretty daggy up that end though, I certainly wouldn't go there at night alone.
accessibility	it's easy to connect with other parts of the city
accessibility	Location to other facilities/services
accessibility	mark richards surf shop , health services , vox cyclops music shop , tafe
accessibility	Nice easy walk
	No crossing between Union St and Steel St TAFE campus and location of NTHC require pedestrian crossing near Devonshire st.
accessibility	Need pedestrian crossing over Rail line at Steel St.
accessibility	Not a lot to like here either, the traffic lights take forever to change.
accessibility	The convenience of Wickham Railway Station
accessibility	the footpath
accessibility	The quick access to shops from the train, the nice cafe
accessibility	The very good traffic flow especially in the busy sections like Stewart Ave.
	The easy access to Market Town.
	<b>SPECIAL NOTES</b>
	This survey again forced answers before one could proceed.
	There is no room for other comments suggestions or ideas.
accessibility	This completed form can not be saved on the PC for future reference or printed out.

	There is close to public transport ; so that's always an option to take; if need be.
	The car parking is good; and free, so that is a bonus.
accessibility	An just that thre is a good spread of shops and places to visit There is not a great deal I can say I like between these two streets along Hunter Street. If anything it is the closeness of Markettown Shopping Complex. When I do go for my daily walk I do try to avoid Hunter as it is boring to look and the sppeding traffic at crossings do not encourage crossing Hunter Street.
accessibility	There is only two places I think of no safety
	Hunter st and Steel Streets, Bank corner area.
	Hunter St and old Hammel St .
accessibility	the pedestrian crossing between Doc Chemist and Spotlight pedestrians think that thet don't have to look before they cross. Also cars don't atop for pedestrians
accessibility	There is really nothing to admire about this end of our city. The further west one goes unfortunately the worse the street becomes. There is the odd well maintained and attractive business or building or accommodation but generally it is an embarrassment.
activities	Trees, health services . Ease of parking
activities	Civic precinct is good, Wheller Place is well used
activities	Civic Theatre
activities	civic theatre
activities	Civic Theatre precinct
activities	Civic Theatre.
	Probably the Cambridge, it's a good live music venue and the bouncers there treat people like human beings. Sounds stupid, but it's very different to many other pubs in town. They also promote a variety of acts and provide a lot of opportunities for emerging bands.
	The health services building, is a nice design, and stretch to the radiology services business is taking shape. The southern side of the street is horrible (The empire hotel, the ducks nuts, etc).
activities	It's also not great having brothels in a mixed business area. Why not move them all to Islington in a particular area - I don't think there's any shame in a red light area - it could even be a tourist attraction like kings cross (in time). It's shitty having them next to a bike shop and accross the road from an asian grocer. It doesn't add anything to the main street either.
activities	24-hour pharmacy.
activities	A few speciality shops and businesses.
	Apart from a couple of second hand book shops bicycle retailers and shinese convenience store- would avoid this run down, dirty, drugs ridden end of Hunter st.
activities	Spotlight is handy

activities	Asian Shop
activities	availability of marketown and spotlight.
activities	better shoping
activities	Bridal outlets
activities	Bridal shops
activities	Cafes
activities	Camping shops
activities	Casual walking
activities	Chinese 'supermarket'
activities	Coles food store which is open 24/7.
	Spotlight store.
activities	Office works store and Market Town shopping centre.
activities	Collection of cycle, music and surf specialty shops in none area.
activities	Conveniance to medical and chemists
activities	Convenience of a small city , with every thing within walking distance.
activities	Day/Night Chemist and Spotlight.
activities	definitely nothing to like along this stretch, just the business I use
activities	diversity & asian grocery stores
activities	Doc's Pharmacy
activities	doctors available, spotlight, organic shop
activities	Don't like any of it much except convenience for certaion shopping
activities	Ethnic grocery stores.
activities	Getting to the pub at the end
activities	Have lunch at the Thara Thong Thai Restaurant, visiting Spotlight
activities	I frequently shop at Spotlight and occasionally at The Store.
activities	I go to Spotlight and Pauls Wharehouse. Both have very convenient parking.
activities	Is there really anything to like now??!! Novocastrians who have let the street come to this should hang their heads in shame.
	This section of Hunter St used to have some great sights and sites - The old Royal picture theatre, with its velvet drapery and mirrored wall, the Kensington Theatre, and lots of other shops that have long since gone. I think the blocks between Union and Stewart Avenue in particular are an eyesore, with so many derelict and unoccupied shop fronts, as an entrance to the CBD you would wonder if it's worth continuing.
	Having said that, Rices Bookshop is a great lasting institution along this strip (even if it does present as being a little shabby, it's got plenty of character). Also, the late night chemist on the corner of Union St and Stewart Avenue is a plus.
activities	It has nothing that I like about it. We go there because my wife shops at Spotlight occasionally, no other reason.
activities	It has Two Wheel Industries there.
activities	It has very specific shopping outlets that I use.
activities	It is close to work and has at least 1 nice cafe. I also like the bike and surf shops.
activities	not much i went to Spotlight store..that's it!
activities	One favourite restraunt, otherwise nothing.
activities	pharmacy, bike shop
activities	Restraunt

activities	Rice's Bookshop
activities	second hand shops
activities	Shopping available
activities	shops and park nearby
	Small shops and awnings over the footpath.
activities	The remaining pubs..
activities	Some of the shops
	Sorry, there is little about this area that is appealing. Around the Tech Campus is nice and safer feeling but further west to this I will not go except to access Spotlight and some shops on the side streets - Asian grocer and Muso's corner.
activities	southern cross buffet
activities	specialty shops
activities	Specific shops - Spotlight, Thara thong thai etc. If they weren't there, there would be no reason to go there
activities	Speecialty shops
activities	spotlight
activities	Spotlight and Marketown
activities	Spotlight and Markettown
activities	Spotlight and Millers and going to Market Town.
	This part needs attention and as soon as possible . Some buildings (the old Empire Hotel) are a disgrace and should be knock down as soon as possible.
activities	A green grass site would be better.
	spotlight is there ugly though it is and Marketown shopping nearby - Frascas particularly. Generally this end of town is pretty run down and not somewhere you would want to go unless those shops were there.
activities	Spotlight only reason i go to that part of Hunter street
activities	Spotlight, chinese grocery shop, bakeries, light night chemist and Markettown.
activities	But overall grubby looking too many empty shops and not a good feeling.
activities	spotlight, second hand bookshops

## Spotlight. And the late night chemist

- activities That's about it! The rest is pretty ordinary. Without them, I'd never go there.
- activities Spotlight. If you really mean the street I haven't really noticed it in any positive or negative way - its just a means to an end.
- activities Spotlight. Nothing else. I wouldn't go anywhere down there if Spotlight wasn't there.
- activities spotlight.... i don't like spotlight that much either, but occasionally need to shop there
- activities Thank God for spotlight store because without it the west end would surely die.
- activities Thara Thong restaurant
- activities Thara Thong restauraunt which is the main reason I go to that section.
- activities Thara Thong Thai restaurant
- activities Thara thong thai restaurant and the asian grocery store (apk ?)
- activities That it is a standard shopping street. Don't need to go into a shopping centre. The Asian Food supermarkets and the access to Music stores, 2nd Hand book stores, and craft/haberdashery (Spotlight) stores. The general look of the place, though, is very run down and neglected.
- activities The Asian grocery
- activities The Asian Grocery shops
- activities The Asian grocery store AK Dansy. The potential for unfenced rail-line, giving access to the harbour. RETAIN the rail line.
- activities The Asian grocery store and the old buildings
- activities The Asian Grocery, Tafe Gallery, Thai Restaurant, The new development. It is a total and utter embarrassment which I go out of my way to avoid bringing any visitors to Newcastle to.
- activities The asian grocery. The Poly Clinic
- activities The Asian Supermarket opp. the Ibis Hotel.
- activities the Asisan grocery store
- activities The bike shop and the organic cafe
- activities The chemist that is open all the time. Nothing else is good.
- activities Availability of services (after hours chemist and medical centre). There is little attractive about the streetscape.
- activities GP Access
- activities GP Access - and the Health Buildings in that area are a great resource for the community.
- activities Hunter New England Health Building
- activities Hunter New England health Service
- activities I can usually easily find a park and get to my intended destination (eg health appointment).
- activities Only ever go to the Policlinic - Blood collection or GP Access
- activities Doc's pharmacy maybe 1 or 2 times yearly
- activities parking is generally OK for going to GP Access facility - because you are attending out of normal business hours
- activities Probably the new Health building but generally this whole stretch of Hunter St between Union St and Stewart AVENUE is a disgrace and an embarrassment to our city.
- activities I like that new shops are opening and old favourites such as rices book shop and the second hand furniture place are still open after all these years.

activities	The Civic Theater and The Clarendon Hotel.
activities	The Civic Theatre & the area's around it - the areas are very inviting. Step out of that small area & it's a different story though.
activities	Again, very little. One of the worst areas in central Newcastle for presentation and feel. Good access to health services now through GP access etc.
activities	I love the theater and enjoy the whole Civic area.
activities	I only go to this area to visit Spotlight or the bead shop
activities	I only visit Spotlight or the Asian Grocery. SO I like that Spotlight has its own car park. The rest is just a very unattractive area to be in
activities	I only visit this area to go to Spotlight, the all night chemist, walk through to Marketown or the medical centre. I don't like anything about this area apart from the section from the medical centre to the TAFE Art School, the landscaping ther is nice.
activities	I only visit this area to shop at spotlight and the Asian grocer
activities	I sometimes work there.
activities	Travel route to Islington / Wickham.
activities	I work a few days a week at the Hunter Street TAFE. This is a beautiful building which adds character and a cultural presence to this part of Hunter St. I also like the park which is newly built next to the campus. I also like dining at Thara Thong and Butlers.
activities	It is open air. It some some shops and health facilities that I need and use.
activities	It's where I live
activities	Live music scene - Cambridge Hotel, number of music shops
activities	Market town
activities	Market Town shopping centre
activities	Market town shopping centre
activities	Market Town shopping centre, if only it was bigger!
activities	Market town shopping centre, National Park
activities	Market town.
activities	marketown
activities	Marketown shopping centre
activities	Marketown shopping centre, Spotlight, Office works
activities	Marketown should be the end hub for Hunter St. Its where the Light rail should start this end of town. It is good it is being developed so Newcastle city has a major shopping centre.
activities	Markettown
activities	Markettown and Tafe are both great facilities
activities	Markettown Shopping Centre - Hunter st is not safe
activities	Maybe the new poly-clinic and Riverwalk offices?
activities	Medical facilities
activities	Some new developments
activities	mmmmmm the health centre
activities	More people living in the area, but their are many improvements that can be made
activities	New buildings Worth Place-Cottage Creek
activities	Trees and parks around Union Lane, TAFE, King Street
activities	Spotlight 'Kings Cross' cluster of businesses provides local authenticity
activities	Officeworks
activities	newcastle community health centre just not enough on-site parking

### The commercial health buildings

- activities              But the area is an eyesore and these old buildings must be revitalised together with open community areas like Wheeler Place
- activities              The Community Health Centre - although the parking to access this is very bad.
- activities              The Day Night Chemist, Hunter Health and Spotlight are the main reasons we visit this area.
- activities              Other than these facilities, there's not too much attracting us to this end of Hunter St.
- activities              The development of the new Community Health Centre and the attractive area next to it.
- activities              The few shops I need to visit in that area.
- activities              THe GP after hours clinic!
- activities              the health centre being there
- activities              The Health Centre building.
- activities              The late night chemist (Doc's Pharmacy)...that's about all I do there, apart from driving through to other parts of Newcastle.
- activities              the Medical Centre
- activities              The medical centre
- activities              The medicalo Centre at Steel Street
- activities              The new health care centre near Steel St
- activities              The new health provision buildings are a huge improvement and the high rise accommodation on the old bank corner hotel site is also an improvement.
- activities              Similarly, the Latec House development is impressive.
- activities              The new health service building
- activities              the new hunter health centre looks pleasing to the eye and the ibis hotel and medical centre looks ok--the rest is like a disaster area-----balance heath gym is moving into the old hunter water building which also backs onto hunter street with its car parking area so that may bring some life into this part of hunter street
- activities              The odd shop
- activities              The only reason I would go to this area is the Asian Grocery Supermarket, Muso's Corner and Spotlight.
- activities              The only thing that has saved this area is Market town which offers decent shopping. Newcastle Leagues Club offers good meals. The rest of the area is total disaster and Newcastle City Council should be ashamed to let it go into this state. Newcastle City Council should be held accountable for this - they are responsible and if the Council has any pride - they should fix it up. It is embarrassing to see our wonderful city in this state.  
**DISASTER IS THE WORD.**
- activities              the op shops, the fancy car yards, the homeware shops, the music venues, the asian grocery stores, the music and book shops.
- activities              the outdoor/bike shops
- activities              The Peak Cafe, Spotlight and Markettown. There are a few new buildings such as the Pinnacles, the units in Beresford Lane, the new building on bank corner have improved the area to some degree.
- activities              There is great potential to further upgrade the area in conjunction with property owners, as most of the properties are of reasonable size and capable of upgrade if the streetscape and parking can be improved. There is currently little incentive for property owners to spend money upgrading their buildings.
- activities              The people I meet.

activities	the rock shop
activities	The second hand bookshops. otherwise its dirty & dingy.
activities	The Tafe
activities	The TAFE Art Gallery; the appearance of this section is overwhelmingly rundown, desolate & dirty
activities	The TAFE Art School building
	The TAFE Art School
	The street trees (where they do exist)
activities	Newer buildings eg 670 Hunter St (polyclinic)
activities	Well-maintained heritage buildings (eg TAFE)
	there are one or two good shops, but most of it is pretty bleak
activities	There is an Asian grocery store I use to buy asian supplies. Apart from that i don't use the other shops much. Maybe spotlight occasionly or the late night chemist. The vacant buildings along Hunter St don't make it appealing to visit the other shops. They really let the street down.
	There is not a lot to like. It is good that Spotlight still continues to trade and to provide a good service to its customers. The convenience of the late night chemist is very useful although the perception of the area being unsafe is a negative.
activities	This end of Hunter Street is extremely shabby, run down and neglected. Many of the property owners show no loyalty to the city and its citizens or to the other businesses that struggle to exist.
activities	There isn't much to go there for except an Asian grocery shop and music shop. Sometimes go to Spotlight because it is about the only place of its kind now that it has squeezed out other more interesting businesses
activities	There really isn't too much to like in this section unless you are interested in Wedding Dresses or Real Eastate.
activities	I guess the if I had to pick something it would have to be the Hunter Health building where we have had to take the kids to GP Access. Also the Red Heffer isn't too bad considering it has an area for children to play and a fairly relaxed atmosphere.
activities	To see successful business operations
activities	Two stores that I shop in.
activities	Unfortunately, not a great deal. I like shopping at Marketown.
activities	variety of shops/services
activities	visiting my husbands work place
activities	We visit the theatre, so the Civic is our only reason to use that area.
	? - there is not much to like here either!
appearance	perhaps the area around tafe? and the few heritage buildings.
appearance	architecture
appearance	architecture of the old brewery site, otherwise nothing. In fact its a disgrace.
appearance	Bank Corner could be a beatyfull urban space if claimed back from the cars by reducing the traffic lanes from two to one in each direction. Also the Tafe building is stunning.
appearance	being outdoors.
appearance	Buildings but they are ill managed.
	Close proximity to Marketown is attractive.
appearance	Note: Just because something is old and heritage listed doesn't mean its attractive or worth preserving (in its current state) for traditions sake. Find a

way to keep your heritage but in a progressive way that's makes the area attractive to business and visitors.

appearance	Evidence of new housing being established
appearance	Feels fairly safe most of the time and there is always people in the area which feels nice.
appearance	Hard to say. Not a very nice part of town. Do visit Spotlight but that seems to be run down. The Art School is a positive influence on the area.
appearance	Heritage
appearance	Heritage buildings eg TAFE Art School, Waterboard building, Spotlight
appearance	historic buildings
appearance	Historic buildings.
appearance	How well do YOU know your city. It is Stewart Avenue!
appearance	It is hard to find anything good to say about this area. The new buildings are good, we need more!
appearance	I like Spotlight. I like the terrace houses next to Latec House and that Latec House has FINALLY been done up. The Quest Apartments, Butlers Restaurant, the Ibis and the Community Health Centre have all improved the area. But the part from Steel St along to National Park Street is a disgrace - I am scared to walk there.
appearance	I like the heritage buildings. I like the new buildings too.
appearance	I like the older buildings. I think these buildings are the true face of Hunter Street. I think it would be terrible to have them removed or remodelled in the contemporary bland style. If this happens it will remove any character from Hunter Street.
appearance	I like the quietness of the area
appearance	I like the streetscape created by the old buildings and shops.
appearance	I like The TAFE
appearance	I think it is Stewart Avenue (not Street).
	There is not much to like. I don't visit the new medical centre near steel, but it looks good, with its adjacent green space.
appearance	I sometimes go to functions at the TAFE gallery, but never feel safe when I leave.
appearance	I think the TAFE looks great with the beautiful building and the trees and the little park
appearance	Quiet.
appearance	Same answer as before, I like strip shopping.
appearance	some new buildings there like mercure and other hotels
appearance	some nice old buildings,
appearance	some of the old buildings but unfortunately are closed to the public
appearance	some of the old buildings if you can see through the neglect
appearance	some of the old buildings, I liked the old museum, and it seems a shame
appearance	some of the other old businesses weren't cared for and protected eg S&W miller and the Store buildings. These add character.
appearance	Sorry, nothing apart from a few newer buildings, the view to the river is all but obliterated now.
appearance	Street lighting is good

TAFE building including small art gallery. The building and its modern annexe are a great example of a happy juxtaposition of old and new. Also the restored Hunter Water Building opposite.

appearance  
appearance

Spotlight Store, and heritage frontages opposite Spotlight. Also architecture of Bank Corner. Hunter Street is an under-exploited gem in so many ways, not least in that it not only tells the story of the development of the city, but it is rich in the history of architecture of the 19 /20th centuries. Just as Napier in NZ makes its Art Deco buildings a tourist drawcard, so too should Newcastle be promoting Hunter Street and the city centre generally as a "story book" of Australian architecture.

appearance  
appearance

TAFE buildings and new park  
That lovely little laneway near the old theatre building (Regal/Royal?). It should be developed into a boutique fashion lane with the odd cafe/restaurant, outdoor seating etc. It has a very quaint and vibrant feel to it. I didn't even know it was there until I walked past it!

appearance  
appearance  
appearance

That railway line is comforting, the long street and the sea at the end of it.  
The appearance of buildings like the Store and the Old Museum site. The new buildings are also attractive - Hunter Health building and the Mecure serviced apartments.

appearance  
appearance  
appearance

There is a need for more activity in this area especially to offer public safety.  
The area around the Tafe buildings and the refurbished water board site.  
The area is improving slowly. Apartment blocks really help.

appearance

The buildings again - though the gaping hole left by the demolition of The Palais is an eyesore not only because of the empty space but the farce surrounding the proposed development.

appearance  
appearance

Also a doggy part of Hunter Street. Most buildings are derelict or vacant.  
Some business are coming in to the area and the northern side of Hunter Street is starting to look okay.

appearance  
appearance

From about the middle, hotel ibis area towards union, its ok, few trees on the pavement, a little ambience. From that line west it's tragic.

appearance

GET THE NAME RIGHT, AVENUE.... NOTHING STRIKES ME EXCEPT NICE OLD WATER BOARD BUILING, TAFE, IT NEEDS A TOTAL REVAMP Improvements in the buildings along that area. New hotels, apartments, Medical Centres etc. The further west you travel the worse the street scape appears.

appearance  
appearance  
appearance  
appearance  
appearance

Interesting Historical Buildings

it has a lived in look.

Mix of Building and the lower building height (up to 5 storeys) generally Newly landscaped park/recreation area on northern side of Hunter Street.  
not a lot / Hunter health facility , older heritage buildings

appearance

The fact that I haven't been mugged, in spite of all those empty buildings and the poor lighting in the street next to Spotlight, National Park Street - or should I call it National Park Drive or something equally lazy - what do you mean Stewart Street? It's Stewart Avenue. Do you commute fromt he central coast like the chief arborist or something? The fact that homeless people seemed to find somewhere else to go even though council allowed a developer to destroy the Palais building, the graffiti art on the side of Docs pharmacy, the planting next to the TAFE,(although why you would use crepe myrtles is beyond me, the planting next to the Riverwalk building, the fact that the Hunter Area Health building has sat empty on the lower level for ages instead of being able to rent it out at a no doubt enormous cost, - suckers at our expense; the TAFE building.

appearance	The green area around the Tech Institute
appearance	The Heritage TAFE buildings and other heritage buildings.
appearance	The look of some of the older buildings that have been done up and roads around the bottom of Hunter st are good now for going onto Wharf Rd and up towards King St (North and South)
appearance	The movement of people into the area has helped revitalise the area somewhat but still a way to go. Also I like that some shops are trying to help brighten the streetscape up a bit
appearance	The new buildings
appearance	The new health buildings and the new hotels. It gives hope that this decaying end of town will get its revival.
appearance	The north side of Hunter St is becoming more presentable with its increasing supply of new buildings.
appearance	The south side is derelict
appearance	The old building
appearance	The old building that still remain
appearance	the old heritage buildings
appearance	THE Old Technical College Building and Old Trades Hall Building
appearance	Bank Corner Building
appearance	The old Technical College near the Union Street intersection is great to see.
appearance	The older style buildings that still remain. The fact that the harbour can be seen as you walk along. The memory of days when one walked from Pacific Street down to the old Store Building at the end of Hunter Street as a usual evening stroll without fear of muggings.
appearance	The open space between the Hunter Health building and the Art School.
appearance	The open spaces on the Northern side of the street which allows a person to feel not hemmed in
appearance	the plane trees....
appearance	The right hand side going towards Mayfield other side of the street is an embracement
appearance	The TAFE building is cute. The rest is crap.
appearance	The TAFE is a wonderful building, well complemented by its gallery space.
appearance	Better pedestrian access, seating and eateries are needed in this location - the building should be 'showcased' by the surrounding streetscape.
appearance	the trees
appearance	The trees along the road in parts of this stretch of road are quite nice (around Quest Apartments) and should be at least tried along the rest of Hunter Street.
appearance	Fixing up the abandoned buildings (the old arcade and Empire Hotel sites particularly) will not only help aesthetics but also safety.
appearance	The trees and that you are almost out of the worst part of Hunter Street
appearance	The trees and the availability to find a parking space now the area is nearly dead
appearance	The trees around the old star Hotel area
appearance	the trees.
appearance	The Tress in Newcastle corner is my favourite bit of the road.
appearance	the view corridors to the harbour
appearance	There are a few interesting buildings - old water board building and the tafe
appearance	There is some nice "old" buildings on both sides.
appearance	To see new buildings
appearance	trees
appearance	trees

appearance	Trees
appearance	Trees and Gardens
appearance	Trees are appealing, but not much else is interesting or attractive
	Trees in the street
appearance	new park near the tafe
appearance	Trees on the side of the road near union st urban feel
appearance	old shop fronts
appearance	wide sunny footpaths
appearance	WIDTH OF STREET AND FOOTPATHS
	width of street
appearance	sunshine
appearance	Width of the street with no impediment to vehicle traffic as in the mall.
nothing	A sad depressed area
nothing	Absolutely nothing. I avoid it.
nothing	Am travelling uphill here guys. There is no character or style that I can really say anything positive about this part of the street. Need to go back and look again for positives I'm afraid - nothing comes to mind.
nothing	Don't like that much - needs improvement as does the entire Hunter Street.
nothing	Dont, same as previous answer, run down derelict slum
	<b>How can I say I like something when I don't</b>
nothing	Our mall is slowly improving but from there down Hunter street it gets worse till we get to spotlight and that last block to Stuart Ave is a sight for sore eyes. New freshly painted buildings that the owners care for and maintain
	HUnter street in this area looks derelict with vacant shop fronts and a general sense of grubbiness and rubbish.
	As a middle age woman I feel unsafe walking alone there during the day due to the congregations of younger people who may well be upstanding citizens but present a gang like aire with the use of bad language and loitering in the streets.
nothing	Hunter street is only one street anyone would think it is only one main street
nothing	I assume you mean Stewart Avenue? Nothing.
nothing	I can't say I have a comment to make
nothing	I do not particulary like it at all. I actually drive through. I hac=ve been left with a feeling of drabness.
nothing	I don't have anything that i like the most
nothing	I don't have anything to advice of this area.
nothing	A really discusting part of the city and disgrace
nothing	I don't like it at all.
nothing	I don't like that end of town but I go there only when I have to.
nothing	I dont like that end of town I only go there for my Doctor and Spotlight
nothing	I don't there is anything pleasant about this area except the little park near the new hunter health building on the railway side
nothing	I dont think theres ANYTHING to like about this area
nothing	I have no most liked as I just visit for business
nothing	I like almost nothing about this area of Newcastle. It is dirty and I would not feel safe in this area after dark. If it were not for the occasional business meeting I would never visit the place.

	I like not having to stop there. It's a wasteland and it would benefit from being redeveloped for HOUSING, or perhaps some of those giant buildings that make Honeysuckle so uninviting. At least they'd all be together.
nothing	I like nothing about that section of Hunter Street
nothing	I use it only for walking quickly to the above mentioned destinations
nothing	I use Market town. Hunter St is not a nice place
nothing	I'm still thinking ????????
nothing	It doesn't take long to get away from it
nothing	It has little to offer for a casual visit. There is little incentive to explore this section unless you already know what you're after.
nothing	It is a nice wide street but otherwise I don't think it has much to recommend it.
nothing	It is an uninviting drab area DO NOT LIKE
nothing	It is not a nice end of town
nothing	It looks like Baghdad or Beirut
nothing	It serves as a thoroughfare to other more desirable places that I like to access.
nothing	it's better than perkins -> union
nothing	KNOCK IT DOWN AND START AGAIN!
nothing	leaving
nothing	leaving it behind.
nothing	Leaving the area
nothing	Leaving the area to get back to the suburbs
nothing	(Similar to looking at the southern end of the F3 in my rear vision mirror)
nothing	Not a lot.
nothing	Not a lot. Fairly poor shopfronts and the traffic seems to dominate the area.
nothing	Not a casual clean area.
nothing	Not applicable
nothing	not applicable. I only drive through the area.
nothing	Not much
nothing	Not much - it gives me access to other places
nothing	Not much - it has no identity. It's the worst area for dilapidated vacant premises. Feels grubby and in need of a clean up
nothing	Not much - the dereliction of the buildings is fairly appalling - such a waste; would be good to see student housing incorporated into area.
nothing	Not much - too cluttered
nothing	not much - very derelict and should be made residential
nothing	not much
nothing	some of the redevelopment
nothing	Not much. A bulldozer could do wonders.
nothing	not much at all
nothing	Not much probably the ugliest most underwhelming part of Hunter Street.
nothing	Not much really. Huge potential, but at the moment...
nothing	Not much really. I visit the shop I need to and get out. Not a very attractive part of town.
nothing	not much to like

nothing	Not much to like!
	Not much! <b>Dirty, neglected &amp; an eyesore</b> I am ashamed that we are encouraging cruise ships to see our city in this state
	Too many traffic lights, which could be reduced if you removed the rail , which in turn would remove the buses & bicycles from the traffic giving a free flow for other vehicles in & out of the city. Adding more parking, when buses were no longer needing large bus stops.
nothing	The shops & buildings are disgusting.
nothing	Not much.
nothing	Not much. Lots of old buildings and strange messes on the footpath.
nothing	Not sure
nothing	Not too much. Pretty run down.
nothing	Not very much at all.
nothing	Nothing
nothing	NOTHING - a depressing experience that by necessity I must endure on a weekly basis while shopping for an elderly relative.
nothing	Nothing hideous!
nothing	Nothing - It is ugly and very few shops. Why would you walk along ?
nothing	nothing - it's a hang out for druggies and alcoholics
nothing	nothing - looks like a derelict town why not just take a bull dozer to some parts of it

nothing	NOTHING ! - buildings are disgusting, appearance dirty - I would not spend one minute more than necessary there
nothing	NOTHING A DISGRACE !!!!
nothing	Nothing at all the area is a blight on Novocastrians
nothing	Nothing except a few old facades
nothing	Nothing except venue of my favourite Thai restaurant
nothing	Nothing in particular
nothing	Nothing in particular.
nothing	Nothing it is dirty and feels unsafe.
nothing	Nothing it once was a wonderful vibrant street but that has long gone it is an embarrassment
nothing	Nothing Knock it down
nothing	nothing much
nothing	NOTHING MUCH AT ALL. WOULDNT GO THERE EXCEPT FOR THE FEW PLACES I HAVE TO GO THERE. WE NEED BANKS, MEDICAL COMPLEXES, MEDICARE, POST OFFICE CAFES ETC IN THIS AREA
nothing	Nothing much because there is so little there
nothing	Nothing much here. Easy access to Health Centre and Spotlight.
nothing	Nothing much it is Filthy and needs cleaning up
nothing	Nothing really
nothing	Nothing really - it is only that the all night chemist, the bike shop and spotlight are there.
nothing	Nothing really, I had to take a friend to the Doctors and collect a sewing machine
nothing	Nothing really.
nothing	Although there is car parking space because there's nothing much there to go to.
nothing	Nothing right now
nothing	Nothing specific
nothing	Nothing specific.
nothing	Nothing stands out
nothing	nothing that comes to mind
nothing	Nothing to like.
nothing	Nothing to recommend it.
nothing	nothing, dero buildings, drunks from king st hotel, its a disgusting part of Newcastle, council should be ashamed.Why is King St Hotel allowed to trade from a second floor with no fire escapes??
nothing	Nothing, it getting uglier and more ghost town-like all the time
nothing	nothing, it is a horrible area.
nothing	nothing, its very run down and shabby
nothing	Nothing, this end of hunter street is a disgrace
nothing	nothing, why don't you ask what we dislike ?
nothing	Nothing.
nothing	Nothing. Except perhaps the late-night chemist. It is ugly, unattractive, unsafe and there is no cultural highlight at all.
nothing	Nothing. It is like something out of a Mad Max movie.
nothing	Nothing. It's a bit like Johannesburg. The only thing that saves it, is the West End Shopping Centre

nothing	Nothing. It's ugly, dirty, uninviting, there are lots of empty, damaged buildings...it looks awful.
nothing	Once again there's nothing there to appeal to me.
nothing	Overall, the whole city area is dirty, has rubbish paths and roads to ride on, and has buildings that are falling down while around the beach multi million dollar new apartments are being built. Maybe we should fix what is already there before developing established areas.
nothing	Similar comments to previous section, except no Civic Theatre to attract people. It really is dead apart from a very few activities. It is certainly not a city centre.
nothing	Sorry, I do not like this part of Hunter Street. There are no many positive things. The area is unsafe, there no many shops, many buildings are extremely old and they smell badly.
nothing	Tghis part of Newcastle I found very unattractive
nothing	As it is, I only use that part of Hunter Street as a way of getting from A to B. Sadly.
nothing	can't think of anything - just driving through getting out of there alive!!!
nothing	That I can drive through it and not have to get out of the car!
nothing	That I can lock the car doors and get out of there quickly, and that I don't have to go there very often.
nothing	Again there is nothing that attracts me to this part of Hunter Street.
nothing	The area is full of undesirable types of people. The streetscape is most unattractive and again the whole area confirms Council doesn't care less about it.
nothing	All they do is talk about what can be done but again nothing is done. Council is always making excuses as to why things cannot be done. May be is the influence of the Green movement, who knows.
nothing	Bring in the developers, give them carte blanc and than support their proposals with actions.
nothing	Than again get rid of the Council altogether and hand the whole thing over to people of foresight
nothing	Again, because nothing is really there, I'm only there going through to get somewhere else, or to go to a pub. There is really no other reason to be there.
nothing	Again, I don't remember these details.
nothing	I almost did not want to continue with this survey, because I could not remember much about the area, because I usually only go Hunter if I have to, due to the pressure of time and the need for me to 'escape' from the summer heat!
nothing	Again, I try to avoid it.
nothing	Again, very rarely walk through. Only there for business purposes.
nothing	Again, with no identity, there is no direction and no vision. Without these things, there is no way to get this area out of the quagmire that it is currently in.
nothing	Again---nothing--its not a pleasant sight.
nothing	Alot of the vacant buildings are in this section of Hunter Street, this needs to be addressed.
nothing	Also nothing much....also dirty and dusty
nothing	I pretty much avoid this area apart from fleeting visits to spotlight/millers. I cannot use the spotlight car park as my car has a wide turning circle that makes some of the turns in the car park virtually impossible. so i will only go there if i can get a near park on the street.
nothing	little Iraq
nothing	nil

nothing	nil. The area is dangerous and ugly. New developments are starting to change things, but not fast enough.
nothing	Not a hell of a lot really. Its pretty ugly. Stop pulling down great old buildings and old pubs.
nothing	Not a lot
nothing	not a lot
nothing	Not a lot!
	not a lot, the area is incredibly derelict, i don't feel particularly safe along there and try to leave ASAP
nothing	the only reason why i go along that stretch of hunter st is to go to second hand book stores
	once again its not a beautiful part of town. there is no reason it cant look similar to brunswick street in melbourne, with causal bars, independent book shops, businesses that offer something to men, women, youth, children, singles, couples
nothing	the empire hotel area not.
nothing	The whole strip is an utter disgrace (unless you're into drugs and prostitution) - bulldoze the lot
nothing	There is little to like about this section of Hunter Street. It provides an unwelcome entry to the city of Newcastle, is rundown and offers limited services or facilities.
nothing	There is little to like.
nothing	There is no a lot to like, it's more a thoroughfare to somewhere else
nothing	there is not much there
nothing	there is not much to like about so many derelict buildings
nothing	there is not much to like about this area
nothing	There is not much to like down there. Knock the disused buildings down and make open space.
nothing	there is not much to like in this area apart from a few heritage buildings
nothing	There is not much to like.
nothing	There is not one thing I like about it, don't think we need it at all
nothing	There is notbning to like about this most blasted section of Hunter Street where personal safety around the Hunter New England health building is always at risk
nothing	There is nothing about it I like.
nothing	There is nothing I can say that is positive about Hunter Street between Union Street and Stewart Avenue!
nothing	There is nothing to like - general appearance is uncared-for and embarrassing - I don't take visitors to Newcastle, other than to keep to the beaches - and tend to focus on Bar Beach/ Merewether.
nothing	There is nothing to like about this area - I think Beirut or the West Bank in Palestine would be a nicer and safer place to walk around.
nothing	There is nothing to like Newcastle is desappearing.
	<b>No longer an exciting city.</b> Thank heavens for the natural beauty of the beaches. High rise buildings have blocked the view of the harbour except up on the foreshore area which will not be easy accessed if the railway stops at Wickham.
nothing	Why is it that Sydney can have numerous underground railway and Newcastle can't have one! this will solve all problems
	There is nothing to like! It should be bull-dozed down and the western end of the city completely re-built. Your consistent questions about pedestrian safety are completely irrelevant in the scheme of things. The city is falling apart and all you are concerned about is how effective the pedestrian crossings are!
nothing	There is nothing to like, I am yet to hear of anything that is good about the

	area.
nothing	There's not too much to like. It has a lot of abandoned buildings that need to be cleaned up or, preferably, demolished.
nothing	There's nothing to like in this area
nothing	This area feels threatening and unsafe. There are too many empty and neglected shops that seem to be a haven for squatters.
nothing	This area of Hunter Street is the worst. I do not walk along this part of Hunter Street as I do not feel safe day or night.
nothing	This end of town is awful. It's dreary & dangerous. There is nothing to like .
nothing	To be honest, absolutely nothing.
nothing	Unfortunately there is not much to like about this part of town - too many derelict buildings making it attractive to disreputable persons. Certainly not a place to feel safe in, even during broad daylight.
nothing	Very Little
nothing	very little
	Very little = a very run down and depressing part of Hunter St
nothing	<b>The Empire Hotel site is a disgrace</b> Access to Market Town is the only positive
nothing	Very little because it is unkempt ie buildings and there is little there worth travelling too.
nothing	Very little to be satisfied about in this area. Huge improvements required!!!
nothing	When I leave the area
nothing	Zero
	Zzzzzzzzz! And then a traffic jam at Stewart Avenue.
potential	Again its position. Close to harbour and Honeysuckle precincts. Would be further enhanced by removal of rail line into Newcastle and the creation of a transport hub at Wickham. Also if Newcastle University campus and new law precinct were established at location.
potential	Has great potential, but slow to be realised
potential	It has potential for improvement
	It has some beautiful buildings, some of which have been wonderfully restored.
potential	It too has great potential as a grand boulevard with trees etc.
	It is developing in terms of accommodation areas which is good. Places like Devonshire Lane have the potential to develop into something like the Melbourne laneways with eateries and shops if other similar lanes could be accessed.
potential	It is hard to say - there are some great spots along there near the TAFE and up around Spotlight but there are some really horrible spots as well that are disgraceful like the derelict building across from where the Palais used to be.
	This is the part of Hunter Street that needs the most work - soon!
potential	It is improving SLOWLY.
potential	Civic and Wickham stations proximity.
potential	it is moving forward
potential	it is ok
	It is starting to improve...
potential	It is the perfect location for a city centre; social, cultural and community activities, and should be a hub for activities. This can only happen if the road is replaced with grass, and a light rail loop is put in place.
potential	Its potential
potential	it's potential

potential	<p>It's potential</p> <p>It's starting to be rejuvenated -with Audi and the new businesses on King Street nearby, but it's the least satisfying area with too many boarded up or decaying businesses.</p>
potential	not much, some heritage buildings. Some new buildings
potential	Old buildings and the potential they hold for the city
potential	Only worthwhile feature the "heritage" buildings such as former trades hall, former tech college, former Water Board, former Bank of NSW and former Regional Museum. Essential these be preserved, maintained in good order and used for suitable purposes in keeping with historical character.
potential	Positive activity such as the TAFE, having the mediacial facilities and Spotlight
potential	Potential is significant but this is one of the worst parts of Hunter Street for violence and the threat of violence, believe the Police Station should be HQ near Wickham station to generally improve the area and this is likely where the Uni will position its building. Not so much to like other than the view down Hunter street from the Latec building is impressive at night from an elevated position.
potential	Ready for more life
potential	Reliability - things don't change.
potential	How some buildings are being reinvented.
potential	Again, the proximity to the harbour and its potential for future development
potential	I like the thought that some of the buildings might be put to good use for future accommodation and business
potential	I would like to see that area revamped - with the refurb of some buildings in the area the tone is being lifted and is more inviting than it once was but it still has a way to go. Also i think the lighting could be improved and that may reduce violence in the area too
potential	It has a great potential to be an inviting "gateway" to visitors & locals alike. It is a wide street at this section and could be landscaped leaving room for traffic. As I answer these questions I keep thinking of light rail (similar to that in Melbourne,where the line traverses a very busy shopping area- The Bourke Street Mall)
potential	Like the old Miller store on the corner and hope that it's facade will be used when developers rearrange that end of town. the murals on the old pink elephant building
potential	Little
potential	Market town shopping area provides a good range of items
	Everything in this area has what is required.
	However too many unemployed hang around Burwood Park and feed off the shoppers. Alcoholics frequent the seats and families cant sit down.
	Police presence on the beat is required here
potential	Gardens need a renew in areas and garbage cleaned up Maybe when the new developement next to MacDonalds is finished there will be something to like about this area. BUT I known that CAR PARKING is not going to be adequate even with the extra parking at No.,2 Sports Ground.
potential	The surrounding streets will become the all day parking for the employees etc., in this shopping etc.,complex. The employees can not afford to pay for all day parking at the No.,2 S/Ground and will go out and park in the residential area.

potential	More public toilets and places to eat and drink More shops Needs work and a full revitalization AND pedestrian access through to Honeysuckle. Demolition of some old buildings.
potential	The small park space between the Hunter Area health building and the TAFE is excellent . Need more of those and a link to Honeysuckle. There is a clear need for residential development around the old Star Village and Devonshire. Also around the old Hunter SHopping Village. But nothing over 8 levels is necessary.
potential	Not a lot to like about this section of Hunter St, and the intended trajectory of development along it looks likely to make it worse, with large scale, alienating buildings of poor design. It has a certain utilitarian value - I like the Asian supermarkets, and some of the street trees. It needs more activation, a la Renew Newcastle.
potential	The evidence of the success of Marcus Westbury's 'Renew Newcastle' organisation in finding a use for a number of previously empty premises. The expanse of the street. It is wide and long. It should not be narrowed because the size of the street adds to the image of Newcastle. It is a positive in a street with many negatives. It should not be toyed with. Green spaces should provided between the buildings during development.
potential	The newer buildings on the northern side give some hope for the future. They hide the unncesary rail line which should had been removed years ago. No one uses the rail to shop in Newcastle particularly if the have to carry parcels etc.
potential	The potential of the eare as a 'blank canvas' for development
potential	The redevelopment of a number of old building sites
potential	The redevelopment of old buildings and some of the new buildings have revitalised areas of West of Union St. but a lot more is required.
potential	The TAFE. There is a lot of potential in the old buildings in this part of Hunter St, otherwise it is just awful
potential	This is a terrible area...the thing I like most is its potential rather than what it currently provides.
potential	This part of the street is really a mixture of nice spots with trees (around Butlers) and some very ugly spots
potential	This section of Hunter Street has great potential for complete redevelopment. What I like most about this section is the tremendous scope for improvement this section has eg. taller modern buildings and facilities at present it is an eyesore except for some newer developments
potential	Finally lets get some more modern developments all along Hunter Street, more taller buildings. For too long Newcastle has been held back into a bad vision of sucessive self interested individuals and residents groups.
potential	When I am leaving the area and heading to the outer suburbs and safety I HATE BEING IN NEWCASTLE IT IS UNSAFE AND BLOODY DANGEROUS and will advise tourists to stay out the area if they value their lives will be much better when more people are living there -



## Submission received

**Submission Received, 10 March 2010**

### NCC and Voice

I have filled out your survey today and let me comment that I think that it doesn't seem fair that if you don't answer the question you cannot move onto another part of the survey. In some parts you can go back and others you cannot.

Maybe if you want it to be this way you should add another part where you ask VOICE MEMBERS to comment on this survey. I have spoken to some members and they seem to have the same impression as myself that it isn't really asking the questions the right way and some answers are not what is really mean.

1. How long did you stay there. WHO times themself.
2. Depends on if you have driven to Marketown Or you decide to drive the car to top of Newcastle. Sometimes people go for a DRIVE ONLY through the Mall say and they dont stop but they have driven to Hunter st.
3. If it's all about HUNTER ST how could parks be involved around UNION ST. Marketown has a small park in front but I think it needs more seating. School children are there to catch buses in the afternoon and does get crowded.

Maybe you can send a survey on if members think the surveys are fair.

If you would like to talk about this I am quite willing.

**Regards**

**Lorraine Foley**



## Appendix VI – Media Release



10 March 2010

## Community feedback wanted for Hunter Street

Community consultation started yesterday, Tuesday 9 March, to progress the next stage of the Hunter Street revitalisation.

Director Future City JUDY JAEGER says Hunter Street revitalisation is a key priority for Council and feedback from the community will be a major source of information for the development of the Hunter Street Masterplan.

"We know this is an important issue for the community. A survey was sent to more than 1600 Newcastle Voice members this morning and in the first hour we had more than 100 responses."

"In addition to the Newcastle Voice survey, we will also be doing interviews with business, government and other key stakeholders as well as intercept surveys of business operators and every day users of Hunter Street starting over the next several weeks."

"Council has already committed in excess of \$500,000 for the mall revitalisation and the preparation of a master plan for Hunter Street as a demonstration of our commitment to city renewal."

A key part of all the surveys will be to ask respondents to identify ideas and priorities for revitalising Hunter St over the longer term.

All of the feedback will then be collated and used to develop the **Hunter Street Revitalisation Masterplan**.

**For more information and interviews call JUDY JAEGER on 4974 2709.**



## Appendix VII – Night Time Economy & Activity Audit

## Night Time Economy and Activity

**Thursday 29 April 2010 7.30 pm**

### **Businesses in operation**

#### **Pacific St to Newcomen St**

<b>North side</b>	<b>South side</b>
	Rosinas Pizza/Italian Cuisine Restaurant
	Rowies Hunter St (bottleshop)
	Bali Corner
	G and G Gelato
	Lucky 7 Grocery
	Nick the Grocer
	Newcastle Bakehouse (closing)
	Opporto

#### **Newcomen to Perkins St**

<b>North side</b>	<b>South side</b>
	Subway
Newcastle Health Foods	
	Sports Girl
	Tempt (clothing)
	David Jones
7 Eleven	

## Perkins St to Darby St

North side	South side
	Crown and Anchor Hotel
	Games Workshop
	Elite Health Supplements
	IGA Supermarket
	KFC
	Frontline Hobbies
	Surtaj Indian Restaurant (upstairs but with lit ground floor frontage)
	B Dazzle Tanning Studio
	Oasis Takeaway (opens later)

## Darby St to Auckland St

North side	South side
	Subway (under Telstra)
	Clarendon Hotel
	Civic Brasserie
	Civic Grocer
Civic Station entry/exit (kiosk closed)	

## Auckland St to Union St

North side	South side
Newcastle Adult Store	
Cellarbrations Bottle Shop	
	Hamburger Haven
	CBD Hotel
	Rockshop

## Union St to Steel St

North side	South side
	Thara Thong Thai Restaurant
	Southern Cross Food Plaza
	557 Hunter St (brothel down side lane)
	Zipporas on Hunter (restaurant below Quest Apartments)
	Quest Apartments lobby
	Ducks Nuts Hotel ?
	Silks Accommodation (adjacent entry and above Ducks Nuts Hotel)

## Steel St to Stewart Avenue

North side	South side
IBIS Hotel	
	Vibes Adult Bookshop
	Docs Chemist
GiGi's Hunter St (bothel)	
Newcastle Wing Chun Kung Fu	
	Spotlight
	Rundles (closing)

## Night Time Economy and Activity

Friday 30 April 2010 7.30 pm

### Businesses in operation

#### Legend:

Business closed on Friday night but open on Thursday night (**red**)

Business operating on Friday night but closed on Thursday night (**green**)

### Pacific St to Newcomen St

North side	South side
	Rosinas Pizza/Italian Cuisine Restaurant
	<i>Bogie Hole Cafe</i>
	Rowies Hunter St (bottleshop)
	Bali Corner
	G and G Gelato
	Lucky 7 Grocery
	Nick the Grocer
	<i>Newcastle Bakehouse (closing)</i>
	Opponto

### Newcomen to Perkins St

North side	South side
	Subway
<i>Newcastle Health Foods</i>	
	<i>Sports Girl</i>
	<i>Tempt (clothing)</i>
	<i>David Jones</i>
7 Eleven	

## Perkins St to Darby St

North side	South side
	Crown and Anchor Hotel
	<i>Games Workshop</i>
	<i>Elite Health Supplements</i>
	IGA Supermarket
	KFC
	<i>Frontline Hobbies</i>
	Surtaj Indian Restaurant (upstairs but with lit ground floor frontage)
	B Dazzle Tanning Studio
	Oasis Takeaway (opens later)

## Darby St to Auckland St

North side	South side
	Subway (under Telstra)
	Clarendon Hotel
	Civic Brasserie
	<i>Civic Theatre</i>
	Civic Grocer
Civic Station entry/exit (kiosk closed)	

## Auckland St to Union St

North side	South side
Newcastle Adult Store	
Cellarbrations Bottle Shop	
	Hamburger Haven
	CBD Hotel
	<i>Rockshop</i>

## Union St to Steel St

North side	South side
	Thara Thong Thai Restaurant
	Southern Cross Food Plaza
	557 Hunter St (brothel down side lane)
	Zipporas on Hunter (restaurant below Quest Apartments)
	Quest Apartments lobby
	Ducks Nuts Hotel
	Silks Accommodation (adjacent entry and above Ducks Nuts Hotel)

## Steel St to Stewart Avenue

North side	South side
IBIS Hotel	
	Vibes Adult Bookshop
	Docs Chemist
GiGi's Hunter St (bothel)	
<i>Newcastle Wing Chun Kung Fu</i>	
	<i>Spotlight</i>
	<i>Rundles (closing)</i>