Connecting Newcastle
Our urban renewal vision
## Our 2030 Vision (Adopted 2010)

<table>
<thead>
<tr>
<th>OUR STRATEGIC DIRECTIONS</th>
<th>OUR OBJECTIVES</th>
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<tr>
<td><strong>CONNECTED CITY</strong></td>
<td>• Effective and integrated public transport</td>
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<tr>
<td>Transport networks and services will be well connected and convenient. Walking, cycling and public transport will be viable options for the majority of our trips.</td>
<td>• Linked networks of cycle and pedestrian paths</td>
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<td>• A transport network that encourages energy and resource efficiency</td>
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<td><strong>PROTECTED AND ENHANCED ENVIRONMENT</strong></td>
<td>• Greater efficiency in the use of resources</td>
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<td>Our unique environment will be understood, maintained and protected.</td>
<td>• Our unique natural environment is maintained, enhanced and connected</td>
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<td>• Environment and climate change risks and impacts are understood and managed</td>
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<tr>
<td><strong>VIBRANT AND ACTIVATED PUBLIC PLACES</strong></td>
<td>• Public places that provide for diverse activity and strengthen our social connections</td>
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<td>A city of great public places and neighbourhoods promoting people’s health, happiness and wellbeing.</td>
<td>• Culture, heritage and place are valued, shared and celebrated</td>
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<td>• Safe and activated places that are used by people day and night</td>
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<td><strong>CARING AND INCLUSIVE COMMUNITY</strong></td>
<td>• A welcoming community that cares and looks after each other</td>
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<td>A thriving community where diversity is embraced, everyone is valued and has the opportunity to contribute and belong.</td>
<td>• Active and healthy communities with physical, mental and spiritual well-being</td>
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<td>• A creative, culturally rich and vibrant community</td>
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<td><strong>LIVEABLE AND DISTINCT BUILT ENVIRONMENT</strong></td>
<td>• A built environment that maintains and enhances our sense of identity</td>
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<td>An attractive city that is built around people and reflects our sense of identity.</td>
<td>• Mixed use urban villages supported by integrated transport networks</td>
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<td>• Greater diversity of quality housing for current and future community needs</td>
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<td>• Best practice energy and water efficient buildings and infrastructure</td>
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<td><strong>SMART AND INNOVATIVE CITY</strong></td>
<td>• A vibrant diverse and resilient green economy built on educational excellence and research</td>
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<td>A leader in smart innovation with a healthy, diverse and resilient economy.</td>
<td>• A culture that supports and encourages innovation and creativity at all levels</td>
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<td>• A thriving city that attracts people to live, work, invest and visit</td>
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<td><strong>OPEN AND COLLABORATIVE LEADERSHIP</strong></td>
<td>• Integrated, sustainable long-term planning for Newcastle and the Region</td>
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<td>A strong local democracy with an actively engaged community and effective partnerships.</td>
<td>• Considered decision-making based on collaborative, transparent and accountable leadership</td>
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<td>• Active citizen engagement in local planning and decision-making processes and a shared responsibility for achieving our goals</td>
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<td>• Newcastle City Council: a local government organisation of excellence</td>
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THE OUTCOMES DELIVERED BY OUR VISION

Connected City   Vibrant and Activated Public Places   Liveable and Distinctive Built Environment
Council’s framework for Hunter Street Revitalisation in 2010
An integrated transport network is the cornerstone of a thriving global city. Newcastle deserves a network where buses, trains, cars and light rail co-exist happily with pedestrians, cyclists, skateboarders and scooters.

Our vision for public transport across Newcastle and the Hunter is to show the community how enhanced connectivity and integration of all transport modes will shape urban renewal and improve liveability.

Light rail is one part of the network and given the investment being made in the infrastructure we need to make sure we get it right.

We need a light rail network that makes sense and that delivers on our urban revitalisation goals to create a vibrant city centre.

We want to take the best urban design to showcase our heritage and translate this into inspiring public spaces, shared pathways, and activated ground floor commercial spaces that will transform our streetscape.

This shared arrangement will loop back via Hunter Street Mall along the original tramline. The reinstatement of this unique loop will provide optimal urban renewal outcomes and reflect the city’s character and heritage.

The shared format will allow for multiple modes of transport while preserving space for parking on the edges of a dual-use centre lane and create room for wider footpaths and separated cycle ways.

Commuter cycleways from the suburbs will be separated from traffic to keep people safe and help activate the different precincts that will emerge from Wickham to Newcastle East.

This will mark the start of an integrated public transport network with the potential to link our suburbs with the city centre, education and medical facilities as well as major transport nodes including Newcastle Airport and the Lake Macquarie Transport Interchange.

This is an ambitious vision. We can achieve it as the different agencies charged with delivering the multi-million dollars worth of revitalisation projects come together to create a smart, liveable and sustainable city.

Nuatali Nelmes
Lord Mayor of Newcastle
Artist impressions: subject to statutory approvals, subject to change
City centre priorities

Based on the Council endorsed *Hunter Street Revitalisation Strategic Framework (HSRF) (2010)* the urban design priorities were:

1. **PEDESTRIANS** - Access, space and comfort - to make a walkable city.
2. **CYCLISTS** - Safe, separated cycleways through the city.
3. **PUBLIC TRANSPORT OPTIONS** - Currently light rail and buses.
4. **VEHICLE ACCESS** - Maintaining the minimum number of vehicle lanes to facilitate traffic flow with reduced speed zones in the city.
5. **SPECIAL VEHICLE PARKING** - Disabled, motorbike and delivery vehicle parking options.
6. **GENERAL ON-STREET PARKING** - Maintain parking options in the city.
Our future city

Our goals for a revitalised Newcastle are to have a:

NEWCASTLE POSITIONED AS A GLOBAL CITY

Drive a shared vision for Newcastle to become a global city and second gateway to NSW encompassing port, airport, defence, university and health hubs.

REVITALISED CITY CENTRE

To transform the urban environment to bring people back to the city centre, connect the city centre to its waterfront and stimulate jobs growth in the CBD. Deliver improved public domain including parks, entertainment precincts and public spaces.

CBD THAT OFFERS VIBRANT, SHARED SPACES

Improve walking and cycling access and options. Equitable road space allocation for each mode of transit including pedestrians, cyclists, public transit and vehicles. This includes pedestrian prioritisation measures and separated cycleways.

LIGHT RAIL WITH FUTURE POSSIBILITIES

Plan for an extended light rail network while we build the inner-city network. Ensure the infrastructure enables expansion of the network to better connect the CBD to key destinations.

INTEGRATED PUBLIC TRANSPORT

Establish a Newcastle Transport Authority that will connect rail, light rail, bus, ferry, park and ride, cyclists and pedestrian transport modes into one cohesive network.
MANY OF THE CONCEPTS IN COUNCIL’S VISION WERE ALSO REFLECTED IN FEEDBACK TO AN URBANGROWTH NSW ENGAGEMENT PROGRAM.
REVITALISING NEWCASTLE

Community engagement

Revitalising Newcastle was a community engagement exercise to allow people to provide their feedback and ideas on urban revitalisation opportunities in the Newcastle CBD. It was biggest community engagement exercise ever undertaken on city revitalisation with over 20,000 electronic, face-to-face and written engagements. Revitalising Newcastle forms part of the NSW Government’s Urban Transformation and Transport $460m program to revitalise Newcastle City Centre by delivering new transport, creating jobs and connecting the city to its waterfront.

What did our people say?

People strongly supported the objectives to bring people back to the city, grow new jobs and connect the city to its waterfront. They also wanted the heritage and character of the city to be respected and have heritage included in the program objectives.

Of the opportunities presented 3 out of 4 people preferred the Harbour Entertainment and Harbour Play City designs. These designs provided a mix of development site options that would be used to fund the revitalisation of the Newcastle Railway Station as well as fund entertainment and parkland opportunities within the rail corridor.

Figure 1: Engagement, reach and participation

- 11,000+ website visitors
- 6,300+ Facebook likes
- 2,500+ surveys
- 1,400+ people engaged face-to-face
- 285 submissions
COMMUNITY FEEDBACK TO URBANGROWTH IN 2015

HARBOUR ENTERTAINMENT CITY

Repurposing the Newcastle Railway Station to a hallmark destination would be the feature of a Harbour Entertainment City. The Station would become the centrepiece of the city’s play and entertainment precinct, and would accommodate enterprises and activities that attract visitors and stimulate the economy. This site has the potential to become a significant tourism destination. The community has suggested a refurbished Station would be ideal to showcase world-renowned Hunter Valley produce. Refurbishment would fully respect the heritage integrity of the Station.

The area around the Station could also become a dedicated entertainment hub that could be programmed for pop-up and permanent entertainment. It could be a thriving hub of arts and culture. Community feedback has supported an area like this where activities ranging from giant games of chess and volleyball to movies, live music and concerts, could be hosted. An enterprise adjacent to the station site is also a possibility.

Potential mixed-use
Hunter Street between
activity in the city core

This meets the Revitalisation
to the City Centre,
Grow Jobs in the City,
Transport and Create
Community Assets
This opportunity could deliver:

Green open space from Perkins Street to Watt Street

Mixed use development on Hunter St near Darby Street and in the West End

Civic Link

Access from the city to the waterfront at Market Street, Perkins Street, Newcomen Street and Bolton Street

Regional Playspace

Revitalisation of Hunter Street

Relocation of the bus terminal to the West End

+ Creation of a dynamic destination at Newcastle Railway Station

+ Entertainment Precinct

The potential outcomes as a result of the delivery of this opportunity are:

The creation of a Civic Link

Revitalisation of Hunter Street

Creation of an entertainment precinct at East End
Green the street
Wider footpaths and better street planting

People the street
Bring people back to the city centre

Read the street
Easy to find your way around

Newcastle Urban Renewal Strategy 2012
In September 2015, Newcastle City Council resolved to:

- recommit support for a geographically focused Hunter Transport Authority.
- call for the expansion of any proposed light rail project for Newcastle to connect the inner city with the University at Callaghan, John Hunter Hospital, Hunter Stadium, Newcastle Airport, beaches and the proposed Glendale Interchange; and ensure any light rail network integrates with car parking, cycleway, pedestrian, bus and heavy rail operations.
- collaborate with Transport NSW to establish an integrated transport management plan including forward planning of the next stage of any light rail project, including community consultation on the proposed routes.

In 2013, the NSW Government announced the Newcastle Urban Renewal Strategy would include the Newcastle Light Rail Project.
THE OUTCOMES DELIVERED BY OUR VISION

Connected City  Vibrant and Activated Public Places  Liveable and Distinctive Built Environment
• This would deliver centre lanes shared by vehicles and slow-moving light rail cars.

• It provides space for parking on the edges of the dual-use lanes, an important thing for our regional city.

• It also features cycle ways and footpaths shielded physically and acoustically by parked vehicles, as well as enough new space to activate streetscapes with street furniture, art installations and greening.

• Mixed running as part of a transit way shared with cycleways and wider footpaths will span the entire two-way route from Worth Place to Newcastle Beach.

• Eastbound tracks will follow the northern side of Hunter and Scott Street, which will retain a travel lane in each direction, to Telford Street.

• The route will loop back via Hunter Street Mall in a design that truly encompass the City’s urban renewal goals.

• Mixed running with cycleways and wider footpaths has been successful in Melbourne and other capitals noted for excellent urban design.

• Separated cycle ways and quieter scenes for pedestrians support plans to activate Hunter and Scott streets with streetscape improvements to attract people to inner-city businesses and the harbour foreshore.

• For Newcastle, light rail is as much a transport project as it is an exercise in urban renewal.

• UrbanGrowth NSW’s Revitalising Newcastle engagement project found strong support for “objectives to bring people back” and “improve connections for pedestrians and cyclists”.

• Only a light rail solution that carefully considers modern urban renewal principles can achieve this.

• In Sydney, TfNSW is reserving George St for a light rail system that will see trams run every three minutes, moving around 14,500 passengers an hour.

• A tram will run every 10 minutes in Newcastle, moving 300 people an hour.

• These numbers mean mixed running could work safely.

• Newcastle’s social and economic development also depends on which route the light rail takes.

• Council believes the best plan is a loop from Scott Street in the east around Pacific Park via Telford Street and back west along the mall, after which rail cars will skirt the southern side of Hunter Street back to Worth Place.

• The loop would do much to restore a bustling precinct. Council believes it will activate the street and once again make it a premium shopping area attractive to investment. Moreover, the location a block south of the old heavy railway will ensure the new mode is not dismissed as a like-for-like replacement.

• Adoption of mixed running and a loop through the mall will honour the guiding principles of the Newcastle Urban Transformation and Transport Project, the Newcastle Urban Renewal Strategy and the Hunter Street Revitalisation Strategic Framework.

• Input from the community, including 480 pedestrians, 120 Hunter Street businesses and 1734 survey respondents called for more people-friendly places, integrated transport, enterprise and greenways. Their top priority was pedestrians - better access, more space and comfort to help create a walkable city - followed by new cycleways that are safe for all.

• Mixed running, with variations in certain sections, will create the precious room needed for both and the component parts that will breathe new life into Newcastle.

• Under Council’s 2030 Vision for a smart, liveable and sustainable city, our transport networks and services will be well connected and convenient to all.

• Walking, cycling and public transport will be viable options for getting around the city.

• Only a light rail design with mixed running will move the city forward toward these long-term goals.

• Light rail stops proposed by council are: Newcastle Interchange at Wickham; Steel Street (just to the west of Steel Street); Worth Place; Civic (between north-south plaza and Merewether Street); Crown Street eastbound (incorporated into footpath); Queens Wharf east of Market Street (incorporated in proposed parkland); Newcastle Beach Terminus in Pacific Park; The Mall eastbound east of Market Street; and Crown Street incorporated into the footpath.
Future opportunities

CITY TO HUNTER STADIUM
• A connection that can be easily delivered due to existing road infrastructure
• Enhances public and tourist access to major events
• An opportunity to enrich the tourist experience
• Supports the travel of 330,000 people annually to this popular sporting facility

CITY TO JOHN HUNTER HOSPITAL
• Improved access for hospital staff, students and visitors
• Potential to reduce traffic delays in New Lambton Heights and surrounds by providing an alternative mode of transport to the hospital
• Improved liveability for residents along this major transport route
• Reduces the reliance on limited parking availability within hospital grounds and surrounding streets

CITY TO NEWCASTLE UNIVERSITY CALLAGHAN CAMPUS
• A major transit corridor connecting Newcastle University’s Callaghan campus and the new NeW Space precinct in the CBD
• Enhances the student experience by enabling ease of movement between Callaghan and City campuses
• Provides a cost-effective, safe mode of travel for students and staff
• Supports active travel for students and staff
• Provides a viable alternative to private car travel, thus reducing the reliance on already limited parking availability in the CBD

CITY TO NEWCASTLE AIRPORT
• Create a fast connection for travellers visiting Newcastle and the Hunter or commuting to other capital cities via NSW’s second gateway
• Supports investment and expansion of Newcastle Airport to include international travel routes and increased national destinations
• Enhance existing transport links to Newcastle Airport to improve visitor experience for the 1.2 million people utilising Newcastle Airport each year

CITY TO LAKE MACQUARIE TRANSPORT INTERCHANGE
• Complements the proposed Lake Macquarie Transport Interchange allowing a high speed connection for visitors and commuters to and from the Newcastle city centre
• Major transport corridor connecting Newcastle and the Hunter to the rest of NSW
• Enhances movement across the city and through the region

CITY TO BATHERS WAY
• Connect our fantastic beaches to the city centre with stops following the Bathers Way from Newcastle to Merewether Beach
• Enhance our international flagship event, Surfest with a dedicated stop alongside the competition area
• Support the investment already being made in our coastline with the construction of the Bathers Way
When planned in tandem with Newcastle’s goals for revitalised city, light rail can enhance urban renewal.
LIGHT RAIL OPPORTUNITIES

- Lake Macquarie Transport Interchange
- Newcastle Airport
- Hunter Stadium
- John Hunter Hospital
- Newcastle University
- Bathers Way
Sketch Concept for Light Rail Loop Route

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Proposed Light Rail Route

Key
- Proposed Light Rail Route
- Council Proposed Light Rail Route
- Proposed Light Rail Stop Location
- Council Proposed Light Rail Stop Location

Newcastle Transport Interchange
Stage One

Pacific Park Newcastle Beach

Bathers Way

Newcastle

Scott Street
Hunter Street
Pacific Street
Market Street
Crown Street

Newcastle East
Hamilton
Hamilton East
Hamilton South
The Hill
Cocks Hill
Maryville
Carrington
Hamilton
Newcastle

Merewether

Newcastle

PARK & RIDE

PARK & RIDE
Pacific Park Newcastle Beach
Our concept delivers mixed running along the length of the light rail route on Hunter street, on a transit that is shared with cycleways and pedestrians.

MIXED RUNNING: WHERE LIGHT RAIL AND VEHICLES SHARE THE TRAVEL LANE.
The alternative to mixed running.

NO STREET TREES, NO WIDER FOOTPATHS, NO CYCLEWAYS AND NO PARKING.
A visitor to Newcastle in 2030 describes their stay

The view from my plane window as I fly into Newcastle is striking. There is an expanse of blue and waves crashing on the golden sand. Ships dotted across the sea are waiting patiently to come in to the harbour. I can’t wait to see the working harbour up close.

As soon as I land I’m off the plane and out of the terminal. I was going to catch a cab to my meeting at the University’s city campus NewSpace but everyone else is heading for the waiting light rail so I follow the crowd. The light rail time table is synced to the flight schedule so once everyone is aboard we are away. It’s an express service so we are at the Newcastle Transport Interchange in no time. I change platforms and jump on another tram straight to the campus station.

I am heading to NewSpace for the annual smart city think tank meeting. The meeting is held in the city doing the most innovative thinking at the time, so it is fitting to be here in Newcastle. Newcastle’s transformation into a living lab has been drawing quite a bit of attention and I have heard that they are testing driverless cars here for mass production. Apparently the mixed mode traffic with cars and trams sharing the road is a great testing ground to see if the driverless cars can avoid obstacles.

Due to my seamless connections from the airport, I am a few hours early I head across the Civic Plaza in search of the ships I saw from the plan. Open public spaces are a sea of colour with herbs in an arm’s reach for the restaurants that line the corridor and wisteria blooming along the 2km long architectural archway which provides shade along the whole strip.

It is just about lunchtime so the outdoor seating scattered throughout the plaza is starting to fill up with students and workers. All of the seating is equipped with charging points and the plaza - in fact the whole city - has wifi and there is the coolest virtual jukebox here. Once you walk into plaza you can connect to the jukebox and add a song from your playlist. There seems to be a rock and roll theme today so I add in one of my favourites Satisfaction by the Rolling Stones and continue on. The mood is upbeat and the street food stalls are doing a roaring trade. I could easily just kick back and relax but there is more to see.

The working harbour is calling me and with each step the ships become more impressive. They have a great ship movements tracking app which downloads all the stats about the ships you are looking at. The one in front of me know is shipping solar panels to Asia from the CSIRO’s smart tech headquarters at Steel River. Great!

I follow the harbour east and notice I am not far from the light rail stop so I jump back on to do the city circle loop. It will run past Newcastle Station, my accommodation for the night, has been transformed into an indoor/outdoor entertainment space with artisans, a permanent outdoor cinema, small bars and coffee shops. Tonight the noodle market is on and there will be Bruce Lee movies on the big screen from 7pm. I hope the think tank meeting is finished on time!

I think forward to tomorrow’s activities which will include taking the light rail to Hunter Stadium to see the top of the table Newcastle Knights in action.

I stay on to the end of line and loop back through the Hunter Street Mall. Heritage buildings are mixed with state of the art commercial/residential buildings that are completely off the grid. These showpieces for ‘clean’ building are the subject of the think tank discussion today.

As the light rail arrives at my stop, I must admit that after only a short spin around the city centre I am so inspired by what I have seen that I can’t wait to get the discussion underway about the latest in emerging technology. You’ve impressed me Newcastle, well played.
“Connect the city centre to its surrounding suburbs with better transport. Transform the culture in Newcastle to leave the car at home and use public transport / walkways and cycleways to travel to the city, just like in other major cities in Australia and around the world”

Newcastle Voice ‘Revitalising Newcastle’ survey 2015
Artist impressions: subject to statutory approvals, subject to change