



**Better Together**

Our 2030 plan

## Newcastle 2030 is Your Plan – tell us how we're tracking.

Have  
your  
say

We're better together so let's reflect on our achievements for Newcastle 2030, your Community Strategic Plan.

Throughout March and April, City of Newcastle will be having city-wide conversations to check-in on how we're delivering your vision as we transform into a smart, liveable and sustainable global city.

[newcastle.nsw.gov.au/yoursay](http://newcastle.nsw.gov.au/yoursay)



Newcastle 2030 – Community Strategic Plan

Interim Engagement Report July 2020

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# 1 Introduction

City of Newcastle (CN) initiated engagement in late February until early April 2020 for the Newcastle 2030 Community Strategic Plan (CSP). The CSP is the cornerstone document of the NSW Government's Integrated Planning and Reporting (IP&R) framework. CN intended to measure awareness, overall community sentiment and perceptions towards our progress in meeting the CSP's goals and actions by engaging with the community, framed as "checking in".

The overall intention of the engagement was to:

1. obtain community input on how the current CSP is tracking and if the current strategies accurately reflect CN's 10-year direction
2. seek to understand if the community is engaging with the CSP in a meaningful way and explore a more community-centred format and messaging
3. raise awareness for the Sustainable Development Goals (SDG's) and integrate these targets within the CSP.

This report outlines the CSP engagement activities that were carried out in February and April 2020, and the findings that emerged from the data collected up until the time when the engagement was placed on hold due to COVID-19.

## 1.1 Engagement aims

- Involve community in the development and identification of key objectives and strategies within the current CSP.
- Increase awareness and understanding of Council's strategic planning process, including continued sharing of the CSP strategic directions, its objectives and actions.
- Strengthen relationships and build trust between community members, key stakeholders, and Council.

## 1.2 Engagement activities

Engagement activities took place over 3-months between February and April 2020.

This included:

### Activity 1: Survey

This survey covered the CSP's objectives, what was working (or not) and missing from the Plan, what was considered important to younger people, awareness and what SDG's were viewed as important. It was open between **Tuesday 25 February 2020 and Wednesday 8 April 2020**.

- 446 completed the survey
- Total of 8 closed questions and 2 open ended (excluding demographics)
- 51% of surveys responses selected Male, 44% Female and 5% elected not to say
- The survey attracted a strong response from respondents aged over 45 years:
  - 70-74yrs (15%)
  - 65-69yrs (15%)
  - 60-64yrs (13%)
  - 55-59% (11%)

- 50-54yrs (9%)
- 45-49yrs (8%).
- From the responses, the top six postcodes included:
  - New Lambton (10%)
  - Cooks Hill (6%)
  - Merewether (6%)
  - Newcastle CBD (6%)
  - Mayfield (5%)
  - Newcastle East (5%).

It should be noted that one-in-three respondents to the survey were aged between 65 – 74 years of age, and as such, the findings outlined in this report are not representative of the local government area (LGA). Further engagement was planned to reach a younger cohort however these plans did not occur due to COVID-19 restrictions.

Survey analysis can be found in on pages 7 - 14, with the demographics and open-ended data available in the appendices.

### **Activity 2: Online comments forms**

Online forms were embedded on the Have Your Say CSP engagement webpage as an additional means of engaging those who may not choose to complete the survey. The online comments form asked respondents to consider the CSP’s Strategic Directions and consider the following:

- Q1 - Do you think we are on track?
- Q2 - Is there anything missing?
- Q3- What could we be doing better?

There was a form associated with all seven CSP Strategic Directions:

1. Accessible Transport
2. Inclusive Community
3. Liveable Built Environment
4. Open and Collaborative
5. Protected Environment
6. Smart and Innovative
7. Vibrant and Safe.

The forms resulted in more than 40 indications on whether CN was “on the right track” and over 380 individual responses to Q2 and Q3. A summary of this data can be found on page 15 - 16.

Raw data is included in the appendices.

**5. Liveable Built Environment**

We know the City of Newcastle is an excellent place to live.

We are working with the community to ensure our coastal environment is protected and enhanced. Although growth is essential, we have been focused in on ensuring that new development is sympathetic to the community and protects heritage while allowing for new housing which is in high demand.

We have been working on connecting communities through improved cycle and road networks as well as parking. Our good planning ensures that the right development is in the right places.

Do you think we're on track? :

Is there anything missing?:

What could we be doing better?:

Email:

Suburb:

**Submit**

**Image 1. Online engagement web form**

### **Activity 3: Presentations**

Three presentations occurred with the first presentation to the Access Inclusion Advisory Committee, followed by the Community Planner and Community Engagement Specialist attending the CN Youth Council meeting March 4<sup>th</sup> 2020 where two University of Newcastle CIFAL staff and CN's Youth Engagement Facilitator were also in attendance. The second presentation occurred on 10 March 10 2020 with members of the Guraki Advisory Committee and CN's Resource Facilitator – Guraki.

Attendance for the presentations was recorded as:

Access Inclusion Advisory Committee: 6 participants (Thursday 27 February 2020)

Youth Council: 6 participants (Wednesday 4 March 2020)

Guraki Advisory Committee: 3 participants (Tuesday 10 March 2020)

Note: Several other presentations and workshops were planned as part of the Communications and Engagement Plan however they were suspended due to COVID-19.

The Guraki presentation notes included on page 48 in the appendices.

### **Activity 4: Communications and promotion**

A communications plan was developed to continue to elevate the profile of the CSP and encourage community and stakeholder participation throughout the engagement program across a wide range of platforms and activities. Overall reach throughout the three-month engagement program is estimated to be about 40,000. This included:

- Media releases
- Iterative key messaging
- CN Have Your Say for as the key platform for consultation and engagement
- Council libraries with mechanisms for written information provision, capturing feedback, including accessible content
- Digital channels and Social Media (paid + organic)
- Council's community newsletter and monthly e-newsletter being utilised as key channels for broad-based communications - informing, updates and call to actions
- Advertising (print and digital) in local papers

- Infographics to create engaging and accessible messaging for distribution across digital platforms and social media.
- Distributing and discussing information through CN's community reference groups and committees
- Providing regular updates for staff using a range of channels including the intranet and staff e-newsletters.

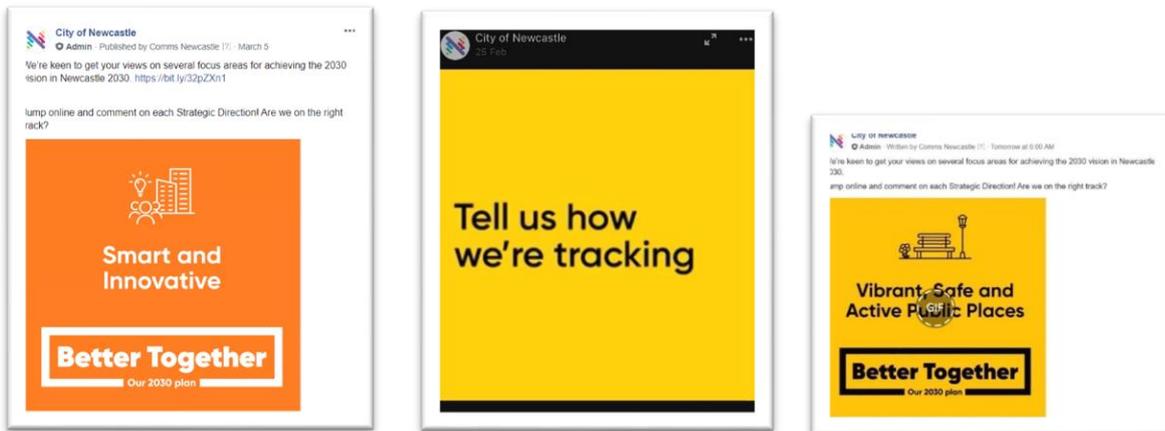


Image 2. Example social media posts

## 2 Survey findings

The online survey was launched on the **Tuesday 25 February 2020** and was open until **Wednesday 8 April 2020**.

The purpose of the survey was to:

- Ascertain how the community viewed the current CSP vision *By 2030, Newcastle will be a smart, liveable and sustainable global city*
- Gain an indication of how many individuals had read the CSP and an indication of levels of community agreement with the directions within the Plan
- Ask how well the community think CN are tracking against the CSP's community objectives
- Consider young people and the vision for Newcastle as a smart liveable and sustainable global city by 2030, to understand what respondents think is important?
- Identify opportunities for improvement or clarity within the Plan
- Learn about community awareness for the UN SDG's and what our communities feel should be a priority for Newcastle.

The survey was promoted to the Newcastle Voice community panel and through digital channels resulting in 446 survey completions.

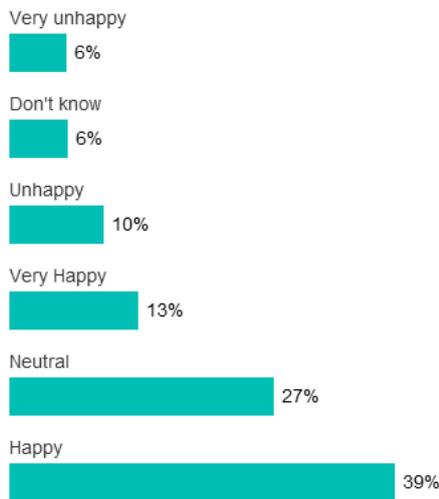
## 2.1 Community Vision

### 2.1.1 Satisfaction with Vision statement

When CN adopted the Newcastle 2030 Community Strategic Plan (CSP), the adopted vision was: **By 2030, Newcastle will be a smart, liveable and sustainable global city.**

The question was asked, 'How do you feel about this current Vision within the Newcastle Plan?' From the 446 respondents, 52% were happy (13% very happy + 39% happy) with the vision statement.

27% indicated a neutral sentiment and only 16% were unhappy (6% very unhappy + 10% unhappy). Of respondents that indicated they were unhappy to some level, most had not read the CSP.



Graph 1. Responses to How do you feel about the current vision with the Plan?

## 2.2 CSP readership

### 2.2.1 Level of knowledge

Of the 446 survey respondents 419 chose to indicate if they had read the CSP.

Slightly more than one-in-three respondents had read the Plan (39%) with 61% not having read the document.



Graph 2. Responses to 'Have you read the Community Strategic Plan?'

## 2.3 Strategic Directions

### 2.3.2 Agreement with Strategic Directions

The survey listed the **seven strategic directions** that are contained with the Plan and asked if respondents had overall agreement with the directions. 77% stated 'yes' and only 13% stated 'no' they did not agree with the directions.

*“The Plan looks at the values that are important to me and how we can work together towards a better future for our community.”*



Graph 3. Responses to 'Do you agree with these Strategic Directions?'

### 2.3.3 Progress towards objectives

On a five-point scale ranging from 'very poor' through to 'very good', survey respondents were asked to indicate how well they thought CN was tracking against the following **community objectives**:

- 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.
- Our unique environment will be understood, maintained and protected
- A city of great public places and neighbourhoods promoting people's health, happiness and wellbeing
- A thriving community where diversity is embraced, everyone is valued and has opportunities to contribute and belong
- An attractive city that is built around people and reflects our sense of identity
- A leader in smart innovations with a prosperous, diverse and resilient economy
- A strong local democracy with an actively engaged community and effective partnerships.

The three highest ranked objectives perceived as performing well were the following:

- A thriving community where diversity is embraced, everyone is valued and has opportunities to contribute and belong (42% good or very good)
- A city of great public places and neighbourhoods promoting people's health, happiness and wellbeing (41%)
- An attractive city that is built around people and reflects our sense of identity (39%).

● 1. Very poor ● 2. Poor ● 3. Neutral ● 4. Good ● 5. Very good ● Don't know

Transport networks and services will be well connected and convenient. Walking, cycling and public transport will be v...



Our unique environment will be understood, maintained and protected.



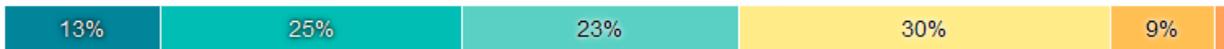
A city of great public places and neighbourhoods promoting people's health, happiness and wellbeing.



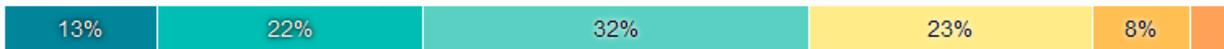
A thriving community where diversity is embraced, everyone is valued and has the opportunity to contribute and belo...



An attractive city that is built around people and reflects our sense of identity



A leader in smart innovations with a prosperous, diverse and resilient economy



A strong local democracy with an actively engaged community and effective partnerships



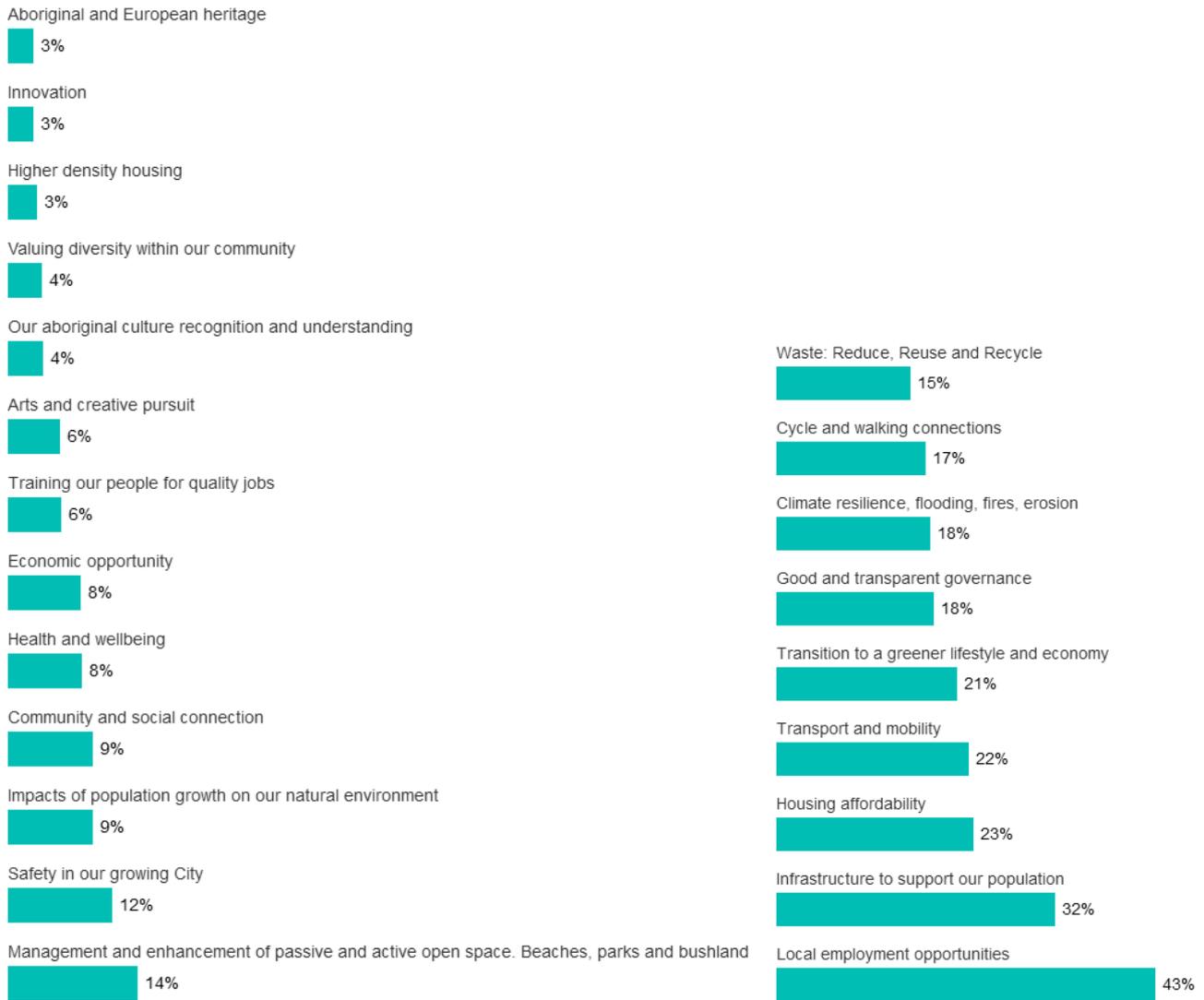
Graph 4. Responses to scale of agreement as to how CN was achieving the Plan's community objectives?

## 2.4 CSP & Younger People

### 2.3.1 Important issues/topics

When asked to respond to what are the most important issues or topics facing younger people and the vision for Newcastle as a smart liveable and sustainable global city by 2030, the top three responses from respondents were local employment opportunities (43%), infrastructure to support our growing population (32%), and housing affordability (23%).

*“The plan is looking ahead for our region. We need to progress with the plan that is suitable for the younger population coming through.”*



**Graph 5. Responses to ‘what do you think is important for young people towards 2030?’**

It should be noted that one-in-three respondents in the survey were aged between 65 – 74 years of age. Further engagement was planned to reach a younger cohort however these plans did not occur due to COVID-19 restrictions.

## 2.5 Open-ended responses

Survey respondents were asked the following three open-ended questions:

### 2.5.1 What does the Plan do well?

Respondents were asked if there was anything the Plan does well. From the 446 respondents 201 respondents contributed open-ended feedback. The sentiment with the highest positive response (11%) was that the Plan’s objectives and goals were good. In contrast 9% indicated they felt the Plan was “all talk/words” indicating opportunity to increase perception and awareness of how the Plan is translated into identifiable actions by CN.

The key themes expressed had a mixture of views:

Sentiment
The overarching objectives are good / worthy goals
Explains it very well / articulates clearly / easy to understand
Laying out a desired direction / where we should be headed
Plan is good (general comment)
Lots of words so far / plan is a plan - but action is different

Table 1. Summary of sentiments expressed with high frequency towards the Plan

Note that 6% indicated they had not read the CSP and 5% indicated they were ‘unsure’.

See appendices for full list of responses coded both positive and negative sentiment.

### 2.5.2 What could be improved / missing?

Respondents were asked if there was anything in the Plan that could be improved or is missing. From the 446 respondents 246 respondents contributed open-ended feedback. The themes expressed most frequently were a mixture of specific actions and general comments:

Key themes
Better transport / public transport / more public transport
Actual urgency to implement the plan / actually doing what you say you are trying to do
The city needs more car parking / more free parking
Cycle paths / better cycling access across the city / better cyclist safety

Table 2. Key themes with high frequency around improvements or missing from the Plan

*“The Plan could be improved by listing more concrete actions, for example, in Protected Environment, the community indicator of air quality could factor in specifics.”*

See appendices for full list of coded responses.

### 2.5.3 Sustainable Development Goals (SDG’s)

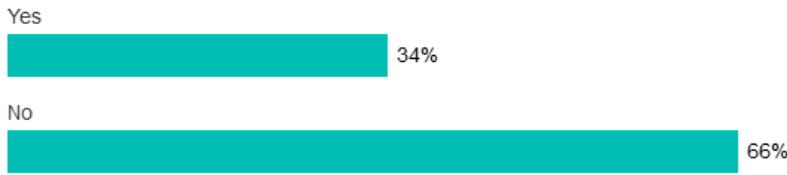
Survey respondents were advised that CN is committed to working towards achieving the United Nation’s seventeen Sustainable Development Goals (SDG’s).



Figure 3. UN’s SDG’s

### 2.5.4 Awareness towards CSP and SDG's

Of the 446 survey respondents, when asked if they were aware that the CSP incorporates the United Nations, SDG's, about one-in-three were aware:



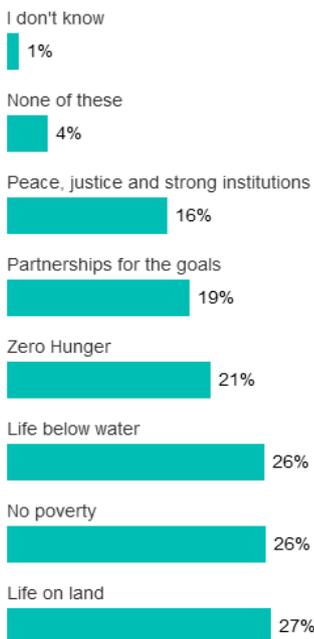
Graph 6. Awareness towards CSP and SDG's

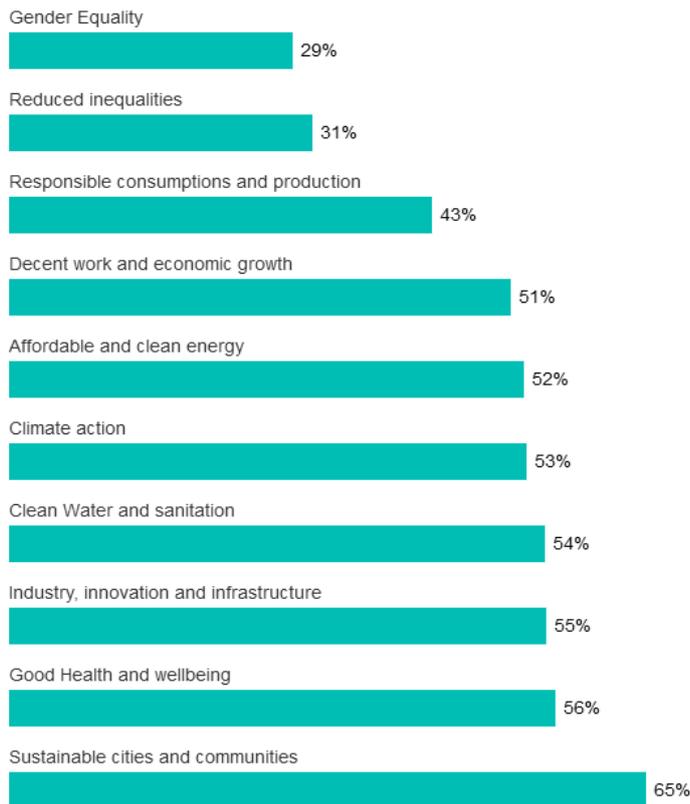
### 2.5.1 SDG's focus areas

Respondents were asked which of the 17 SDG's did they thought CN should concentrate our efforts towards. SDG number 11 'Sustainable cities and communities' was selected by the highest number of survey respondents (65%), followed by SDG number 3 'Good health and wellbeing' (56%) and SDG 9 'Industry, Innovation and Infrastructure' (55%).



See below graph for full response.





Graph 7. SDG's CN responses to where CN should concentrate our efforts

### 3 Online web form findings

As part of the engagement program, progress reports on the Plans seven Strategic Directions were made available online. The reports had a small amount of information on how CN believed itself to be tracking listing various achievements.

The aim of this feedback channel was to offer respondents a simple format to express their views against the individual directions and feedback on what they felt CN could be doing better or if anything was missing and if CN was on the 'right track'.

See appendices for the open-ended comments.

#### 3.1.1 Do you think we're on track?

An open response form asked if CN was on the right track against each strategic direction. From a total of 134 responses, **Protected Environment** and **Integrated & Accessible Transport** received the highest number of responses indicating level of agreement (either in full or partly) that CN was on the right track.

Do you think we are on track?								
	Integrated & Accessible Transport	Inclusive Community	Liveable Built Environment	Open & Collaborative	Protected Environment	Smart & Innovative	Vibrant & Safe	TALLY
Yes	6	5	5	3	7	1	3	30
No	23	1	12	6	6	5	10	63
Don't Know	0	2	0	1	1	1	1	6
Partly	4	1	1	2	4	2	3	17
Other	8	1	2	3	2	1	1	18
Response Total	41	10	20	15	20	10	18	134

Table 3. Number of responses to individual Strategic Directions responses in web forms

*“I’ve heard good reports of each of these initiatives”*

### 3.1.2 Online form - Is there anything missing (in the Plan)?

An open response form asked if there was anything missing in the CSP. From a total of 116 comments, the key themes were around CN’s services and satisfaction levels rather than the Plans objectives or targets.

<b>INTEGRATED &amp; ACCESSIBLE TRANSPORT</b>
Better connectivity – cycling and public transport / cycleways / parking
<b>INCLUSIVE COMMUNITY</b>
Helping the vulnerable e.g. providing transport for community members
<b>LIVEABLE BUILT ENVIRONMENT</b>
Access / connectivity (walking & cycling) / building height controls
<b>OPEN &amp; COLLABORATIVE LEADERSHIP</b>
Transparency in communication / evidence of collaboration
<b>PROTECTED ENVIRONMENT</b>
Trees / organics / composting services
<b>SMART &amp; INNOVATIVE</b>
Communication / range of festivals & events
<b>VIBRANT, SAFE &amp; ACTIVE PUBLIC PLACES</b>
A night-time economy / 24-hour late night trading / cleanliness parks and outdoor spaces

Table 4. Overall responses by themes to individual Strategic Directions in web forms

The raw data responses can be found in the appendix.

### 3.1.3 Online form – What could we be doing better?

An open response form on the engagement web page asked what could CN be doing better. From a total of 267, the following are examples of the verbatim comments that generally related to specific actions ranging from the environment to cycling, public transport and connectivity, the built environment and development controls, large and small events and parking.

*“A policy of ensuring visual space between developments, it is positive that some Hunter Street buildings will be removed to allow better access to the foreshore etc. but more of this to allow for better access for pedestrians would be great.”*

*“More digital communication direct to the community, holding information sessions on key projects outside of usual business hours.”*

*“Integration of trees” / “Protection of existing and replacement of urban tree canopy.” / “Urban forest needs tripling.” / “More shade trees incorporated in our streets, public spaces and parks. Improve amenity, liveability and biodiversity”*

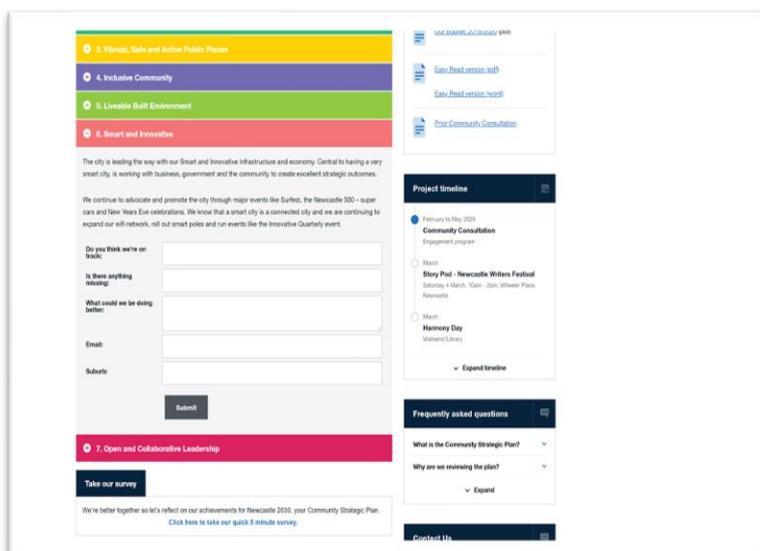
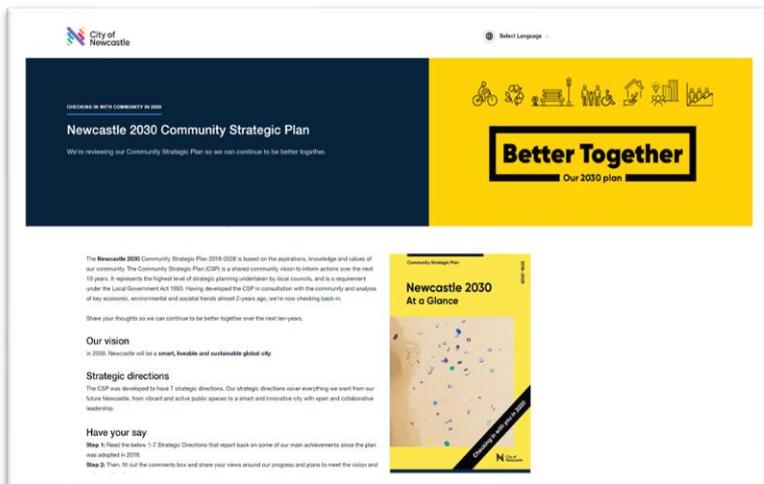
*“Green waste/food collection for composting” / “Kerbside organics FOGO collection service for residents”*

The raw data responses can be found in the appendix.

## 4 Communication and promotion

The community and stakeholder engagement opportunities were promoted from February to April 2020, until the engagement was placed on hold due to COVID-19.

### CN Have your say engagement webpage



## CN Facebook, Have your say Facebook group, LinkedIn & Twitter



## Print/digital media

- The Newcastle Herald advertisement
- Newcastle Weekly advertisement
- Newcastle Live advertorial
- HunterHunter – placed on hold due to COVID-19



**Newcastle 2030 is Your Plan – tell us how we're tracking.** Have your say

We're better together so let's reflect on our achievements for Newcastle 2030, your Community Strategic Plan.

Throughout March and April, City of Newcastle will be having city-wide conversations to check-in on how we're delivering your vision as we transform into a smart, liveable and sustainable global city.

[newcastle.nsw.gov.au/yoursay](http://newcastle.nsw.gov.au/yoursay)

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Our 2030 plan

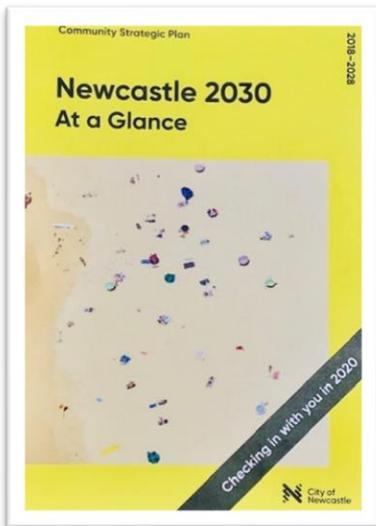
City of Newcastle

**Print collateral**

Newcastle 2030 is Your Plan – tell us how we're tracking

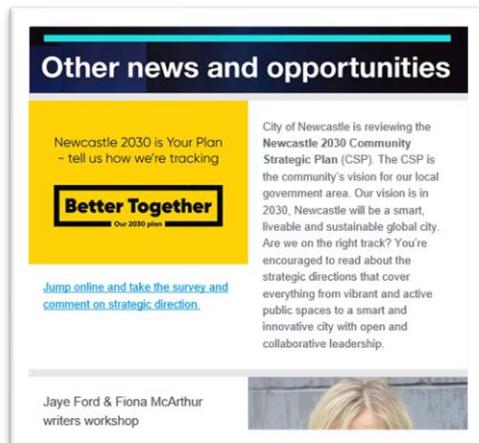
**Better Together**  
Our 2030 plan

City of Newcastle



## Activation

- Story Pod engagement / storytelling tent – placed on hold due to COVID-19 (was planned for Newcastle Writers Festival)
- Youth Week launch party – placed on hold due to COVID-19



## Newsletter/email promotion

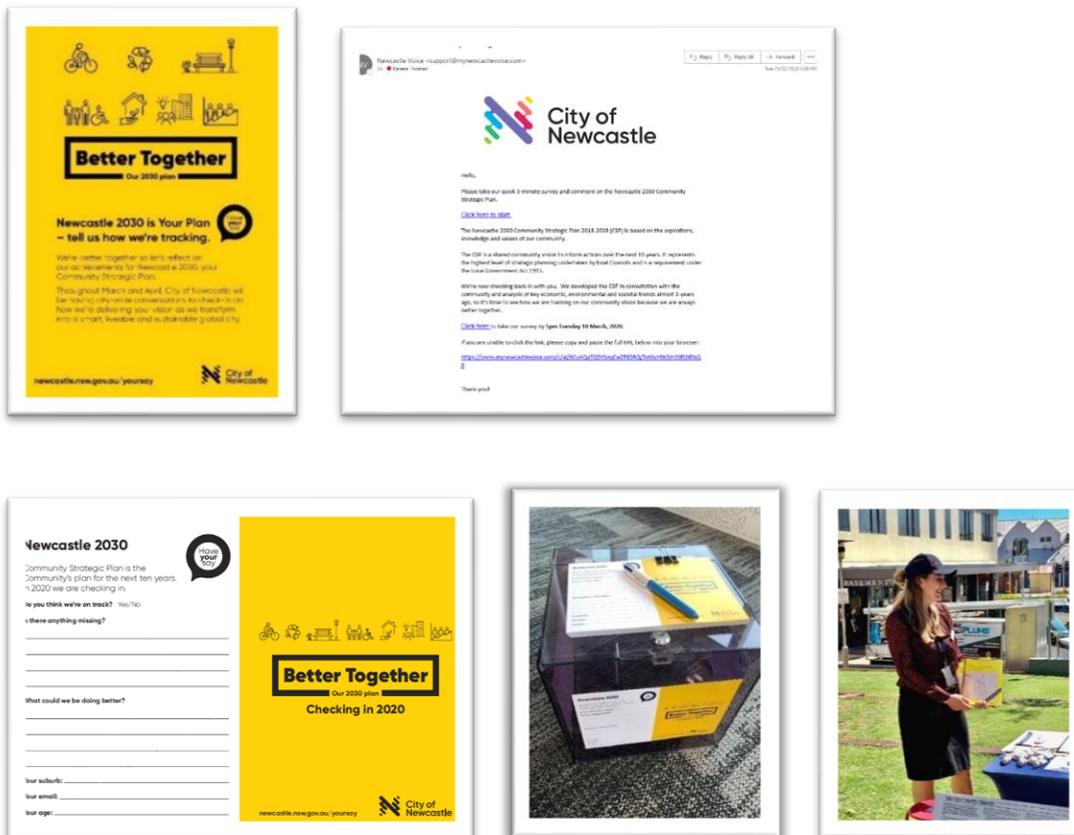
- CN Interagency newsletter
- CN Creative Cities Newsletter
- CN Novo news
- Email to CN volunteer network New CREW

## Digital promotions

- CN CBD and Wallsend library digital screens
- Civic Digest screen

## Newcastle Voice (Community Panel) invite

Invite distributed to 2,500+ members plus reminder email.



## 5 Summary

The Newcastle 2030 Community Strategic Plan (CSP) intends to be based on the aspirations, knowledge and values of the Newcastle community. It's aimed at being a shared vision to inform actions over a 10-year period. Capturing evidence around how the community perceive CN's progress in relation to meeting the Strategic Directions and Community Objectives is ambitious.

The CSP survey research that was carried out from February to April 2020, and the findings that emerged from the data collected up until the time when the engagement was placed on hold due to COVID-19, showed that just over half of survey respondents were happy with the vision statement.

From the survey, 27% indicated a neutral sentiment alongside that only slightly more than one in three respondents had read the Plan. This presents an opportunity for CN towards increasing the communities awareness between what CN is delivering as part of the Plans targets and building recognition of how (and when) targets are being reached.

Most survey respondents agreed with the directions with the seven Strategic Directions that are outlined within the CSP. In terms of responses as to how CN was achieving the Plan's Community Objectives, more than half of respondents did not feel CN was tracking well against the objectives that sit under the Plan's Strategic Objectives. Transport networks, services and connectivity appeared to be the area that had the lowest level of satisfaction. This may be a result of the dense

level of detail and number of actions outlined in the Plan, making the document complex to the community to understand.

Regarding the incorporation of the UN's SDG's: 'Sustainable cities and communities' was selected by the highest number of survey respondents (65%), followed by SDG number 3 'Good health and wellbeing' (56%) and SDG 9 'Industry, Innovation and Infrastructure' (55%). Notably, only one in three of these respondents indicated they had awareness whereas 66% indicated they were not aware. No comments were made suggesting CN should not be aligned with the SDG's.

In regards to open-ended feedback that was collected around what CN is perceived as doing well or what could be done better (or might be missing), the sentiments expressed were varied but reflected community interest in topics ranging from parking, transport services, cycling and connectivity, events and green spaces.

Participation by younger people within Newcastle was highly underrepresented and this is due this cohort generally being a hard to reach audience and by the fact the engagement program was cut short. Several engagement activities had been planned but did not proceed, ranging from a series of face-to-face consultations with high schools across Newcastle and creative consultation activities e.g. a video / storytelling as part of the cancelled Newcastle Writers Festival.

## 6 Next steps

Reviewing the open-ended comments against individual CSP Strategic Directions is recommended. This can help to ascertain if the less favourable sentiments or concerns from survey respondents could have been the result of a lack of awareness or understanding of the Plan.

As the highest-level strategic plan in the local government IP&R framework the Plan aims to address:

1. Where are we (as a community) now?
2. Where do we (as a community) want to be in ten years?
3. How will we (as a community) get there?
4. How will we (as a community) know when we have arrived?

While Council plays a leadership role in initiating and developing the CSP on behalf of the community, it is not wholly responsible for its implementation. Other partners such as state government agencies, non-government agencies, businesses and community groups also play a significant role. This means that ongoing engagement is required with not only the community but stakeholders both internal and external to CN. Factoring that the CSP is also integrated with many other CN strategies, policies and strategic plans, evaluation of community sentiment and satisfaction would be benefit from taking a more integrated approach to measuring progress.

Lastly, as the engagement program was placed on hold due to COVID-19 and recent evidence that Newcastle has proven a drawcard for millennials bypassing the big cities in favour of a regional relocation, future engagement requires an renewed focus on engaging with Newcastle's younger population to obtain more representative insights across all population segments.

The engagement program is planned to recommence in early 2021 in advance of the Council elections.

## Appendix I – Survey Demographics

### Gender

Total	446
Male	51%
Female	44%
Transgender/Intersex/Other	0%
Prefer not to say	5%

### Age

<b>Total</b>	<b>446</b>
12-15yrs	0%
16-19yrs	1%
20-24yrs	0%
25-29yrs	2%
30-34yrs	2%
35-39yrs	7%
40-44yrs	7%
45-49yrs	8%
50-54yrs	9%
55-59yrs	11%
60-64yrs	13%
65-69yrs	15%
70-74yrs	15%
75+	8%
Prefer not to say	4%

### Suburb

From 445 responses, the top six postcodes included:

- New Lambton (10%)
- Cooks Hill (6%)
- Merewether (6%)
- Newcastle CBD (6%)
- Mayfield (5%)
- Newcastle East (5%).

<b>Total</b>	<b>446</b>
Adamstown	3%
Adamstown Heights	1%
Bar Beach	1%
Beresfield	0%
Birmingham Gardens	1%
Blackhill/ Lenaghan	0%
Broadmeadow	0%
Callaghan	0%
Carrington	4%
Cooks Hill	6%
Elermore Vale	1%
Fletcher	2%
Georgetown	1%
Hamilton	3%
Hamilton East	2%
Hamilton North	0%
Hamilton South	2%
Hexham	0%
Islington	2%
Jesmond	1%
Kooragang	0%
Kotara	2%
Lambton	3%
Maryland	1%
Maryville	3%
Mayfield	5%
Mayfield East	1%
Mayfield West	1%
Merewether	6%
Merewether Heights	1%
Minmi	0%
New Lambton	10%
New Lambton Heights	1%
Newcastle (CBD)	6%
Newcastle East	5%
Newcastle West	1%
North Lambton	1%
Rankin Park	2%
Sandgate	0%
Shortland	2%
Stockton	3%
Tarro	0%
The Hill	2%

The Junction	1%
Tighes Hill	1%
Wallsend	4%
Warabrook	0%
Waratah	2%
Waratah West	1%
Wickham	2%

## Appendix II – Survey - Is there anything you think the Plan does well?

### Positive sentiments

Coded	Count
The overarching objectives are good / worthy goals	12
Explains it very well / articulates clearly / easy to understand	11
Plan is good	10
Laying out a desired direction / where we should be headed	8
Walking and cycleways	8
Embraces the benefits of living in a sustainable, greener and environmental friendly environment	8
Good intentions / states noble intentions / conceptionally sound	7
Transport	6
Built environment	5
Addresses what the majority of Newcastle residents think are important / addresses community concerns	5
Planning for future	4
Re-activating the city / improving the city	4
reinforcing existing strategies / supporting strategies	4
Allows for community consultation and input	4
Public transport / like how the light rail has enabled the cbd and foreshore to connect	4
Very comprehensive	3
Transitioning the city to high technology	3
Good communication / communicates with the residents	3
Maintaining and refurbishing parks and gardens	3
Road maintenance and better crossings	3
Collection of waste and recyclables	3
Maintaining our assets / sportsgrounds and beaches are well maintained	3
Some community infrastructure has improved	3
Would appeal to young people and future generations	3
Newcastle is enhancing quality of living all the time	3
Although I haven't seen the plan, the points listed in this survey sound fine	3
Improving open public spaces	2
Better paths	2
Lots of community functions throughout the year	2
Emphasises equality	2
Promotes investment and growth	1
Outlines council's priorities / a framework	1
Indigenous representation and consultation	1
Well set out	1
Simple	1
West end development has been OK	1
Playgrounds are being built	1
Emphasises good governance	1
Living up to the expectation of its long term goals	1

## Survey - Is there anything you think the Plan does well?

### Negative sentiments

Coded Sentiment	Count
Big on talk / lots of words so far / plan is a plan but action is different	18
Not too impressed with council / they should listen to the people	18
Have not read the plan	12
Council wasting our money	7
I don't think so / don't think it does	6
The triumph of spin and marketing over content	6
I don't think so / don't think it does	6
The triumph of spin and marketing over content	6
Need more improvement to transport	5
Too early to tell	5
Stop building high rise in the water front	4
Carrying out the plan has been poorly done	4
Need to separate walking and cycling / better walking paths and cycleways	4
Stop building high rise in the water front	4
Carrying out the plan has been poorly done	4
Need to separate walking and cycling / better walking paths and cycleways	4
Need more information	4
No parking	3
It is being driven by external stakeholders like industry and state government	3
Misses out on the most vulnerable / people with disabilities	3
More can be done to ensure our future is sustainable, greener and environmentally friendly	3
No parking	3
It is being driven by external stakeholders like industry and state government	3
Misses out on the most vulnerable / people with disabilities	3
More can be done to ensure our future is sustainable, greener and environmentally friendly	3
Good for 2030 but what about now	2
Need to maintain our assets	2
Promised more public space that never happened	2
You appear to be only thinking of the young	2
Not much detail	2
Good for 2030 but what about now	2
Need to maintain our assets	2
Promised more public space that never happened	2
You appear to be only thinking of the young	2
Hard to choose	2
No maritime museum	1
Need better method of communication	1
No maritime museum	1
More could be done to preserve our traditional landmarks	1
Plan is typical	1

## Survey - Is there anything (in the Plan) missing?

### Mixed sentiments

Coded sentiment	Count
Better transport / public transport / public transport to or from outer suburbs / multiple destinations in one suburb / the buses just do not work effectively / longer time than previously to get to various destinations	33
Actual urgency to implement the plan / actually doing what you say you are trying to do, you seem to be doing the exact opposite of strategic directions and community objectives / often actively destroying it	18
The city needs more car parking / more free parking / provide adequate parking at Stockton Wharf/children's play area / at local suburban shopping villages /	17
Other things to improve (single mentions)	17
Other general unfavourable comments (it's bad etc)	16
Cycle paths / better cycling access across the city / safe bike pathways along Hunter Street / better cyclist safety	15
Lack of community consultation / more community involvement / consultation in sporting events that impact on the liveability of Newcastle / better engagement with constituents / genuine engagement with community needs and concerns / listening to people, not just asking them for their views and then ignoring them	15
Stop building high rises in the water front / limiting the amount of high rise and concentrating too many people in a small area / Stop the high density housing in the suburbs / moving to quickly to medium/high density housing before adequate consideration and provision of services and supporting infrastructure	14
Better recycling / waste management / carbon neutral by 2030/2040 / specifics about reducing environmental impacts	13
More parking around transport hubs / at the Newcastle Interchange / more parking stations / The light rail is not useful to anyone who doesn't live near enough to it to walk to it, or to anyone who isn't already taking public transport to the light rail / CoN needs to move the Light rail onto the heavy rail corridor and reinstate the parking along Hunter Street	12
There is NO provision for heritage in any of the 7 focus areas / City's response to heritage of Newcastle / retain the heritage nature of the city / local Aboriginal Awareness / focus on maintaining our identity, not becoming a mini-Sydney	12
Better walking access across the city / pedestrian accessibility / footpaths / safety is an issue walking on footpaths with people riding bikes on footpaths	11
Transparency of Council could be improved / transparency in council decisions / Councillors appear to be left in dark	11
Repairs & maintenance of infrastructure / maintenance of older existing guttering and footpaths / repair curbs / mow parks and remove overgrowth / clean up rubbish / this should be addressed before new work in commenced	10
Haven't read the plan / no link to the plan is a big fail on your behalf	10
Not enough outer city planning, too much concentrated inner city plan / not looking after residents in outer suburbs / suburbs outside Newcastle centre need integrated focus too / getting communication about suburbs is extremely difficult	8
A new Inclusion Plan which makes sure all people of Newcastle can live and enjoy living here whether able-bodied or with a disability / supporting a diverse range of initiatives/ more inclusiveness of the elderly / quality services across the whole city that embrace diversity in all forms	8

Traffic management / less cars in the city / reducing the number of cars and trucks on the road / the negative impacts of cars needs to be spelt out	7
Other general favourable comments (it's good etc)	7
Better connected / public transport, walking and cycling connections are poor	6
Change of Council leadership / lack of leadership / great visibility of councillors / plan a more dynamic council to perform and not just consult / issues with individual members / the blithe, fiscal irresponsibility and depth of financial ignorance reflected in the Council's leasing arrangements	6
Fixing Stockton Beach / the miserable state of Stockton beach / a solution must be found and acted upon as a matter of urgency	6
Timeframes for when the objectives will be achieved e.g. short, medium and longer-term / improve how long it takes to develop solution / needs to ensure the goals can be delivered by council i.e. within councils control	6
The light rail is an inadequate public transport / the useless short section of light rail should connect the beaches, city, University at Callaghan and the JH and Mater hospitals, shopping centres, sports grounds, the airport and Westfield	6
Comments on individual words e.g. smart, global individual etc. / better headings within the CSP would be good. Using words which are understood by all	6
Get rid of the Supercars race / other issues with Supercars	5
Better support of green spaces, parks other than sporting fields seems lacking / more open spaces / increased green spaces and parks with native vegetation / need significantly more emphasis on protecting and enhancing biodiversity, and interconnected green space / specifying selected native plant species to replace Norfolk Island Pines	5
A stronger focus on nurturing and leveraging the arts (as opposed to the references under the general descriptor 'creativity') / local art / museums	5
Few actions in the strategic plan are measurable / here is minimal information about how the implementation of the plan will be monitored and evaluated / more evaluation instruments so you can measured and held to account /	5
Better roads / more emphasis on the quality of the roads	4
Open and transparent community consultation / transparency in communication /actually taking on board the community concerns, and putting the wellbeing and rights of those who live here before external opportunists	4
Too much theoretical generalisations and not enough addressing of specific problems the city has and how to address them	4
More focus on investment attraction, jobs, supporting opportunities and business / more needs to be done to attract new business to Newcastle / the City Centre needs more support for the businesses / provide job opportunities	3
Public safety / safety on our streets and in our outer communities / extensive CCTV adds a level of security to a city / police presence is important and needed	3
Other things that are missing (single mentions)	3
Ensure public of no further deals with multi-nationals e.g. Supercars contract - it brings nothing to Newcastle but destruction and loss for the community / lack of community consultation before making decisions (e.g. Supercars) / take whatever measures to get out of the Service Deed	2
The bringing of the Supercars event to Newcastle without any business case / the hiding of the true costs / no secret deals with the likes of Supercars / it's a drain on finances / spend huge amounts of money and time on Supercars, which was a one week a year white elephant	2

The trashing of the parks annually because of Supercars / return of our Foreshore, trees and green parks to community rather than Supercars / CON needs to follow through with planting mature trees removed for Supercars	2
CoN needs to ensure any new buildings have enough off street parking for every unit as well as visitor parking	2
Coastal erosion should be jointly owned by local and State Government / we cannot lose any more of the land because of erosion	2
Promote the plan in simple terms / meaningful words in plain English that produce real results	2
Continuing improvement of facilities for beaches, sporting areas, cycleways, parks, natural environment / more public toilets	2
The loss of the trees , plants in foreshore park is terrible / Council has promised regreening but there is no evidence of it / not enough street trees especially around beaches, sport venues	2
More of the same at the Newcastle Ocean baths as it is very run down / maintain and restore and keep in public hands historic community assets e.g. Newcastle Ocean Baths / public property such as the Baths falls into the hands of development	2
There does not appear to be enough emphasis on expanding and maintaining basic infrastructure / no real investment in next-gen infrastructure is made	2
More information as to what has already been achieved	2
The strategic direction is not inclusive and reflective of community expectation it reflects the political agenda of councillors	2
There was no specific mention of one of the most overdue and desirable projects - the international cruise ship terminal - stolen away from Newcastle	2
Focus on areas outside inner city is missing	1
The east end is dying, please do not keep supercars here - move to outer Newcastle area with a purpose built track that could be used for activities and events year round not just one week of the year	1
Supercar disruption and destruction stopped / the impact of the Supercars infrastructure / the roads for the Supercars are newly paved while our roads are crumbling, are derelict on Parnell Place and Murray making wheelchair use almost impossible	1
More policing of areas where people park all day	1
There should be more consideration for residents & visitors to Newcastle	1
Noting the need to ensure residents have ample opportunities to be physically active	1
Proactive strategies for reducing the control of developer interests in determining the strategic direction of the city and its region	1
The great spaces created are lacking the people they were intended to be attracted	1
You are only catering for a small percentage of people that live in the city area. If you don't live in there you have no reason to go into Newcastle anymore	1
Cut council wages and benefits so that you can drop commercial rates	1
Balancing population growth against creating ghettos and moving to quickly to medium/high density housing before adequate consideration and provision of services and supporting infrastructure	1
The Light Rail was unnecessary / replace a functional transport option (heavy rail), with a dysfunctional one (a light rail that sort of does the same job but takes much more time and hassle to do it)	1

The rail corridor was promised as green space and is now being built on . What happened to opening up the city to the harbour. Wasn't that the excuse used for closing the railway?	1
In Protected Environment, the community indicator of air quality could factor in specifics such as covering of the coal trains, which spread dust through suburban areas	1
In Section 2.2a, Council could plan to address the arsenic and heavy metal contamination in Lake Macquarie due to the coal ash dams leaching pollution into the groundwater	1
It is a problem when local comment is totally ignored	1
It is lacking in specifics e.g. what exactly is planned not just generalised motherhood statements	1
Why is Quality Education not listed in the selection list	1
To honour the promise of 'opening up' the city to the harbour	1
You could start by finding the missing councillor in Ward one, she has never responded to an email or made any intelligent or honest contribution	1
It is difficult to feel that there is a vision for the look and feel of the city	1
There is no accountability for bad decisions made by council	1
The plan seems to totally ignore the provision of basic infrastructure in many suburbs	1
Collaboration - work with other regional government agencies and partners to align activities and achieve better outcomes for the region	1
The incompetence and lack of foresight involved in the formerly proposed skate bowl an South Newcastle Beach / local skateparks are a meeting place for hoodlums are should be properly supervised during the day and closed at night	0
Affordable housing / housing for university students should be a priority	0
A major shopping centre is missing from the plan Marketown isn't good enough	0
What CoN sees as their role v's that of the state and Commonwealth	0
Strategic planning would make a huge difference for the past few years it has appeared that ad hoc planning is the order of the day	0

## Appendix III– Online web form findings

### Seven Strategic Directions

#### Is there anything missing?

Is there anything missing? INTEGRATED & ACCESSIBLE TRANSPORT
No
Train Stations
There are shared paths however the maps on the council website identify that the forshaw is not a shared path and in fact is deemed proposed cycle way only. The cycle lanes 5hat do exist on the road are dangerous as they are located beside parked vehicles creating a hazard when drivers open there doors.
Good cycle and pedestrian ways
Better connections between LR and buses. I know that this sill happen in the future.
To early to tell
visible and praqctical improvements
direct transport that doesnt involve multiple changes, PARKING at the transport interchange. The toy tram to actually go somewhere.
Ask the people about better routes
Cycle ways in city. Trains from Sydney get to Broadmeadow and don't link up with trains to Wickham
Car parks
Residents wabt to be able to drive in. Assumption otherwise is forced.
get rid of confusing bike pictures: Do not use Newcastle dangerous "FAKE" bike lanes!": Do not cycle over the top of the pushbike pictures painted on the roads because they are not bike lanes (too narrow, too close to parked cars and not signposted). NSW Road Rules 153, 144 & 247 advise pushbiking the safe way (usually 1.5m away from parked cars ) Read more here on UON's Active Travel Page <a href="http://newcastle.edu.au/activetravel">newcastle.edu.au/activetravel</a> <a href="http://roadsafety.transport.nsw.gov.au/stayingsafe/bicyclists/cyclingrules.html">http://roadsafety.transport.nsw.gov.au/stayingsafe/bicyclists/cyclingrules.html</a> ). Share-the-road_FINAL UoN empowers all people with solutions to pushbike for whatever reason pleasure, transport, recreation or holidays. We can assist you on our rides with safer backstreet short cuts. Join Our UON Active Travel Community Bike Workshops & Find out more! The problem with BIKE LANES is that they appear "GOVERNMENT APPROVED" but are in fact dangerous DEATH TRAPS. They seem designed to lure cyclists into suddenly opening car doors, narrow spaces dangerous for a cyclist in traffic risking permanent injuries and loss of life. Drivers lives and cyclist are put at risk by this kind of kinds of dangerous road design, by making drivers belief cyclists are in the way if they are not using the unwanted and dangerous cycle paths are WAR OF CONFUSION has been started! Cyclists who stay safe by avoiding the car door cycle dash on the road marked cycle path are jeered, at run at, beeped at suddenly scaring cyclists half to death, or just casually threatened with death by vindictive aggressive road users.....who has time to report all of those things when frankly you are peddling for your life...All of this is caused by lack of community consultation with all transport users in our community...( we have seen how the bus project rolled out and frankly so many more failed and expensive projects in Newcastle. Slower not faster is best when it comes to consultation) All caused by the 'dangerous road cycle path' markings. The confusion has GOT TO STOP! At UON we know not everyone speaks the same language or in fact has the same road skills, experience, concentration or ability, so we are required to speak about these dangers &

warn those at risks, such as the disable the novice cyclist, our international travellers and visitors or simple those from other countries who may not even recognise or know the symbols
a free bus around the city like all other major cities, a connecting service for the tram that goes nowhere to major arteas like the hospitals, uni, and southern suburbs
Cycle infrastructure: Building a few hundred meters of cycling routes here and there is NOT an integrated cycling infrastructure.
Roads coming in and out of Newcastle during peak time are bumper to bumper. Pacific highway to Charlestown is particularly dangerous at the turn off to Merewether.
more work in suburbs on joining up ways and signposting
Restricting and removing parking is a neglected strategy to improve uptake of non car transport options.
parking is still a major issue, especially for those with any form of accessibility issue (including having little ones who cannot walk far), also for those groups already in their organised transport (minibuses, coaches etc) - having to get off at Wickham only to take a tram to go into CBD is not appropriate.
Parking. All the new developments going up on the previous Rail Corridor, that was never going to be built on, where will they park? Over at STOCKTON so your Parking people can go over and make a killing on revenue!
Plenty
It would be great to have a free minibus that goes from town to bar beach and along darby street back to King St. This can link with the light rail.
A real train line to the city. Parking in the city is non existent. Bike only roads. Painting a bike on the main road is putting lives at risk.
Where is the light rail extension?? You recalcitrants ripped out a good rail line for commercial grubs. Disgrace
More cycle paths
Parking for local residents
More people DO NOT ride a bike than do. PARKING.
Pedestrians have a serious risk of injury from cyclist on footpaths and serious risk of injury from motorists not stopping or preparing to stop at "unmarked" T road intersections.
Reliable, time efficient and accessible public transport.
Bus to one place without having to get two
Designated cycle lanes - not shared with cars. Light rail corridor needs a cycle lane.
No bus direct from Medowie! Have no choice but to drive. I can do the drive in 25 minutes but if I walk, bus, ferry, walk, tram it then that's two hours. Who can do that?
the community want more car parking in the city and this will increase the usage of the businesses which will increase the local economy
The city is less safe for cyclists than in the past - witness 3 fatalities in the past year or so . The only way you have reduced cars on the roads is by cutting available parking in Hunter and Scott Sts and by making parking charges so high that potential clients and visitors prefer the go to other suburbs in order to do business or to enjoy meals and entertainment .
more bike awareness Not sure how to achieve but maybe better signage including on the roads and
Abundant parking at Newcastle Interchange
Yes
More transport options. Parking at the stadium to catch a bus to catch a tram is inefficient
Bicycle and motorcycle parking spaces and security roadside parking.
Dedicated bike lane, bus service to Marketown. Extension to tram route. Ability for residents to obtain 2 visitor parking permits per household.
we need smaller more regular buses

Better off road bike tracks

**Is there anything missing  
INCLUSIVE COMMUNITY**

Discussions on whether funding childcare, and community halls that only support some of the community could be better spent by providing transport for vulnerable community members to meet together at purpose built facilities or other community buildings such as the libraries, Museum, and the Art Gallery.

don't know

NA

When these events are held do the NCC councillors, all of them, make themselves available? To me "Inclusive Community" also includes the inclusion of the ratepayers in planning the decision making of the NCC.

Celebrations of many cultures.

I've heard good reports of each of these initiatives

Yes

Homeless people still have little support.

**Is there anything missing?  
LIVEABLE BUILT ENVIRONMENT**

A policy of ensuring visual space between developments, it is positive that some Hunter Street buildings will be removed to allow better access to the foreshore etc. but more of this to allow for better access for pedestrians would be great.

Public Transport / Convenient Suburbs

There are not enough car spaces. Cycle ways are not adequate.

The Novatel is too high. Other buildings are very high, too large for the sites and not pleasant to be near.

The revitalization of the Stockton coastal environment is currently in dramatic decline.

Supercars is ruining the city. It takes over the beach area for six weeks every year.

Actual positive progress in what is mentioned above

Police presence

Older homes in the inner suburbs are being demolished and replaced with unsympathetic structures.

Integration of trees

more cycleways and walk areas and green areas

Tacking the urban heat island effect.

Consideration for local residents who pay higher rates for others to enjoy while giving up rights that out of towners enjoy to enjoy at the cost

Actual equity, but that's pretty hard to fix.

Should be strict height limits on CBD and east end . Heritage value almost destroyed by three towers going up.

Sand and cafe at Stockton

Yes

A plan for managing human waste for homeless people. CoN must address the Supercars waste issue. Planning departments must reconsider developments that add to parking pressure. A dedicated bike track (not the bike signs that divert bikes along city footpaths) is missing.

Allowing development without public infrastructure in place

**Is there anything missing?  
OPEN & COLLABORATIVE LEADERSHIP**

Your direction needs to ensure that it is focused on community input and concerns. Lessons should be learned from the Tram line, including road works and the incredible on community and business that wasn't foreseen.
Evidence of meaningful collaboration on things that matter
Mayor specific
Please address drug abuse and over consumption of alcohol. We also experience breakins from welfare housing in Nesca. It's a fact!
Not sure
Transparency in communication
Yes
Genuine consultation in which the community wishes are incorporated into decisions.
is there more hours in the day!

Is there anything missing? PROTECTED ENVIRONMENT
Access to renewable energy solutions for renters and apartment dwellers
Keep up the information about what can and can't be recycled
Stockton Beach - The natural amenity of the beach is in sharp decline.
We could work on community based composting. I would also welcome a ban on all single used plastic.
Focus on waste instead of preservation of existing environment
No
prevent dumpig and stop plastic at the source
Acknowledge the shame of being the world's biggest coal port.
Protection of existing and replacement of urban tree canopy.
More trees
Stop butchering trees with no plausible reason.
Trees. TREES!
More urgency
Green waste/food collection for composting. Like Lake Macquarie Council.
Kerbside organics FOGO collection service for residents
Urban forest needs tripling. Aslo need planning controls to make it mandatory for solar PV on apartment roofs.
Yes
Greater use of varying bins, glass compost etc. More recycling bins near the can and bottle recycling as any rejected cans are ending in landfill
Shade, street trees, park maintenance, dedicated bin areas, smaller bins more suited to the small yards of the East End.
I have always composted but just returned from NZ where houses have small food waste bins to be picked up regulary

<b>Is there anything missing? SMART &amp; INNOVATIVE</b>
Better communication with the community of the benefits of the changes being put in place
A Movie theatre, a good bookshop.
Greener events like bicycle races instead of Super Car races.
No identity for a corporate tourism (or year round leisure tourism) - we need a decent Convention Centre
Supercars isn't smart. They bring their own food trucks etc & Newy gets nothing.
The use of festivals to promote the city is just hot air if there is no grass roots consistent improvement in amenity . At the moment we have the beaches but not much else and even they are inaccessible to people for a significant part of spring and summer because of Supercars , which brings nothing to local residents and businesses. What's missing is access to our beaches, small regular markets, retail precinct which offers something different from the chains at the major shopping centres. We are also missing theatres and cinemas in the inner city
Yes
A policy to prevent over use of parts of the city for events. They should be spread more evenly around the LGA.
Fibre to the premises

<b>Is there anything missing? VIBRANT, SAFE &amp; ACTIVE PUBLIC PLACES</b>
Night time economy, most cafes shutdown in the afternoon, there is a lack of friendly foot traffic in most areas after 9pm as nothing apart from gelato places are open and these close before midnight.
There are not enough play areas and infrastructure for children and adults. Not cheap monkey bars or Norfolk pine trees. We need playgrounds with water play areas for kids. Refer to Muddys playground in Cairns. Loads of people come in to Newcastle of a weekend. If there are no markets, functions or sporting events. People fight for room on the Foreshaw path with cyclists, skateboard riders, walkers, runners etc
More staff could be employed. Council staff are not keeping up with their duties. They do not have the time, and because they don't have time they lack initiative. More have proper supervision and inspection of the grounds by others would be a benefit.
The trees and plantings in the foreshore parks are a sad and lovely memory after they were razed in the service of supercars
Safety during the Supercars event.
People, especially families, kids.
After dark facilities are lacking. Being global means you need to be able to keep a 24 hour economy which Newcastle is no where near
A landscape plan for Newcastle east. A plan to remove the race track from Shortland Lawn at the termination of the Supercars contract.
Some public areas in Newcastle are disgusting, particularly footpaths

## Online form – What could we be doing better?

What could we be doing better? INTEGRATED & ACCESSIBLE TRANSPORT
<p>Advocating to State Government and to KD to justify why there are no fast/more direct bus routes. The newer bus routes whilst making the buses more reliable also made the buses less of a good choice in relation to transport times.</p>
<p>In Newcastle, if there is anything of interest next to a railway line, it is a GUARANTEE that there won't be a station there.                      Because of this, everything is inconvenient for pedestrians (including cyclists), in Kotara for example, there is no pedestrian access between Westfield and Homemakers, and the railway line passes right by with no station.                      And who improved a drive-thru only KFC next to Broadmeadow Railway Station? literally train passengers are forbidden from using one of the closest businesses to the train station!</p>
<p>We need dedicated cycle lanes particularly that the vision is for less vehicles and restricted parking..</p>
<p>Separating cyclists from other road users - follow the Netherlands example with regards to the design of cycle ways.</p>
<p>The city is not good for cyclists. The placement of the LR on Hunter and Scott streets was a great error.</p>
<p>Always can do better</p>
<p>increase parking hubs</p>
<p>Supervise council staff so that mowing, roadwork and other works actually get done in a timely manner. Eliminate lantana and other weeds and growth from public lands and roadsides. Preserve the city heritage. Keep building heights low - we don't want to live in another Sydney. If Newcastle is to be truly inclusive, stop concentrating on people's sexual proclivities, make the city for everyone. Why change the Newcastle logo (consultation?) to coloured stripes, an emblem which has been adapted to represent 2% of the population. Filtration and waste catchment along Throsby Creek to stop rubbish being washed into the harbour and out to sea. Action on Stockton erosion. Stop directing inappropriate adult entertainment to children at public libraries by men dressed and made up as grotesque caricatures of women.</p>
<p>I've seen little upgrade to cycling infrastructure and all of it is in a small bit of space within the city. There's no cycle ways going into the city from the suburbs which leads them onto dangerous and crammed roads like the Broadmeadow station bridge. No wonder people don't cycle into the city. There's little transport options coming into the city besides cars except the light rail which is only useful if you've caught the train and goes barely anywhere. The light rail clearly isn't long enough to meet its needs. The park and ride service isn't being expanded like it should be either. The Easy Park app also encourages using a mobile phone while driving which is not in the bit safe and the app is very limited in what it can actually do as well. You need more free parking options near the interchange to encourage people to park and then utilise public transport.</p>
<p>Have safe cycle ways throughout inner city that are wide enough to actually ride on safely.                      Coordinate train timetables to ensure they link up</p>
<p>More parking in CBD                      Tram slows down the city and has taken Hunter street car parks                      I would never cycle in the city as there are too many buses and I'm scared of getting stuck on the tram tracks</p>
<p>Actually asking residents what they want. Privatised buses, ridiculous tram change...it is all about money and not convenience for the average city worker. And it is getting worse.</p>

The East end tends to get forgotten, but we are still here.,the residents are older and paying high taxes, too. Scott St and other public sidewalks are older and in need of repair and leveling.

get police to enforce road rule 126: Motorists break NSW Road rule 126 (Keeping a safe distance behind vehicles):

From the rms gov webpage: "To reduce the risk of driving into the rear of a vehicle, the three-second crash avoidance space is essential, as the vehicle in front has the potential to stop very quickly if it collides with another vehicle or stationary object."

So you drive assuming the car in front will possibly do an emergency stop. This is the governments interpretation of the rule and their recommendation for low risk driving. Just because almost all car trips end up with no crashes does not mean people have driven low risk. It just means the car in front did not do an emergency stop, etc.

You sometimes need a 4 second safety gap (from

<https://www.qld.gov.au/transport/safety/road-safety/driving-safely/stopping-distances>). The NSW guideline (<http://www.rms.nsw.gov.au/roads/safety-rules/safe-driving/low-risk-driving.html>.) is for a 3 second safety gap. It is sad that 99% of motorists only leave a 1 or 2 second safety gap. Now you have been empowered with extra knowledge to share with your friends.

Recent research of 99% of motorists breaking this road rule:

<https://www.hindawi.com/journals/jat/2019/7659496/>

Steady-State Car-Following Time Gaps: An Empirical Study Using Naturalistic Driving Data Figure 2: 72-90km/hr gap 1.5 to 2s

OR: Do the super easy research yourself. Use a stop watch app to time when the car following a car passes the same point. Really easy research that everyone should do, 8yr olds, 16yr olds, 21yr olds etc.

It is observed the most about 80m after a traffic light. The traffic is free flowing and doing the speed limit. Most cars following the first car that was stopped at traffic lights will only have 1 or 2 second safety gaps.

Most crashes are rear-ends : Eg. the car in front stops suddenly (maybe to dodge a person) and you cannot stop in time. It is called the 3 second safety gap for a reason, and if you are less than 3 seconds behind the car in front you are tailgating. This is 50metres at 60km/hr and 84metres at 100km/hr. So by definition over 95 % of Newy drivers pretty much continually tailgate.

This is why many safety conscious people give up on the car because they cannot control the car dangerously following them. You can gain much more safety and control on a pushbike by learning better skills and back streets. Pushbike advocates love to help people find better backstreets, and to make submissions many government things because pushbikes are a critical part of a happy and non-discriminating society.

But some motorists believe they are still safe:

"In the five years from 2013 to 2017, 66 people were killed in NSW from rear-end crashes and 3840 were seriously injured in the nearly 21,900 incidents of this kind that occurred in the state."(from. <https://www.news.com.au/technology/innovation/motoring/on-the-road/new-road-markings-to-put-an-end-to-tailgating-in-nsw/news-story/2906da9375d91c1f88ab6444e73c000d> )

see above

Cycling infrastructure: Look at leading European cities (Copenhagen, Amsterdam, Zurich). Be bold and make tough decisions towards a healthier and more sustainable lifestyle. Show Australia the way.

Safer footpaths. Lots of bikes use them alongside pedestrians.

Stop signs in cooks hill inner streets are frustrating and dangerous. Parkway avenue dangerous where Brooke Street and Light Street are located.

The light rail is wonderful, but truly does need to be extended to Hamilton, Mayfield, through Cooks Hill's Darby Street all the way to Merewether.

Just as Melbourne does! In fact. That's a city we need to be mimicking for its beauty and forward thinking responses to community. Its architecture is artistic and world class.
more information at major stops like rail stations
Make all on street parking within 2 Km of CBD more expensive. Extend the meter areas. Fix the hazardous cycling conditions for people riding along the foreshore, at the Queens wharf area. Extend the East-West CBD cycleway proposal to Newcastle East instead of stopping at Union St. Quality safe cycleways to connect Mayfield to the rest of Newcastle.
Parking (without the driver) for coaches, buses in CBD. Not taking up or changing existing pick up/drop offs or parking with driver but adding more. If we want visitors to our area then this will make it easier for them to do so, including school groups, elderly groups, people with special needs.
Doing what was promised before last election!
Tram line needs to be extended (uni, hosp, merewether, stadium etc), . Needs to be transport line (train/tram) to airport and port stephens. Needs to be freight including coal train bypass of newcastle. Actually plan for cycling- hunter street and the cycling risk introduced by the tram line are examples of lack of consideration for cyclist. The rail corridor should have been maintained for transport options
Get a town planner not on drugs and some Councillors that care about the city no themselves.
Providing local residents the same opportunities for parking as outlying suburbs. Equality for all.
Meaningful connection to the community. Ward councillors holding meetings within their wards with the people they allegedly represent to understand the gaping holes in transport.
Reduce speed limits with built up areas to 40kph but not over 50kph. Put in "zebra" approved crossing at all intersections for pedestrians.
More buses and a much bigger tram service. Allowing bikes on public transport. Lobbying for more express trains to Sydney
Until public transport is like the big cities and runs every 10 to 15 minutes from 6am to midnight, it's too hard. Provide parking for the masses of people who don't have any public transport or provide the transport. Lots of people work in or go to Newcastle from outside the city centre.
more car parking
You could start by cutting parking charges and finally getting around to building the extra parking station that was mooted twenty years ago .
as walking and cycling are so good for our health we should be making them a priority not something we fit "around the cars"
Coordinate light rail & train/bus arrivals/departures. Close Mall to traffic.
Need to continue to advocate for clearer public transport connections and more regular services to promote patronage. For example there is no regular, direct route between NEWCASTLE and Charlestown - it currently takes nearly an hour to go via Glendale or somewhere - it needs to be easier to catch buses, especially between key nodes. Also, there should be advocacy, planning and implementation of faster, regular transport options to large population centres like Minmi/Fletcher to reduce the reliance on cars to get in and out of the city
Planning bus routes that run more often to high interest areas such as the stadium, shopping centres and cbd. Planning additional tram lines to supplement the current short one
Bicycle parking Travelling with a bicycle on the tram.

Lobby to extend tram. CoN accepted the single tram route, despite State Govt needing CoN to rezone corridor. CoN missed an opportunity to bargain with State Govt and get a better outcome. Need to revisit the clunky residential parking scheme. Ask residents what would work for them! Give a rebate for the Supercars lockdown of residential streets when parking is impossible. Give residents a dedicated overflow space at Fort Scratchley or similar for congested conditions.

as above

a Bike path alongside Styx creek from fernliegh to cockle creek, a dedicated off road bike path through blackbutt to JHH, Dedicated bike paths along train line from kotara to Wickham/Wickham to University, University to Broadmeadow

### What could we be doing better? INCLUSIVE COMMUNITY

Cost benefit and ensuring that whilst the relevant community members are serviced whether providing the service in another form would benefit more of these members.

This seems like a great area

Tuesday night shouldn't be the only occasion when all councillors come together. THEY need to come to the community instead of it always being the people having to work on the councillor's agenda.

Use days like Harmony Day, Eid, Lunar New Year, Mothers Day etc to throw large public parties - at Hamilton or Honeysuckle

Promote walking/exercise group for seniors. Other community interest groups.

We are still a very white, ANGLO community. We need to ensure that there is enhanced opportunity for diversity of thought and opinion for key groups, engagement activities and public forums for the city - this needs to include diversity in age, gender, cultural background, ethnicity and sexual identity.

In addition, we need to more fully encourage and include our indigenous culture in the story of our city

Open the toilets in the Foreshore Park at night to allow some dignity for the homeless people living in the Carriage Sheds and prevent health risks to park users.

### What could we be doing better? LIVEABLE BUILT ENVIRONMENT

Prevent overruling by State Government and other bodies on developments of significant value or impact. Never approve anything as bad as the Crown Hotel development ever again, the loss of amenity to the foreshore can never be recovered.

The urban sprawl in Newcastle is too much for cycling alone, it needs to work in conjunction with rail based public transport.

To make matters worse, EVERYTHING in Newcastle is always in a different suburb (often with no frequent convenient public transport link between them), meaning running errands is needlessly long, and encouraging car travel.

For example, one day I had to quickly go to Service NSW, Chemist Warehouse; Kmart, and Aldi, all were in different suburbs and I was out of the house for 7 hours.

The Fernleigh Track is being extended, therefore we need a safer cycle way to ride from Fernleigh track into Newcastle safely.

Be more stringent about building codes. Keep out the building sharks.

Working towards revitalizing and enhancing the public amenity of the beachfront in association with coastal protection.

Get rid of Supercars

Any growing vibrant city should include approachable friendly police, so that the community feels safe. We come and go from Newcastle and have seen all of the positive changes and growth. We are very happy to have Newcastle as our current second home.
Greater controls needs to be implemented to prevent the destruction of streetscapes by unsympathetic 'makeovers'. Increased regulation and accountability concerning external modifications need to be developed and enforced. Internal modifications have less of a damaging impact on the suburb's unique character .
More shade trees incorporated in our streets, public spaces and parks. Improve amenity, liveability and biodiversity
restrict amount of concrete drives and building on sections, and ensure more trees on apartment block areas
Providing unlimited parking for residents under the same conditons as other areas.
Not sure - encouraging more unskilled work to move here. Also offering incentives for some bigger firms to relocate offices from Sydney to here.
Newcastle is unfortunately no longer an excellent place to live . Thanks to council and State Govt initiatives , the mall is a ghost town, more than 130 local businesses have closed in the inner city in the last 3 years . Clients and friends have made it very clear that they cannot see why they would come into the city to pay high parking charges , to fight it out for what little parking is available - and enjoy very limited amenity . Many people in the city feel that the council is fervently promoting businesses outside the city by destroying Innercity business. The long term vision of a clone of 'Surfers' is at the expense of current residents and battling small businesses . You could start to improve by better strategic planning and improving parking options - you could also cut parking costs .
Incentives to developers who are prepared renovate adapt heritage buildings. Ie dA applications from them should prioritised and given rates breaks etc where they A meet local population demand B use local labour C renovate adapt existing buildings D green building materials and locally sourced where possible Don't diminish surrounding heritage built environment by over developing ie adding to many storeys if at all which just leads to facadism.
Listen to the Stockton community and return the built environment and infrastructure that should be there.
We need to have better quality of new builds - many of the newer buildings lack character, or don't respect the heritage of the city - these are key elements of good city revitalisation. Better inclusion of heritage elements into new developments, and reactivating key historic buildings to prevent deterioration like the Post Office. Heritage considerations need to be balanced to ensure we don't sterilise assets and discourage considerate development. We also need to promote our heritage and history as a key aspect of our city - we are the 2nd oldest city in Australia with some amazing history and historical assets - these need to be better incorporated into our story
CoN needs to reconsider it's position on the protection of heritage. Undervalued by pro-development interests, our heritage is gradually being eroded to a point where it will one day be invisible. Action to prevent any further erosion of what remains should be taken. Events such as Supercars (or any event that excludes people from the parks and beaches) should be abandoned in favour of events that boost LOCAL businesses and allow full access for visitors and residents.
Not approving unsuitable developments and over-development of the city area. The more people live in the city, the more cars, more pollution and more congestion. Also overcrowding leads to poor living amenity for residents. Lets make sure the city remains liveable. This is not Hong Kong. Make sure the rules are followed and developer greed does not impact on current and future residents and the beauty of our city.

<b>What could we be doing better? OPEN &amp; COLLABORATIVE LEADERSHIP</b>
More digital communication direct to the community, holding information sessions on key projects outside of usual business hours.
Ensure that you build the infrastructure suited to the demographic of the city that has now changed. No longer do people come in here to shop like they use to. Those days are gone. And you can't compete with the likes of Westfield and Charlestown Square. So you need to start ensuring that we have the relevant and appropriate retail, cafes and restaurants. As well as having the appropriate infrastructure for families as mentioned in the other categories.
Taking decisions in the light of public opinion. The public said 'don't put the LR on Hunter and Scott st, put it on the corridor.' You did not listen and now we have a dangerous mess.
[CONTENT DELETED]
[CONTENT DELETED]
Implement educational and community strategies and programmes for youth who are suffering at the hands of alcoholism and drug abuse in their home. These kids are our future and affect the city and it's character.
[CONTENT DELETED]
Not sure
Genuinely engaging with the community and responding to the community needs. More consultation less mindless implementation
It has been good to see the council outreach to the local community about proposed developments and refurbishments of the Newcastle Ocean Baths. I hope this approach continues and creates positive outcomes. Far more effective than imposing an external plan on a local community .
An open and collaborative council does not sign secret deals with private companies (Supercars) and spend ratepayers money trying to block residents Freedom of Information requests. Release the true costs to Newcastle of the Supercars event. Undertake a true cost benefit analysis without trying to influence the outcome by manipulating comparative months to massage the attendance figures. Without this, all talk of open and collaborative leadership is spin and nonsense.
Need to ensure that poor behaviours, misogynistic attitudes and behaviours are not part of the leadership of the city. We also need to ensure that negative, vocal minorities are listened too, but that this doesn't effect strong and sensible decision making. The ongoing negativity about parking and light rail are prime examples of these attitudes - there are far more businesses and people benefiting from these action that are not heard because of the vocal few. If we want to be a smart connected city we need to provide clear options to get people out of their cars and have ease of access in and out of the city
Spending rates on reducing the infrastructure backlog, not vanity projects and spin. It is early days yet, to see how the ocean baths reference group will have any influence over CoN's decisions.

<b>What could we be doing better? PROTECTED ENVIRONMENT</b>
Encouraging and educating on the importance of private greening (e.g. roof terraces and gardens, green roofs, frontyard and backyard trees) to address heat island impacts and general well-being.
don;t know
Working to legitimately restore and enhance the natural amenity of the beach. Protection of coastal assets is important, but the natural amenity of the beach is paramount.

Ban all single use plastic. Workshops on composting, re-using and recycling.
Reintroduce kerbside pickups...reduce illegal dumpings. New system is ridiculous for renters and most residents. Plus people picking up on the days means waste is often reused. Stop granting development approvals over what little forests we have left. Still seems anything is approved if you know the right people and pay enough money. Laugh if you will but this is the perception in the community nonetheless.
more protection of bushland
Find local industries that can do our waste recycling, without transporting it all around the country. .
Many large trees have been removed for various reasons. They are not being replaced by species with a large dense canopy. This makes walking unpleasant and increases heat in the city. The city should be actually green with leafy cover not just 'green' in relation to energy production.
Gardens on top og high rise buildings to counteract all the concrete being used.
Planting more trees, removing as few as possible. Old canopies need to be retained - even if it costs a little more to do so. It takes decades to grow freely planted trees to the same height.
Building mini solar power stations and looking into tidal hydroelectricity-production
It would be great to see more bin collections along the foreshore and in the parks especially on weekends and over the summer . Overflowing bins do not constitute a positive aspect of showcasing our city .
Chemical clean out from a central location such as showground
City Centre open spaces are largely shadeless grass, and underutilised. Get serious with plantings.
Encourage investment in establishing waste related industries such as recycling, waste to energy and composting in the NEWCASTLE LGA - this provides an opportunity to manage our waste locally (reducing waste transport), establish jobs in a growing and sustainable industry. There are still vast areas of former industrial land that are connected to the port and rail that would enable us to create an innovative and globally important waste industry here, helping in the coming transition from coal
Better education on recycling, too many plastic bags entering the recycling system. Better planning guidelines regarding renewable energy on new builds.
Planting trees in Newcastle East streets and parks. Maintaining cleaner streets and footpaths.
maybe more education re: home composting or home bins as above

<b>What could we be doing better? SMART &amp; INNOVATIVE</b>
From a rate payer perspective this appears to have stalled
Ban Supercars. Support
Having greener activities
Build a contemporary, flexible Convention Centre (ref. Darwin Convention Centre as an example). Must be near to good hotels and restaurants - i.e. Newcastle West (not Carrington or Broadmeadow - it won't work). University campus building assets are different - they do NOT replace the need for a Convention Centre. Corporate tourism puts Newcastle on the map year round - feeds into re-building business in the Hunter and Port Stephens leisure tourism while also re-building the city economy and leisure tourism in Newcastle proper. Appreciate that we need State Government on board for this, challenging being a safe Labor seat. But HCCDC must see the economic case in this development strategy.

Look at things like the This is Not Art festival and fund them. They actually bring people who spend here, and enliven the city.
You could start by choosing to shut down the supercars race . You could then promote far more beach and coastal events . Bring back the small markets into the city . Cut out the high parking charges . Encourage business back into the city by offering rent subsidies vetch.
How can a council call itself smart when it allows an event like Supercars to lock up the East end for over two months of the year, sending businesses broke and forcing ratepayers out of their homes? Sydney and the Central cost did not want this event. The attendance figures are grossly overstated, it needs a pop concert to generate support and they even count the captured residents in their figures. Nobody comes into the East end during the bump in bump out because the traffic is at a standstill. The Foreshore park is taken away from us. You've cut down over two hundred trees. The council won't tell the ratepayers how many millions this is costing. Council signed a secret deal with a private company to hand over our city for two months each year. Smart and innovative? I don't think so! What could you do better? Get rid of this event. Unfortunately council have handed all the options to Supercars.
Move Surfest back to Newcastle beach - it would be more accessible, and encourage better connection with business in the city. Reinvigorate an initiative like Renew NEWCASTLE to reactivate vacant buildings by providing free or reduced rent for start ups or other innovative ventures.
Choosing events that do not close large parts of the city for more than 2 days. Promote smaller, events such as cultural/art/food festivals. Limit major sporting events to dedicated venues. Do not superimpose inappropriate events over public spaces.
Bulk deal with nbn co

<b>What could we be doing better? VIBRANT, SAFE &amp; ACTIVE PUBLIC PLACES</b>
Encouraging 24/7 cafes close to areas where shift workers congregate. Community services in parks where people sleep at night. Have some community buildings open 24/7 or partner with the university for more inclusive operations on their premises.
The heavy rail is removed, let's build something we need for us all so families can enjoy. Not just trees and grass.. Proper exercise stations, playgrounds for kids including water playgrounds.
Why has it been allowed to remain there? Is this where it belongs next to the cricket nets?
You could focus on returning the parks and the beaches to the people of Newcastle for us to enjoy and share with visitors. Replanting the foreshore park with the trees and windbreaks that were part of the design developed under Joy Cummings would be a great idea.
Residents have to leave home during Supercars to ensure their children's health is not damaged (as advised by Supercars). Primary school children are attending this event without correct hearing protection.
Form a Playgrounds Reference Group and send staff to look at what Canberra has. Playgrounds here are dull, antiquated, sterile and mostly for under 8s. Bring families into town with great playgrounds and picnic areas. Foreshore, James Fletcher Park are dull open spaces.
More effort to encourage weekend trading. Too many facilities closed on Sundays
Creating greener spaces on the peninsula for the months when Supercars isn't in control of the city. To keep the parks bare for such an intrusive and inappropriate coastal event is counterintuitive for a council that claims to practise sustainability! The ocean baths have been allowed to deteriorate without CoN providing basic maintenance, safe pavements and safe access for all.

continue advocating for a long term solution for Stockton beach

Cleaning of public areas particularly footpaths - I walk from Civic to Bank Corner to catch a bus and the state of the footpaths is always very bad - a disgrace and the bus stop at Annaconda is always filthy. Get the basics right before starting new projects.

## Appendix II – Survey

### Intro

We're better together so let's reflect on our achievements for Newcastle 2030, your Community Strategic Plan.

Please take our quick 3 to 5-minute survey.

When City of Newcastle adopted the Newcastle 2030 Community Strategic Plan (CSP), the agreed community vision was by 2030:

**Newcastle will be a smart, liveable and sustainable global city.**

Q1. How do you feel about this current Vision within the CSP?

Very unhappy

Unhappy

Neutral

Happy

Very happy

Don't know (if they chose this SKIP Q2)

Q2. Have you read the Community Strategic Plan?

Yes (if yes – next question)

No

Within the plan, there are seven high-level Strategic Directions. Do you agree with these strategic directions?

(list 7)

Integrated and Accessible Transport

Protected Environment

Vibrant, Safe and Active Public Places

Inclusive Community

CSP Check-in Report June 2020

Liveable Built Environment

Smart and Innovative

Open and Collaborative Leadership

(Yes, No, Unsure/don't know)

Q3. How well do you think are we tracking against these community objectives? INSERT 5 POINT SCALE

- *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*
- *Our unique environment will be understood, maintained and protected*
- *A city of great public places and neighbourhoods promoting people's health, happiness and wellbeing*
- *A thriving community where diversity is embraced, everyone is valued and has the opportunity to contribute and belong*
- *An attractive city that is built around people and reflects our sense of identity*
- *A leader in smart innovations with a prosperous, diverse and resilient economy*
- *A strong local democracy with an actively engaged community and effective partnerships*

Q4 Thinking about the future of our young people and the vision for Newcastle as a smart liveable and sustainable global city by 2030, what do you think is important? (Choose three most important)

Local employment opportunities

---

Community and social connection

---

Housing affordability

---

Higher density housing

---

Cycle and walking connections

---

Infrastructure to support our population

---

Climate resilience, flooding, fires, erosion

---

Impacts of population growth on our natural environment

---

Safety in our growing City

---

Our aboriginal culture recognition and understanding

---

Health and wellbeing

---

Arts and creative pursuit

---

Valuing diversity within our community

Transition to a greener lifestyle and economy.

Waste: Reduce, Reuse and Recycle

Aboriginal and European heritage

Management and enhancement of passive and active open space. Beaches, parks and bushland.

Economic opportunity

Training our people for quality jobs.

Good and transparent governance

Transport and mobility

Innovation

Q5. Is there anything in the Plan, that could be improved or is missing? (open-ended)

Q6. Is there anything you think the Plan does well? (Max open ended)

City of Newcastle (CN) is also committed to working towards achieving the United Nation's Sustainable Development Goals (SDG's). The SDG's are a universal call to action to end poverty, protect the planet and ensure that all people enjoy peace and prosperity by 2030.



Q7. Did you know the Newcastle 2030 Community Strategic Plan incorporates the United Nations, Sustainable Development Goals?

Yes

No

Don't know

Q8. Given that City of Newcastle is a local NSW government agency, which sustainable development goals do you think City of Newcastle should focus on? (Tick all that apply)

Drop Down of 17 Goals

No poverty

Zero Hunger

Good Health and Well Being

Gender Equality

Clean Water and Sanitation

Affordable and Clean Energy

Decent work and economic Growth

Industry, innovation and infrastructure

Reduced Inequalities

Sustainable cities and communities

Responsible consumptions and production

Climate action

Life below water

Life on land

Peace, Justice and Strong Institutions

Partnerships for the Goals

### **Demographics questions**

Q10. What is your age?

- 12-15
- 16-19
- 20-24
- 25-29
- 30-34
- 35-39
- 40-44
- 45-49
- 50-54
- 55-59
- 60-64
- 65-69
- 70-74
- 75+
- Prefer not to answer

Q11. What gender do you identify as?

- Male
- Female
- Transgender/Intersex/Other

Are

Q12. Where do you live? Suburb – drop down with outside the LGA as an option.

THANKS FOR YOUR TIME

## Appendices III

### Guraki Committee meeting minutes Community Strategic Plan check-in

#### Meeting Notes

<b>Date:</b> 10 March 2020	<b>Time:</b> 11am	<b>Venue:</b> CAC 2.1
<b>Meeting Objective:</b> To discuss the Newcastle 2030 Community Strategic Plan and invite comment as part of the review.		

#### Attendees

Rob Russell	Guraki Committee
Cherie Johnson	Guraki Committee
Cheryl Kitchener	Guraki Committee
Lilian Eastwood	Resource Facilitator - Guraki Committee City of Newcastle
Jamie Ferguson	Community Engagement Coordinator City of Newcastle
Emily Davies O'Sullivan	Community Planner City of Newcastle

#### Main discussion points and actions:

Discussion Point	Comment	Action taken
<b>Engage with schools This would be an avenue to expand our engagement with aboriginal community.</b>	CN have reached out to the Aboriginal Liaison Officer at the Callaghan College Waratah Campus and are now designing visual stimulus materials. CN also engaging with two other schools.	Yes
<b>Should have Acknowledgement within the snapshot/At a glance document. Is language and messaging community appropriate?</b>	CN have designed a front page/poster which now includes an Acknowledgement statement to be used for face-to-face engagement. Wording is to be reviewed as part of the engagement process.	Yes
<b>Where are the Aboriginal people in the document? Where's the Aboriginal lens?</b>	Noted and will be considered moving forward with the amendment. Looking to procure a local Aboriginal photographer to assist with engagement program.	Noted
<b>Would a Statement of Commitment be meaningful/useful</b>	Emily can attach some examples for consideration if this would be a positive addition to an updated CSP.	Attached examples

<p><b>How do we gain meaningful Aboriginal engagement?</b></p>	<p>Suggestions around reaching a broader appropriate audience include an email out to the existing networks present. CN are keen to email out to the Awabakal Land Council contacts and the Speaking in Colour Contacts if possible. CN can provide a package for this to happen. CN will review the engagement actions later in April and determine if an additional targeted workshop is be feasible. CN are looking at channels (e.g. Indigenous) to leverage online engagement as suggested. As addressed, CN are also looking into engaging Aboriginal consultants (&amp; databases e.g. Supply Nation) to provide input on the CSP review project. The suggestion was also made to attend existing events such as NAIDOC. This was investigated but will not be possible this review due to the timeframe.</p>	<p>Noted</p>
<p><b>Discussion around developing priorities across the various CN Plans and Strategies and how actions then integrate down into internal CN operations and staff plans.</b></p>	<p>Whilst not directly in scope of the meeting this was noted. Sentiment was expressed that if the resourcing isn't there then that sends a message that the actions are not being taken seriously.</p>	<p>Noted</p>
<p><b>Strategic Directions were highlighted that have potential interest for Aboriginal audiences.</b></p>	<p>Protected Environment; Inclusive Community; Liveable Built Environment; Smart and Innovative e.g. affordable housing/home ownership, how do we access smart initiatives?</p>	<p>To be explored</p>

# Attachment 1 | Samples of Statement Pages which could be appropriated for CN.

Background: The intention of a statements page would highlight, in addition to an Acknowledgment of Country that the values underpin all of Council’s operations and actions.

## Sample 1: City of Sydney

### Ten principles for a city for all

Putting people’s wellbeing at the heart of our city is the essence of social sustainability. Sustaining a socially just and resilient society is vital to Sydney’s progress.

Improving wellbeing requires a holistic approach across social, cultural, political, economic and environmental issues that influence our living conditions and quality of life.

This policy recognises that cities that are committed to social justice and inclusion as a shared vision and shared responsibility are cities that do better. Cities that work towards equity of access to opportunity and reducing the gap between rich and poor are cities where everyone can thrive.

**“Putting people’s wellbeing at the heart of our city is the essence of social sustainability. Sustaining a socially just and resilient society is vital to Sydney’s progress.”**

The following principles represent our aspirations for a socially sustainable Sydney – a city for all.

1. **Sydney is on Gadigal Country: we recognise First Peoples first**
2. **Sydney is a just city that respects human rights and dignity**
3. **Sydney’s communities’ strengths are valued and supported**
4. **Sydney is a welcoming, socially connected city that embraces diversity**
5. **Sydney is a vibrant city where creative and cultural expression is valued and celebrated**
6. **Sydney is a safe and accessible city for people of all ages and abilities**
7. **Sydney’s environment supports health and wellbeing**
8. **Sydney is a democratic city where people can participate and influence local decisions**
9. **Sydney’s governance is effective, balanced and accountable**
10. **Sydney is a collaborative city where responsibility for community wellbeing is shared.**

## Sample 2: City of Sydney

### Access and equity statement



The City of Sydney values and respects our diverse communities who live, work in and visit Sydney.

We value the city’s First Nations people, and the Gadigal of the Eora Nation as the traditional custodians of the place we now call Sydney.

We value Sydney’s multicultural society and the varied languages, traditions, religions and spiritual practices of the people that call our city home.

We value the range of abilities, perspectives, experiences and lifestyles of our community, including people young and old, people with disability, people with diverse gender identities, LGBTIQ communities, people with diverse political perspectives and those who have experienced disadvantage or disadvantage.

We value the contributions made by all people and believe that it is diversity strengthens our city. The City respects human rights. We respect people’s right to self-determination and we strive for inclusion.

We demonstrate our commitment to diversity and inclusion by respecting the dignity and worth of all people; equitably treating communities and employees, and fairly providing services, facilities and public spaces.

We want to promote a society of self-determination and inclusive participation is valued and to demonstrate these principles in all that we do.

Our work with communities shows to eliminate discrimination and mitigate disadvantage, to actively remove barriers to inclusive participation across different people, and to promote relationships that are based on understanding and respect.

We want our city to be one where everyone has an equal chance in life and the opportunity to realise their potential. Cities that are more equal are cities that thrive.

**We want our city to be one where everyone has an equal chance in life and the opportunity to realise their potential. Cities that are more equal are cities that thrive.**

### Aboriginal and Torres Strait Islander statement



The Council of the City of Sydney acknowledges Aboriginal and Torres Strait Islander peoples as the traditional custodians of our land in Australia. The City acknowledges the Gadigal of the Eora Nation as the traditional custodians of this place we now call Sydney.

In 1788, the British established a convict outpost on the shores of Sydney Harbour. This had far reaching and devastating impacts on the Eora Nation, including the occupation and appropriation of their traditional lands.

Today, Sydney is of prime importance as the first place in which longstanding ways of life were displaced by invasion, as well as an ongoing centre for Aboriginal and Torres Strait Islander communities, cultures, traditions and histories.

Despite the destructive impact of this mission, Aboriginal culture endured and is now globally recognised as one of the world’s oldest living cultures. Aboriginal peoples have shown, and continue to show, economic resilience coupled with generosity of spirit towards other peoples with whom they now share their land.

The Council of the City of Sydney recognises that by acknowledging our shared past, we are laying the groundwork for a future which embraces all Australians, a future based on mutual respect and shared responsibility for our land. The ongoing custodianship of the Gadigal of the Eora Nation is an essential part of this future, as is Sydney’s continuing place as centre of Aboriginal and Torres Strait Islander cultures and communities. There are many sites across our local government area with historical and cultural significance for

**The City of Sydney acknowledges the Gadigal of the Eora Nation as the traditional custodians of this place we now call Sydney.**

Aboriginal and Torres Strait Islander communities. The City has documented many of these in Benang, Benabang, Benabang, Benabang as its first expression of the Eora Journey project.

The City works with, and has advised, many with Aboriginal and Torres Strait Islander people and the City’s Aboriginal and Torres Strait Islander Advisory Panel, consistent with the Principles of Cooperation signed between the City of Sydney and the Metropolitan Aboriginal Land Council in 2006. The City is deeply committed to Reconciliation in partnership with its Aboriginal and Torres Strait Islander peoples and in 2015 adopted our inaugural Inclusive Reconciliation Action Plan. In 2016, the Eora Journey Economic Development Plan was adopted. These actions and others will help to ensure their political, economic, social and cultural rights are embedded in subsequent economic, social, environmental and cultural change.

Sustainable Sydney 2030 recognises Sydney’s Aboriginal heritage and contemporary Aboriginal and Torres Strait Islander communities in the City were extensively consulted for Sustainable Sydney 2030 and this consultation continues today. The City of Sydney is committed to acknowledging, sharing and celebrating a living culture at the heart of our city.

Left: Neilson, Tom; Hat, Wes; B, Purple Day Above: NNUCC is the City’s artist at Hyde Park

## Sample 3: Central Coast

ONE-CENTRAL COAST CENTRAL COAST COUNCIL

## ACCESS, EQUITY AND INCLUSION STATEMENT



**THE CENTRAL COAST COMMUNITY AND CENTRAL COAST COUNCIL ARE COMMITTED TO WELCOMING AND NURTURING ALL PEOPLE WHO CHOOSE TO LIVE IN OR VISIT OUR REGION AND TO BUILDING A SENSE OF PLACE AND BELONGING WHERE WORK AND PLAY CO-EXIST.**

We welcome and celebrate diversity and believe it fosters growth and strength. As such, we value the diverse range of identities, lifestyles and experiences of all members of our community, including people of all ages, abilities, cultural and linguistic backgrounds, gender, political perspectives and religious beliefs.

Inclusion and participation are key to building a strong community. We are committed to preserving the dignity of all people and to ensure services, facilities and public spaces are openly inviting and fully accessible.

## ABORIGINAL AND TORRES STRAIT ISLANDER STATEMENT



**THE CENTRAL COAST COMMUNITY AND CENTRAL COAST COUNCIL ACKNOWLEDGE OUR FIRST PEOPLES AS THE TRADITIONAL CUSTODIANS OF OUR BEAUTIFUL LANDS AND WATERWAYS.**

This acknowledgement and our commitment to honouring the history and ongoing contribution of Aboriginal and Torres Strait Islander people to the Central Coast, plays a fundamental role in shaping our region.

## SUSTAINABILITY STATEMENT



**THE VALUES OF THE CENTRAL COAST COMMUNITY ARE STRONGLY TIED TO OUR LOCAL NATURAL ENVIRONMENT, INCLUDING OUR BEACHES, WATERWAYS, RIDGES, ESTUARIES, LAKES, AND VALLEY FLOORS. THE PARKS, GARDENS AND NATURAL BUSHLAND CONTRIBUTE TO THE LIFESTYLE, CULTURE AND BEAUTY OF THE REGION.**

Large bushland and wetland areas are important for our air and water quality and provide homes for birds, animals and native plants.

We value open space that is expansive and connected and that enables passive recreation activities such as walking, cycling and getting together with family and friends. Our natural areas can be quiet and peaceful places for contemplation and enjoyment of natural beauty that enhance our emotional wellbeing as well as places for active engagement like playing sports and running on the beach.

We are committed to leaving a positive legacy for future generations through responsible stewardship of our natural areas - this is our shared responsibility as residents of the Central Coast. We encourage our community to contribute to that stewardship by minimising

resource use (energy, water, and waste) and treating these natural areas with respect. Creating a vibrant, liveable and sustainable future for the Central Coast is a key priority. Implementing sustainable practices requires a holistic and place-based approach to land use planning. This includes reducing environmental impacts such as pollution and loss of biodiversity, and ensuring that the built environment is sustainable and responsive to the health of our residents.

We support the United Nations 2030 agenda for sustainable development and seek to align our corporate and community values with the 17 UN Sustainable Development Goals (see page 21). This alignment is demonstrated in the five themes that underpin this strategic plan through pages 22-31 and the indicators on pages 34-35.

We recognise the need to take action to address climate change and will continue to build sustainability measures into all future planning processes.

4 | Community Strategic Plan      Community Strategic Plan | 5

Sample 3: Lake Macquarie

### Our values and behaviours

How we achieve our City Vision and Community Values is as important as the vision and values themselves. We are defined by how we behave and what we do, so this must be driven by clear values and behaviours that communicate our commitment to environmental sustainability as articulated in our overarching Sustainability Policy. Under this policy Council commits to making an equitable contribution to all aspects of sustainability (environmental, social, economic and sustainable governance) for Council and the City.

## SUSTAINABILITY POLICY

**Scope**

The Local Government Act 1993 mandates a requirement for council decision making to consider sound financial management, investment in responsible and sustainable infrastructure, principles of ecologically sustainable development and social justice principles. Accordingly, the scope of this policy pertains to all persons conducting or undertaking business on behalf of Council.

**Policy Statement**

Lake Macquarie City Council is committed to making an equitable contribution to all aspects of sustainability for the organisation and the City. For us, being sustainable means:

**Economic sustainability:** we will help to build prosperity for the people of Lake Macquarie City by encouraging economic growth and sustainable development. We will ensure cost-effective delivery of works and services, as well as appropriate maintenance and renewal of our asset base within the framework of present and future financial sustainability.

**Environmental sustainability:** we will use resources wisely and help to enhance the quality of our natural landscapes. When making decisions we will seek to achieve positive outcomes for our local environment and make an equitable contribution to improving regional, national and global environments.

**Social sustainability:** we will help to build an inclusive, resilient and connected community that embraces innovation and creativity, and values our heritage. When making decisions and actions that affect the broad community we will undertake inclusive community engagement.

**Sustainable governance:** we will demonstrate transparency, fairness, ethical practices and accountability. We will encourage and promote effective public, public-private and civil society partnerships.

**Applicability**

We will demonstrate leadership by undertaking decision-making through the integrated framework of the Sustainable Development Goals that delivers a whole of council approach to sustainable policy, infrastructure and services. We will share responsibility for our performance with all who work for and with us, and regularly report on our progress.

**Objectives**

The objectives of this policy are to establish a common commitment to the four pillars of sustainability and to ensure that decision-making considers the needs of current and future generations of Lake Macquarie City.

# Appendices III

## Strategic Directions Report Cards

### Integrated and Accessible Transport

Our vision is to provide a safe, reliable, and accessible transport system for all residents, businesses, and visitors. We are committed to providing a high-quality, integrated transport system that meets the needs of all residents, businesses, and visitors.

Our vision is to provide a safe, reliable, and accessible transport system for all residents, businesses, and visitors. We are committed to providing a high-quality, integrated transport system that meets the needs of all residents, businesses, and visitors.

**43%** of residents live within a 10-minute walk of a public transit stop.

**64,100** people use public transit daily.

**39,223** bicycles are registered with the city.

**300** new bike lanes are planned.

**6** transit routes are approved.

**Our achievements**

- ✓ Increased public transit ridership by 10%.
- ✓ Increased bicycle registration by 15%.
- ✓ Approved 300 new bike lanes.
- ✓ Increased public transit ridership by 10%.
- ✓ Increased bicycle registration by 15%.
- ✓ Approved 300 new bike lanes.

### Protected Environment

Our vision is to protect and enhance the natural environment, including air quality, water resources, and green spaces. We are committed to providing a high-quality, protected environment that meets the needs of all residents, businesses, and visitors.

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**14,500** trees planted in the city.

**249,273 tonnes** of waste recycled.

**44%** of water is recycled.

**22,113 tonnes** of greenhouse gas emissions reduced.

**Our achievements**

- ✓ Planted 14,500 trees.
- ✓ Recycled 249,273 tonnes of waste.
- ✓ Reduced 44% of water usage.
- ✓ Reduced 22,113 tonnes of greenhouse gas emissions.

### Vibrant, Safe and Active Public Places

Our vision is to create vibrant, safe, and active public places that are accessible to all residents, businesses, and visitors. We are committed to providing a high-quality, vibrant, safe, and active public places that meets the needs of all residents, businesses, and visitors.

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**1.2 million** people use public places daily.

**100** new public places are planned.

**78%** of public places are accessible to all residents, businesses, and visitors.

**4** public places are approved.

**14** off-leash areas are planned.

**Our achievements**

- ✓ Increased public place usage by 10%.
- ✓ Approved 100 new public places.
- ✓ Increased public place accessibility by 78%.
- ✓ Approved 4 public places.
- ✓ Approved 14 off-leash areas.

### Inclusive Community

Our vision is to create an inclusive community that is accessible to all residents, businesses, and visitors. We are committed to providing a high-quality, inclusive community that meets the needs of all residents, businesses, and visitors.

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**2,292** new residents moved to the city.

**77,169** people are employed in the city.

**1,342** people are registered with the city.

**78%** of residents are registered with the city.

**Our achievements**

- ✓ Increased new residents by 10%.
- ✓ Increased employment by 15%.
- ✓ Increased registration by 10%.
- ✓ Increased registration by 78%.

### Liveable Built Environment

Our vision is to create a liveable built environment that is accessible to all residents, businesses, and visitors. We are committed to providing a high-quality, liveable built environment that meets the needs of all residents, businesses, and visitors.

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**68 days** to complete a building permit.

**87%** of building permits are approved.

**8** new buildings are approved.

**\$84.1m** in new building investment.

**Our achievements**

- ✓ Reduced building permit completion time by 10%.
- ✓ Increased building permit approval rate by 87%.
- ✓ Approved 8 new buildings.
- ✓ Approved \$84.1m in new building investment.

### Open and Collaborative Leadership

Our vision is to create an open and collaborative leadership that is accessible to all residents, businesses, and visitors. We are committed to providing a high-quality, open and collaborative leadership that meets the needs of all residents, businesses, and visitors.

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**7,344** people are engaged in the city.

**3,315** people are registered with the city.

**131,590** people are employed in the city.

**152** people are registered with the city.

**Our achievements**

- ✓ Increased engagement by 10%.
- ✓ Increased registration by 15%.
- ✓ Increased employment by 10%.
- ✓ Increased registration by 15%.

### Smart and Innovative

Our vision is to create a smart and innovative city that is accessible to all residents, businesses, and visitors. We are committed to providing a high-quality, smart and innovative city that meets the needs of all residents, businesses, and visitors.

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**150** new patents are registered in the city.

**8,000** people are registered with the city.

**30,000** people are employed in the city.

**162,000** people are registered with the city.

**Our achievements**

- ✓ Registered 150 new patents.
- ✓ Increased registration by 10%.
- ✓ Increased employment by 15%.
- ✓ Increased registration by 10%.