

## Public Submission

**To:** Newcastle City Council

**Regarding:** Draft Newcastle 2030 Community Strategy Plan

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**1. Lodged:** May 3 2018, 3:36pm

Publish with NO names or contact details: YES

**Submission:**

Please stop all the ugly soul-less buildings going up everywhere in the city. MAKE THE DEVELOPERS PAY FOR SOME DECENT BUILDINGS WITH CLASS AND TIMELESSNESS not this cheap shit they are erecting. These are woeful. The crap in Wickham and Honeysuckle are just gross. I dont care whether you publish it or not by the way - there is not a dont care button.

**2. Lodged:** May 4 2018, 4:51pm

Publish with NO names or contact details: YES

**Submission:**

I have just read your overview paper and saw nothing about covered bus waiting Seats, or seats around parks and the foreshore.  
Take a look at Lake Macquarie, they have done a great job along the water front At Warners Bay. They also have regular kerbside pickups.  
All Newcastle seems to be doing lately is making the city a mess and closing off Streets permanently which causes great inconvenience and frustration.  
I hate what Newcastle has become.

**3. Lodged:** May 5 2018, 9:17pm

Publish WITH name but no contact details: YES

Name: Paul Stackhouse

**Submission:**

Surfest and super cars brought a lot of attention and money into Newcastle but why limit it to two things. Newcastle get behind sports we are known for it but we need better sporting

infrastructure for example we need 6 - 12 hardcourts for satellite tennis comps, improve on the whole of the sporting precinct at broadmeadow basketball, hockey, touch football etc, develop glenrock and sugarloaf for mountain bike comps and double purpose for orienteering and walking/Triathalons merewether bathes for the water leg. Retar city to Merewether for bike legs and a new street skate park at the bowl for international and national etc skate comps. This strategy would foster the growth of the hospitality industry and expand on our sporting and recreational facilities and bring people and money into the city.

4. Lodged:

May 9 2018, 6:26am

Publish with NO names or contact details: YES

**Submission:**

Transport wise:

They should include Newcastle Cycleways Movement as partners in 1.2 and 1.3

The vision for Integrated and Accessible Transport is still awesome:

"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."

How will we get there?

1.2a Continue to upgrade, extend and promote cycle and pedestrian networks

In direct conflict with making parking for businesses a priority in section 1.3

Based on current Newy budgets it will take over 40 years to complete the CycleSafeNetwork.

This 2030 plan is a continuation of the last 2 decades of seeing active transport as a fringe transport option. Need a drastic change of plans to get majority of trips in active transport by 2030 (currently under 10%) Need most of NCC money and time put into #CycleSafeNetwork (stop wasting time on other stuff) to achieve it's 2030 vision. NCC's 2030 vision is for most trips to be a viable option for walking and cycling (short trips under 5km that are considered too dangerous now). To achieve this vision we need a fully separated from cars pushbike network by 2019 (including all local roads 30km/hr by narrowing and speed bumps). Then 11 years of intense social engineering schemes to get the new generation transitioning to walking and cycling. Need to reverse the habits poeple have gotten into. For mental health, for liveable cities, for safety, for economic sustainability, for improved local business, for less road congestion!

Do not use Newcastle "pushbike 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 to pushbike the safe way (usually 1.5m away from parked cars ) AND human rights to cycle safely (UN's UDHR Articles 3,5,13,25,26,27,29). Uni active travel webpages advise this also. UoN empowers all people with solutions to pushbike for transport and to find safe backstreet shortcuts. Unseen children can open car doors and push you into traffic. Also never ride where a car will try to squeeze past you too closely in the same lane, this means sometimes you need to take the whole lane. Pushbike advocates are pushing to remove these confusing, dangerous, and unethical bike pictures. Bust the transport myths that 99% of people are confused about: [cyclingfallacies.com/en/](http://cyclingfallacies.com/en/)

All motorists drive more dangerously than you think

Learning shortcuts, learning the actual safety of cars and lane position). The RMS (state authority) recommends a 3 second safety gap between a car following another car, but most people leave only 1 to 2 seconds. (Most crashes are rear-ends Source: <http://www.rms.nsw.gov.au/roads/safety-rules/safe-driving/low-risk-driving.html>. 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 ethical society. Bust the transport myths that 99% of people are confused about: [cyclingfallacies.com/en/](http://cyclingfallacies.com/en/)

Basic human right for fresh air and to travel in safety and not put others in danger. We can be more happy with a transition to an ethical World's best practice city planning and transport . Ethical habits are using appropriate technology. All cars above 30km/hr in residential streets are a danger to pedestrians. Car focused cities (with urban sprawl) make people unhealthy (body and mind), causing social isolation and internet, homes, food & other infrastructure too costly. Bust the transport myths that 99% of people are confused about: [cyclingfallacies.com/en/](http://cyclingfallacies.com/en/)

Faster main roads for cars, more buses/trains (screen time and active transport), better pushbike shortcut paths. Pleases everyone, so we can stop the fighting of motorists vs cyclists vs public transport user. Need to start talking about the elephant in the room, the whole system. No silver bullet on one small part of the problem

**5. Lodged:** May 10 2018, Received via mail

Publish with NO names or contact details: YES

**Submission:**

Can't park.  
Roads and parking should be council's number one priority.

**6. Lodged:** May 11 2018, 10:11am

Publish WITH name but no contact details: YES

Name: Allen Shrimpton

**Submission:**

Hi,  
I live in Dungog and I am semi-retired. We have group of about 15 riders who ride 2 times a week on the quiet roads in the Dungog LGA.  
We ride the 2 City Loop and with it being mainly on separated cycleways it safe.

But when I am forced to share the road with cars and have to ride near park cars I am scared that someone will open a car door and knock me under the proverbial bus.  
If you build more separated cycleways, we would catch the train to Newcastle and ride there more often. Cyclists spend money.  
Also fast forward the Richmond Vale rail trail. Build and they will come from all over the world. The rail trails of Victoria show how good they are for the local economy. Then you have the health benefits.  
Good luck.  
Cheers  
Allen Shrimpton

**7. Lodged:** May 14 2018, 5:07pm

Publish with NO names or contact details: YES

**Submission:**

"One of NCC goals is to demonstrate "open and collaborative leadership" yet information on the impact of Supercars is being withheld.

Most Businesses I have spoken to outside the racetrack suffered financial losses leading up to and during the race. Interstate businesses benefited not locals. When will Council publish true costs and benefits to rate payers and provide accurate numbers of paying attendees (excluding free admissions)?

Page 33 records "involvement statistics "but doesn't break down actual changes made to the plan resulting from this feedback. I assume the feedback I am giving now will be recorded as community consultation. Will anything I contribute make a difference? It hasn't been obvious in any of my previous submissions. I'm just another statistic you can add!"

**8. Lodged:** May 30 2018, 3:05pm

Publish with NO names or contact details: YES

**Submission:**

Newcastle 2030 Community Strategic Plan

Submission

Council's Disability Inclusion Action Plan 2016-2019 is one of the Plans supporting the 2030 Community Strategic Plan. However disability inclusion should be given greater priority in the goals and actions identified in the CSP.

The CSP is based on seven Sustainable Development Goals. The goals that most directly relate to disability inclusion are:-

- Inclusive community

- Integrated and accessible transport
- Liveable built environment

#### Inclusive communities

The Disability Inclusion Action Plan 2016-2019 is included as one of the strategies and plans supporting the Sustainable Development Goal of Inclusive Communities. The 2030 CSP identifies a number of actions supporting this goal. The actions most relevant to the DIAP include improving, promoting and facilitating equitable access to services and facilities and ensuring that people of all abilities can enjoy Newcastle's public places and spaces. The Council is a provider, as well as a leader and collaborator for these actions. The CSP proposes measuring the progress in achieving the latter by increasing the number of access audits on public domain projects. It doesn't quantify the % increase in access audits. There is no measure proposed for tracking progress on improving equitable access to services and facilities.

Access audits should be embedded in council's planning and design process and undertaken on all public domain projects. Access audits should also be undertaken on existing infrastructure, for instance "accessible" toilets located in public spaces and venues owned or leased by Council. The information obtained from the access audits should influence decisions on upgrades and maintenance work and prioritisation of funding.

*It is proposed that the CSP adopt the following approach to measuring progress:-*

- *Access audits are included in the planning and design process on all public domain projects*
- *Location of all accessible public toilets managed by Council is identified, access audits completed at each site and improvements undertaken to ensure compliance with relevant Australian Standards.*

#### Integrated and Accessible Transport

The Disability Inclusion Action Plan 2016-2019 has not been included in the CSP as one of the strategies and plans supporting the Sustainable Development Goal of Integrated and Accessible Transport, even though the DIAP includes a number of actions directly related to improving transport equity.

Although the CSP includes the prioritisation of adequate and accessible parking to meet community and business needs, there is no measurement of the progress council makes in this area.

*It is proposed that the CSP is amended:-*

- *The Disability Inclusion Action Plan is included in the list of supporting Strategies and Plans for the SDG Integrated and Accessible Transport.*
- *Progress towards meeting the community's needs for accessible parking is measured by a specific outcome, namely, Council completes an audit of accessible parking spaces in the LGA and makes this information available in accessible forms, including via the council website or a parking app.*
- *Progress towards delivering accessible infrastructure to support public transport is measured by the following outcome - Access audits are included in the planning and design process of local infrastructure improvements for public transport*

#### Vibrant, Safe and Active Public Spaces

The Disability Inclusion Action Plan 2016-2019 has not been included in the CSP as one of the strategies and plans supporting the Sustainable Development Goal of Vibrant, Safe and Active Public Spaces.

*It is proposed that the CSP is amended:-*

- *The Disability Inclusion Action Plan is included in the list of supporting Strategies and Plans for the SDG Vibrant, Safe and Active Public Spaces.*

**Conclusion**

Although Council has referred to the DIAP in the 2030 Community Strategic Plan, the DIAP is an important planning tool which supports several of the Sustainable Development Goals. Disability Inclusion should be given greater priority in the goals and actions identified in the CSP and the CSP should be more closely aligned with the outcomes identified in the focus area of Liveable Communities in Council's Disability Inclusion Action Plan.

XXXXXX

Carer

30 May 2018

**9. Lodged:**

**May 30 2018, 2:49pm**

Publish WITH name and contact details:

YES

Name:

Trudie Larnach

Contact details:

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Organisation:

Port Waratah Coal Services

**Submission:**

**See separate pdf document.**