



# **Streets as Shared Spaces Trial Activation**

## **Darby Street, Cooks Hill**

### **Pre-Activation Consultation Report**

**August 2022**

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## 1. Background

City of Newcastle (CN) is working to improve the outdoor dining experience, safety and accessibility of the popular Darby Street entertainment area in Cooks Hill.

A six-month trial starting in September 2022 will see:

- a new pedestrian crossing to improve accessibility and safety
- footpath widening to increase space for outdoor dining
- a range of traffic calming treatments including speed cushions and kerb extensions
- revitalisation of the Darby Headphones Courtyard with new street furniture, surfacing, lighting and public art to encourage people to visit, stay and connect.

These initiatives will involve the temporary removal of approximately 16 existing car parking spaces. The temporary loss of parking spaces on Darby Street will be offset by converting existing paid all day parking behind the Newcastle Art Gallery into free, 2 hour parking during the trial. A convenient drop-off/pick-up zone near the shops and eateries will also be included in the trial.

The trial has been made possible with a \$500,000 grant from the NSW State Government through the [Streets as Shared Spaces Program](#) (Round 2). This program funds trials that support immediate community needs and test and build the case for more permanent changes that positively impact local economies and community health and wellbeing.

Prior to commencing the trial, CN sought community feedback on the proposed traffic changes, as well as asked people what they like about the Darby Street area and what they would like to see improved. This feedback will help inform future projects in the area and will be used in assessing the effectiveness of the six-month trial.



## 2. Community Engagement

### 2.1. Engagement objectives

CN undertook a series of community engagement activities in order to seek community feedback about the proposed trial and explore general attitudes and perceptions towards the Darby Street precinct. This process sought to:

- increase awareness about the proposed actions and treatments to be undertaken as part of the trial
- provide the community with an opportunity to express their opinions about the trial and the future of Darby Street entertainment precinct
- gather information to inform the planning and delivery of the trial
- collect data to evaluate and assess the effectiveness of the trial

### 2.2. Engagement activities

The community was invited to provide feedback on the proposed trial via an online survey, which was open from 16 May to 13 June 2022.

Face-to-face intercept surveys (using the same questionnaire available online) were also undertaken on Darby Street, on the following days:

- Thursday 2 June from 11am - 1pm
- Sunday 5 June from 9:30am - 11:15am
- Thursday 9 June from 6pm - 7pm

The survey asked a series of questions about:

- How people travel to Darby Street
- Main reasons for visiting Darby Street and frequency of visits
- Agreement with specific elements of the trial including proposed traffic calming treatments and changes to parking
- What the community values most about the Darby Street precinct, what could be improved and what the community would like to see more of on Darby Street
- Suggested themes for public art

A copy of the survey questions can be found in [Appendix III: Online survey questionnaire](#).

Community members, businesses and other stakeholders were also able to provide feedback in the form of written submissions via email or post.

Information about the proposed trial and the opportunity to provide feedback (via the survey) were promoted via a communications campaign.

CN officers dropped into commercial premises throughout the precinct to deliver flyers advertising the survey, creating opportunities for business owners and operators to discuss the project and provide informal feedback.






A formal workshop was held with local businesses on 26 July 2022 to inform them about the project and look at ways they could get involved with activating the street during the trial period.



### 3. Communication and promotion

During the engagement period, a communications campaign was implemented to raise awareness about the proposed trial and promote the opportunity for community members to provide input.

Key communications activities are summarised below, and key pieces of communications collateral are available in [Appendix I - Promotional materials](#).

Channel	Description	Reach
 <b>Have Your Say webpage</b>	A dedicated project webpage was created on CN's Have Your Say landing page. The page aimed to provide information and raise awareness about the Darby Street - Streets as Shared Spaces Trial.	1909 page views
 <b>Flyers and onsite signage</b>	<p>Flyers were distributed to local businesses</p> <p>Onsite signage was also installed at key locations on Darby St.</p>	N/A
 <b>Social media</b>	The trial was promoted via a paid post on CN's Facebook page that went live on 18 May to 31 May 2022. The paid post intended to raise awareness and encourage people to have their say.	<b>Impressions:</b> 135,480 <b>Reach:</b> 42,391 <b>Clicks:</b> 2,861 <b>Post engagement:</b> 1,111
 <b>Media Outreach</b>	A media release was issued on 15 May 2022, and was subsequently reported in the Newcastle Herald, ABC Newcastle Radio, ABC Upper Hunter Radio, NovoNews, 2NURFM and intouch Magazine.	N/A
 <b>Newsletters</b>	Information about the Darby Street – Streets as Shared Spaces Trial was also published in the dedicated June and July Have Your Say newsletters.	Shared with 2429 subscribers.

## 4. Key findings

During the community consultation period CN received:

- 259 completed online surveys
- 14 intercept surveys
- 3 submissions

It should be noted that the respondents who completed the survey are a self-selecting sample, i.e. they opted-in to complete the survey. Therefore, the survey results are only reflective of those who chose to participate and may not be representative of the views of all community groups or stakeholders. The detailed survey results are outlined in [Section 5 – Survey Results](#).

## Summary of results

City of Newcastle (CN) is working to improve the activation, outdoor dining experience, safety and accessibility of the popular Darby Street entertainment precinct in Cooks Hill.

The six-month trial starting in September 2022 will see:



A new pedestrian crossing to improve accessibility and safety



Footpath widening to increase space for outdoor dining



A range of traffic calming treatments including speed cushions and kerb extensions



Revitalisation of the Darby Headphones Courtyard with new street furniture, surfacing, lighting and public art to encourage people to visit, stay and connect.



The trial has been made possible with a \$500,000 grant from the NSW State Government through the Streets as Shared Spaces Program (Round 2). This program funds trials that support immediate community needs and test and build the case for more permanent changes that positively impact local economies and community health and wellbeing.

Prior to commencing the trial, CN sought community feedback on the proposed traffic changes, and asked people what they like about the Darby Street area and what they would like to see improved. This feedback will help inform future projects in the area and will be used in assessing the effectiveness of the six-month trial.





### You told us...

Darby Street is highly valued for being a dining and shopping precinct with a unique character/ atmosphere and friendly/ welcoming community.

#### Suggested improvements to Darby Street

- Pedestrian access/ pedestrian safety
- Parking and traffic.
  - Better paving/ footpaths,
  - More parking,
  - Traffic safety/ calming measures,
  - Better traffic flow/ management,
  - Better cycle access/ cycle safety.



#### Other improvements

- Trees/ plantings and green spaces
- Outdoor dining and seating
- Cleaning and rubbish removal,
- More variety in shops/ businesses,
- Pedestrian crossing
- Lighting
- Activations, events and public art.
- Safety was a concern for 1 in 4 visiting Darby Street

### The three aspects of the trial with higher agreement were:



providing approx. 16 free 2-hour parking spaces to compensate for the loss of on-street parking spaces

**74% agree**



improving pedestrian and cyclist safety

**67% agree**



a wider footpath to create more outdoor dining space between Sanctum and Goldberg's restaurants

**65% agree**

### Aspects of the trial with relatively lower agreement were:



providing a parklet for outdoor trading or seating, which will be moved around during the trial

**59% agree**



trialling a raised pedestrian crossing adjacent to Darby Street's Headphones Courtyard

**53% agree**



trialling traffic calming infrastructure to reduce traffic speed

**52% agree**

Overall, the objectives of the Streets as Shared Spaces Trial are aligned with what the community value or what is unique about Darby Street and what could be improved. Darby Street is highly valued for being a dining and shopping precinct with a unique character/atmosphere and friendly/welcoming community. To maximise the opportunity to collect data from visitors and users of the prominent dining and shopping precinct, respondents were also asked an additional question about how Darby Street ranked against other shopping/entertainment precincts in Newcastle. This data has been analysed in Appendix 2.

The main suggested improvements to Darby Street were related to pedestrian access/pedestrian safety, parking and traffic. More specifically, the community told us they want better paving/footpaths, more parking, traffic safety/calming measures, better traffic flow/management, better cycle access/cycle safety.

Other improvements related to trees/plantings and green spaces, outdoor dining and seating, cleaning and rubbish removal, more variety in shops/businesses, pedestrian crossing, activations, lighting and fewer vacant shops. Apart from more shops/businesses and parking, the community told us they would like to see more activation, events and public art.

Safety was a concern for 1 in 4 visiting Darby Street, with many comments specifically mentioning that it was a concern at night or on weekends. Some of the reasons for feeling unsafe included crime, poor lighting, intoxicated people, threatening/violent or anti-social behaviour and lack of police patrols/surveillance cameras.

When respondents were shown a series of six statements describing specific elements of the trial and asked to state whether they agreed or disagreed with each. 92% of respondents agreed with at least one of the six statements about the trial, and almost three-quarters (73%) agreed with at least three of the six statements.

The three aspects of the trial with **higher agreement** were:

- providing approximately 16 free 2 hour parking spaces to the rear of the Newcastle Art Gallery to compensate for the loss of on-street parking spaces (74%)
- pedestrian and cyclist safety should be improved on Darby Street (67%)
- using 7 parking spaces between Sanctum and Goldberg's restaurants to create more outdoor dining space and a wider footpath for pedestrians (65%)

Aspects of the trial with relatively **lower agreement** were:

- providing a parklet (taking up one parking space) for outdoor trading or seating, which will be moved around during the trial (59%)
- trialling a raised pedestrian crossing outside 116 Darby Street (adjacent to Darby Street's Headphones Courtyard) (53%)
- trialling traffic calming infrastructure (e.g., speed cushions) to reduce traffic speed on Darby Street (52%)

Respondents were also asked whether they agreed or disagreed with traffic calming kerb extensions and speed cushions in specific locations along Darby Street. The open-ended responses throughout the survey highlighted diverse and opposing views towards traffic on Darby Street, with some respondents wanting to see traffic slowed or removed from Darby Street to become more pedestrian and cyclist friendly whereas other respondents did not agree with slowing traffic and wanted to see better flow/management of traffic. Those who drive when visiting Darby Street were less likely to agree with all statements about specific elements of the trial, compared to those who

walk, cycle or catch public transport (except for compensating the loss of parking spaces to the rear of the Art Gallery which had similar levels of agreement across all groups).

When asked about proposed traffic calming measures, 58% of respondents agreed with trialling kerb extensions in one or more of the four proposed locations. Kerb extensions on the *eastern side of the intersection of Darby Street and Bull Street* or on *Darby Street between Laman Street and Queen Street* were the two most preferred locations. 47% of respondents agreed with speed cushions in one or more of the three proposed locations, although there was no clear preference of location. Those who drive when visiting Darby Street were again less likely to agree with kerb extensions and speed cushions in any location.

Slightly more than half of respondents (53%) would like to see one or more pick-up/drop-off zones on Darby Street. The main reasons for using a pick-up/drop-off zone were to drop-off or pick people up and collecting takeaway food or coffee. Uber or taxi drop-off/pick-up and collection/purchases from non-food businesses were also mentioned. Preferred locations were primarily around the *central part of Darby Street e.g., near Delaney Hotel, Darby Raj/Goldbergs or Council Street*.

Suggested themes for public art included local history and heritage, Aboriginal/Indigenous heritage and culture, nature/plants and animals and culture/diversity and inclusion. Beaches, food and coffee culture, local people and local places/landscapes were also mentioned. Other comments made general suggestions such as colourful, playful, fun, contemporary or suggested collaborating with local artists, the Art Gallery and other cultural institutions.

## Respondent Demographics

Respondents were asked to select from a series of statements that best described their connection to the Darby Street precinct. Three of these statements related to where respondents live (e.g., Cooks Hill, another suburb within the Newcastle LGA or outside the LGA), and three statements related to their connection, if any, to businesses on Darby Street (e.g., an owner, operator or employee).

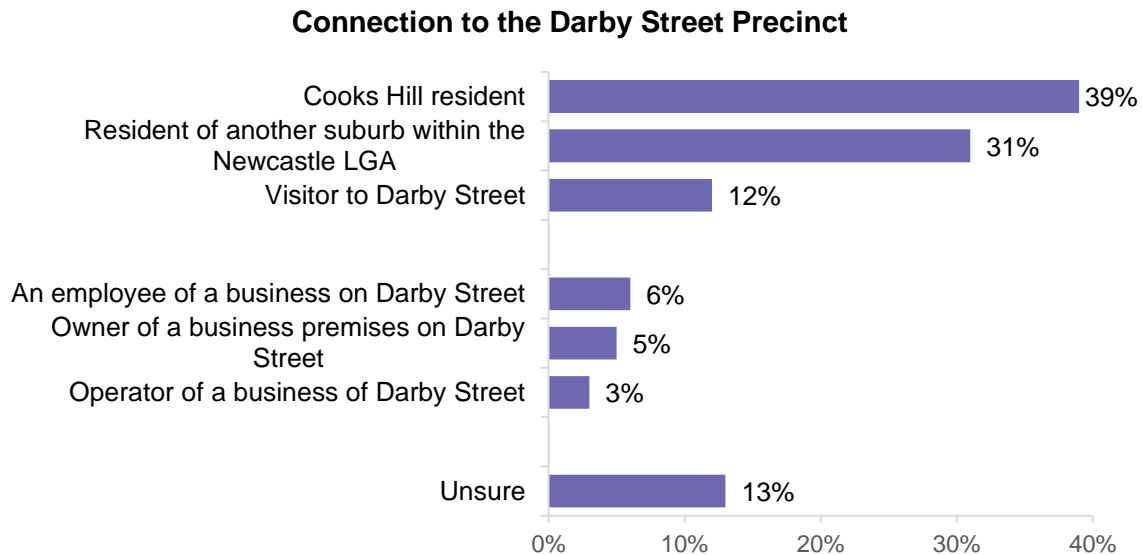


Figure 1. Statements describing respondents' connection to the Darby Street precinct (N=273)

## Residential location

The majority of the 273 survey respondents live within the Newcastle LGA (70%). As shown in Figure 1, 39% of respondents live in the suburb of Cooks Hill, where Darby Street is located, and 31% live in other suburbs within the Newcastle LGA.

12% of respondents stated that they were visitors to Darby Street and live outside the Newcastle LGA. These respondents were asked to provide the name of the suburb where they live, and responses were coded by region to identify groups. As shown in Table 1, the majority of visitors live within the Greater Newcastle region, and all but one came from within NSW.

Table 1. Region where respondents are visiting from (outside the Newcastle LGA)

Region where respondents are visiting from	Count
Greater Newcastle (Lake Macquarie, Cessnock, Port Stephens)	25
Sydney	4
Central Coast	1
Mid North Coast	1
Interstate (Victoria)	1
Prefer not to say	1

Note: Initially, the question asking people to select a statement that best described where they were from did not include an option for living in the Newcastle LGA, but outside of Cooks Hill. Once the survey had opened, an option was added that allowed people to select that they lived in the Newcastle LGA, but not in Cooks Hill. This survey change may account for some of the 13% of people that selected 'unsure'. Additionally, respondents who claimed to be a visitor living outside of the Newcastle LGA, but then nominated a suburb within the Newcastle LGA were recoded as being a resident of the Newcastle LGA. People were also able to select multiple options within this question and some people selected two location options.



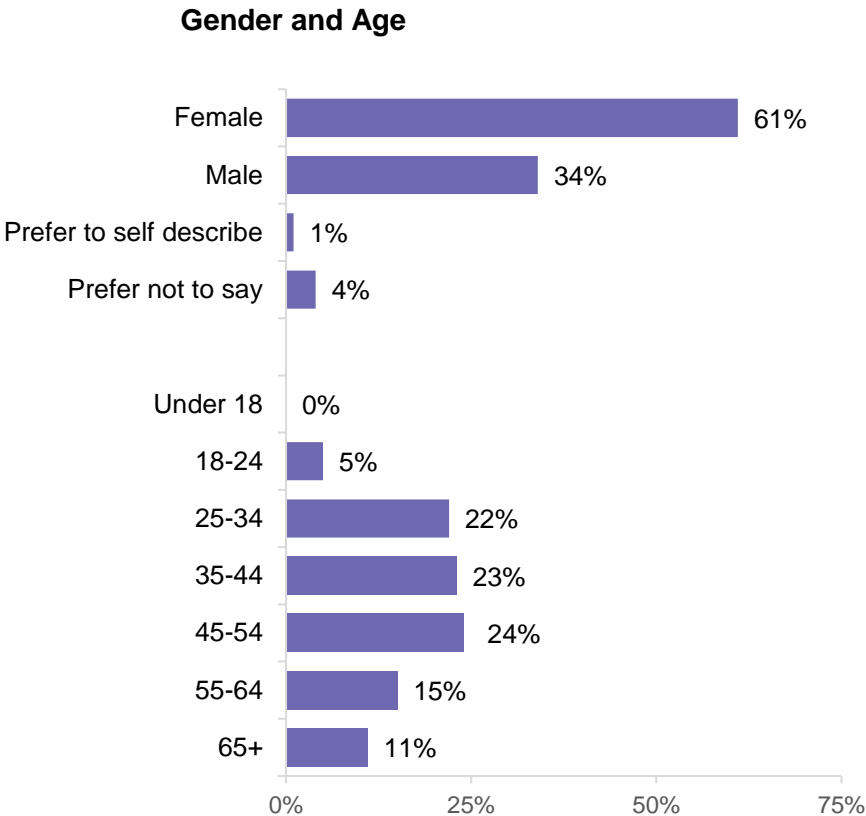
### Employees, owners and operators of businesses on Darby Street

As shown in *Figure 1*, from the statements relating to business, 14% of the 273 respondents either owned, operated or worked in a business located on Darby Street. However, it is possible that these businesses are located on Darby Street, but outside the entertainment precinct area.

### Gender and Age

As shown in *Figure 2*, the majority of respondents were female (61%), and only 34% of respondents were male. 4% of respondents preferred not to disclose their gender and 1% stated that they prefer to self-describe.

The age range of respondents is also shown in *Figure 2*. Whilst there is an even distribution of respondents aged 25-54 years, there was lower engagement from people under 25 years (representing only 5% of respondents) and slightly lower engagement from people aged 55 years and over.



*Figure 2. Gender and age of respondents (N=273)*

## Survey Results

### 5.1. Perceptions and attitudes towards Darby Street

This section explores perceptions and attitudes towards Darby Street including what the community value most about Darby St, what makes Darby Street unique, what could be improved, what there should be more of, and how safe people feel on Darby Street.

### 5.1.1. What you value most about Darby Street

**Q: Please write the top three things you most value about Darby Street? (Open text response)**



Figure 3. Word cloud of what people value most about Darby Street (N=236)

Note: the larger the word appears, the more frequently it was mentioned by respondents.

Respondents provided a wide range of things that they value about Darby Street. Some people provided three things that they valued, however, many provided less than three or more than three. All relevant comments were coded to identify recurring themes.

As shown in *Figure 4*, the things that respondents value most about Darby Street are the businesses located there, and the character or atmosphere. Of the 236 responses, 72% mentioned the cafes, restaurants and bars, and 39% mentioned retail or other types of businesses. Some responses mentioned a specific business, whilst others mentioned types of businesses, and 19% mentioned the diversity or variety of businesses within the precinct.

42% of responses mentioned the atmosphere, character, or vibe of the area. The convenient location of precinct, and specifically its proximity to the CBD, beaches and cultural facilities such as the Art Gallery, Civic Theatre and the Town Hall was mentioned by 18% of respondents.

Other things that people valued about Darby Street include the location/proximity, being pedestrian friendly, activations/art and public spaces (such as the Headphones Courtyard, community garden, murals), parking and trees.

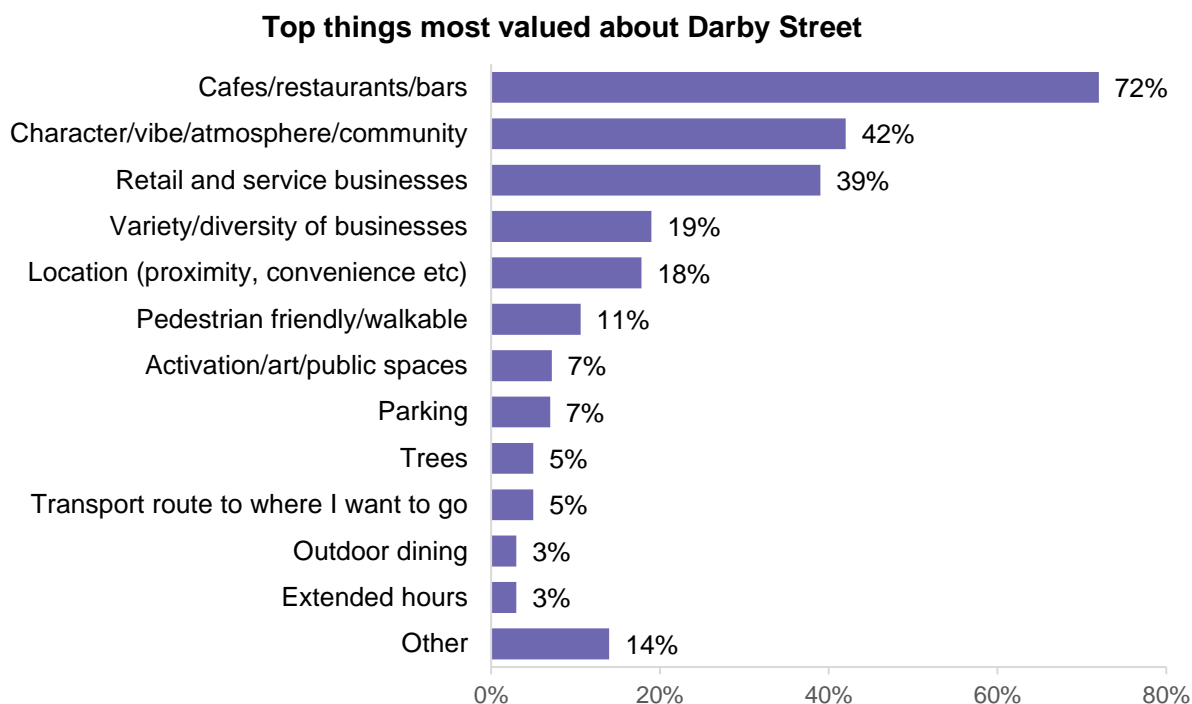


Figure 4. What top three things do you value most about Darby Street? (N=236)

As shown in Table 2 below, the top things most valued about Darby Street is largely similar among Cooks Hill residents and those who live outside of Cooks Hill. Green shading is used to highlight the larger positive differences. Retail and service businesses were more likely to be valued by Cooks Hill residents.

Table 2. Top things most valued about Darby Street - Cooks Hill residents vs non-residents

	Overall	Cooks Hill residents	Non-residents
Cafes/restaurants/bars	72%	70%	72%
Character/vibe/atmosphere/community	42%	42%	42%
Retail and service businesses	39%	44%	36%
Variety/diversity of businesses	19%	19%	18%
Location (proximity, convenience, etc)	18%	16%	19%
Pedestrian friendly/walkable	11%	10%	11%
Base	236	98	138

### 5.1.2. What makes Darby Street unique

**Q: What makes Darby Street unique? (Open text response)**

A range of comments were provided in the 202 responses to this question. Some responses mentioned only one or two things, while others mentioned several things that make Darby Street unique. All responses were all coded to identify recurring themes.

As shown in *Figure 5*, the most frequently mentioned aspects that make Darby Street unique are the independent shops and businesses, cafes and restaurants and vibe/character/atmosphere.

Other mentions included the location, people and community spirit and heritage buildings. 13% either mentioned that there was nothing unique about Darby Street or were unable to make any specific mentions.

There were also comments about the need for upgrades or improvements to Darby Street by 9% of respondents – whilst this is not something that makes Darby Street unique, it speaks to the need to maintain/upgrade infrastructure to encourage people to keep visiting Darby Street.

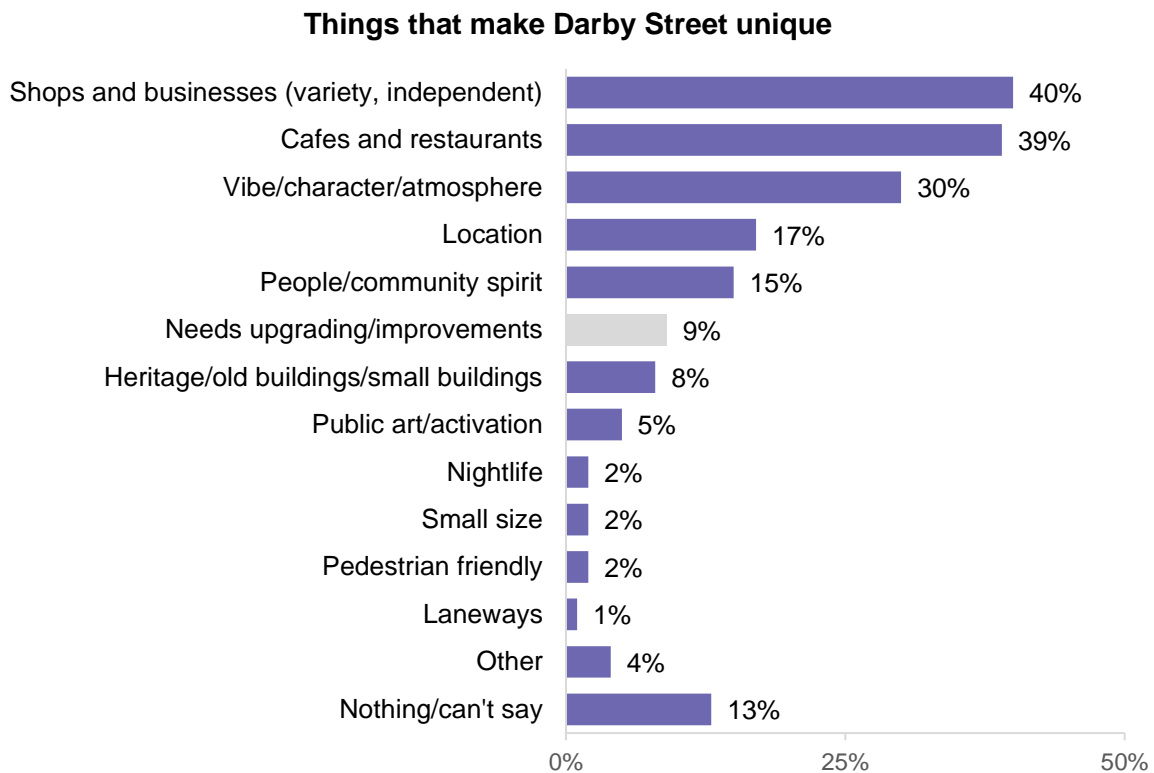


Figure 5. Things that make Darby Street unique (N=202)

Table 3 below compares the top mentions among Cooks Hill residents and non-residents. Green shading is used to highlight larger positive differences. Overall, Cooks Hill residents were more likely to comment on aspects such as the people and community spirit, and slightly more likely to comment on upgrades and improvements needed.

Table 3. Top things that make Darby Street unique - Cooks Hill residents vs non-residents

	Overall	Cooks Hill residents	Non-residents
Shops and businesses (variety/independent)	40%	41%	38%
Cafes and restaurants	39%	37%	41%
Vibe/character/atmosphere	30%	29%	31%
Location	17%	17%	17%
People/community spirit	15%	20%	12%
Needs upgrading/improvements	9%	12%	7%
Base	202	82	120

### 5.1.3. What you want to see improved on Darby Street

**Q: What would you like to see improved?** (Open text response)

A diverse range of improvements were provided in the 244 responses to this question. Some respondents listed only one or two things they would like to see improved, while others mentioned several things that they would like to see improved. All comments were coded to identify recurring themes.

As shown in *Figure 6*, at a high level, the top three themes for improvements (shown as blue-coloured bars) were:

- pedestrian access/safety
- parking
- traffic

These three themes (referred to as 'NETS') are groupings of multiple sub-themes. By grouping these sub-themes, we are able to identify high-level trends, whilst also understanding themes at a more granular level. As an example, *Figure 6* shows that 41% of respondents mentioned pedestrian access/safety, with 6% specifically mentioning pedestrian crossings. Note: the sum of the three sub-themes 'paving/footpaths and pedestrian safety' (38%), 'pedestrian crossing' (6%) and 'wheelchair, pram and disability access' (2%) adds to more than 41% as some respondents mentioned multiple sub-themes. Examples of verbatims within the pedestrian access/safety, parking and traffic themes can be found in [Appendix IV – Examples of Verbatim responses](#).

The most frequently mentioned sub-themes (purple-coloured bars) are:

- paving/footpaths and pedestrian safety
- more parking
- traffic safety/calming
- cycle access/cycle safety
- traffic flow/management

Other mentions include aspects such as trees/plantings and green spaces, outdoor dining and seating, cleaning and rubbish removal, more variety in shops/businesses, pedestrian crossing, activations, lighting and fewer vacant shops. Only 3% said that there was nothing to be improved.

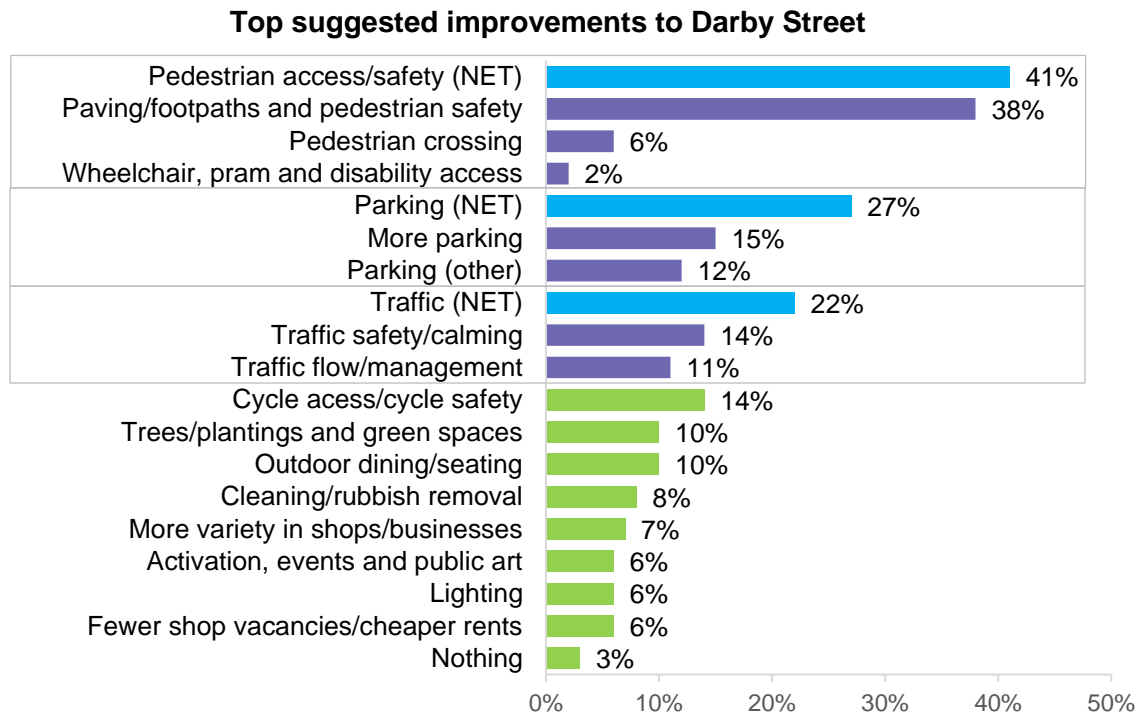


Figure 6. The top mentioned things people would like to see improved in Darby Street (N=244)

One of the key themes that emerged was improvements related to pedestrian access and safety. Within **pedestrian access and safety**, respondents mentioned the poor condition of footpaths e.g., broken and uneven, unsuitable for those accessibility needs, dirty or unclean, and concerns about having adequate space for pedestrians and outdoor dining. 6% of responses specifically mentioned improving pedestrian crossings, and 2% mentioned improved wheelchair, pram and disability access improvements such as kerb ramps or extensions.

**Traffic safety/calming** was mentioned by 14% of respondents which would also contribute to improved safety for pedestrians and better shared usage.

Comments related to **traffic flow/management** mentioned a number of issues including removing traffic, better/faster traffic flow, issues with cars pulling in and out, changes to intersections, turning lanes and direction of traffic (e.g., one way or parking on one side), as well as the need for a bypass/alternate routes. The nature of comments relating to traffic management are varied and demonstrate opposing views from different user groups.

Another key theme was **parking**, as mentioned by 27% of respondents. The issues within this theme were again varied and presented opposing perspectives. Some respondents mentioned the need for more parking or different types of parking, whereas some respondents suggested reducing or removing parking altogether e.g., removing vehicular traffic and making all or parts of Darby Street accessible to pedestrians and cyclists only. Some respondents also expressed concerns about increased visitation to the area and the negative impact on residential street parking, particularly at night.



Table 4 shows other suggested improvements with fewer mentions.

Table 4. Other mentions for what could be improved on Darby Street

Improvement	Percent of responses (N=244)
Upgrade headphones area	4%
Building maintenance/shopfront upgrades	3%
Crime prevention	3%
Night time economy/opening hours	3%
Public space/community space	3%
Public transport	3%
Safety (general)	3%
Bicycle parking/storage/hire	2%
Enforcement – e.g. parking, traffic, jaywalking, cycling on footpaths	2%
General look and feel	2%
Shade	2%
General road improvements	1%
Drainage	<1%
Other	12%

Table 5 compares the top suggested improvements among Cooks Hill residents and non-residents. Green and red shading is used to highlight the larger positive and negative differences. Cooks Hill residents were less likely to mention more parking and more likely to mention trees/plantings and green spaces.

Table 5. Top suggested improvements - Cooks Hill residents vs non-residents

	Overall	Cooks Hill residents	Non-residents
<b>Pedestrian access/safety (NET)</b>	41%	39%	41%
Paving/footpaths and pedestrian safety	38%	35%	40%
Pedestrian crossing	6%	8%	5%
Wheelchair, pram and disability access	2%	3%	2%
<b>Parking (NET)</b>	27%	21%	31%
More parking	15%	9%	19%
Parking (other)	12%	12%	12%
<b>Traffic (NET)</b>	22%	24%	21%
Traffic safety/calming	14%	14%	13%
Traffic flow/management	11%	12%	11%
Cycle access/cyclist safety	14%	12%	14%
Trees/plantings and green spaces	10%	15%	7%
Outdoor dining/seating	10%	12%	9%
Base	244	99	145

#### 5.1.4. What you want to see more of on Darby Street

**Q: What would you like to see more of?** (Open text response)

A very diverse range of comments were provided in the 225 responses to this question. Some responses listed only one or two things they would like to see more of, while others mentioned many. These were all coded to identify recurring themes.

The top three things that respondents would like to see more of are shops and businesses, parking and activation/events and public art (*Figure 7*). Trees/plantings and green spaces, paving/footpaths and pedestrian safety and outdoor dining were also frequently mentioned.

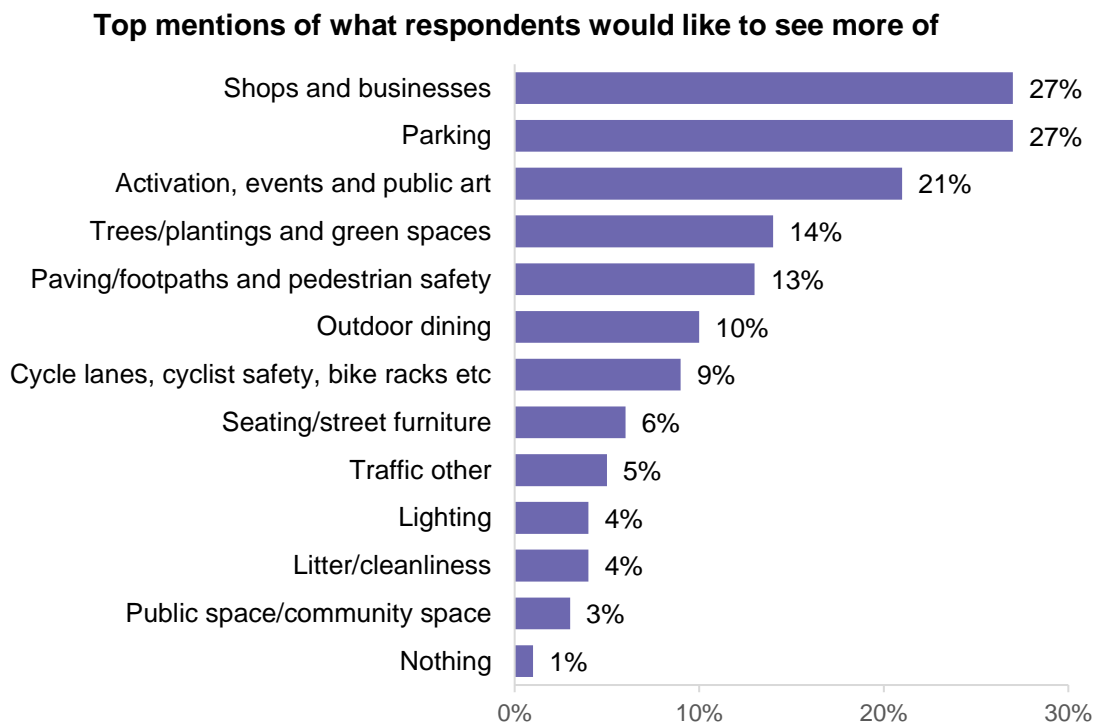


Figure 7. Top mentions of what respondents would like to see more of in Darby Street (N=225)

Other things that respondents want to see more of are shown in *Table 6* below.

*Table 6. Other things respondents want to see more of on Darby Street*

Other things respondents want to see more of	Percent of responses (N=225)
Building maintenance/shopfront upgrades	2%
Enforcement – parking, traffic, jaywalking, cycling on footpaths	2%
Night time economy/open hours	2%
Public transport	2%
Consultation/engagement	1%
Crime prevention	1%
Shade	1%
Traffic safety/calming	1%
Wheelchair/pram/disability access	1%
Pedestrian crossing	<1%
Other	14%

*Table 7* below compares the top things that respondents would like to see more among Cooks Hill residents and non-residents. Green and red shading is used to highlight larger positive and negative differences. Overall, Cooks Hill residents were slightly more likely to mention things such as more shops/businesses, activation/events and public art, trees/plantings, paving/footpaths and pedestrian safety and cycle lanes/cyclist safety.

*Table 7. Top mentions of what respondents would like to see more of - Cooks Hill residents vs non-residents*

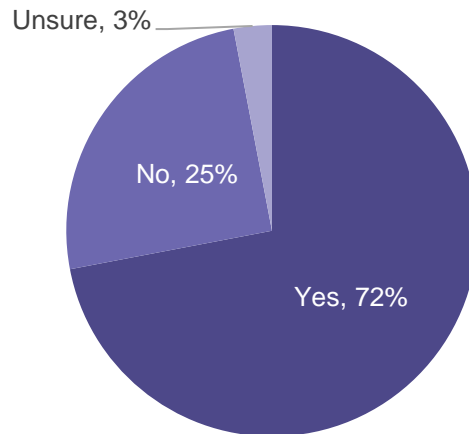
	Overall	Cooks Hill residents	Non-residents
Shops/businesses	27%	30%	24%
Parking	27%	21%	30%
Activation, events and public art	21%	25%	19%
Trees/plantings and green spaces	14%	17%	13%
Paving/footpaths and pedestrian safety	13%	17%	11%
Outdoor dining	10%	10%	10%
Cycle lanes, cyclist safety, bike racks etc	9%	11%	8%
Base	225	89	136

### 5.1.5. Public safety and perceptions of crime

**Q: Do you feel safe from crime when visiting Darby Street? If no, please state why if you feel comfortable to do so.**

As shown in *Figure 8*, the majority of respondents said they feel safe when visiting Darby Street (72%). However, 1 in 4 stated that they do not feel safe from crime. Respondents who said 'no' were asked to provide their reasons for not feeling safe – these are explored below.

#### Do you feel safe when visiting Darby Street?



*Figure 8. Do you feel safe from crime when visiting Darby Street? (N=272)*

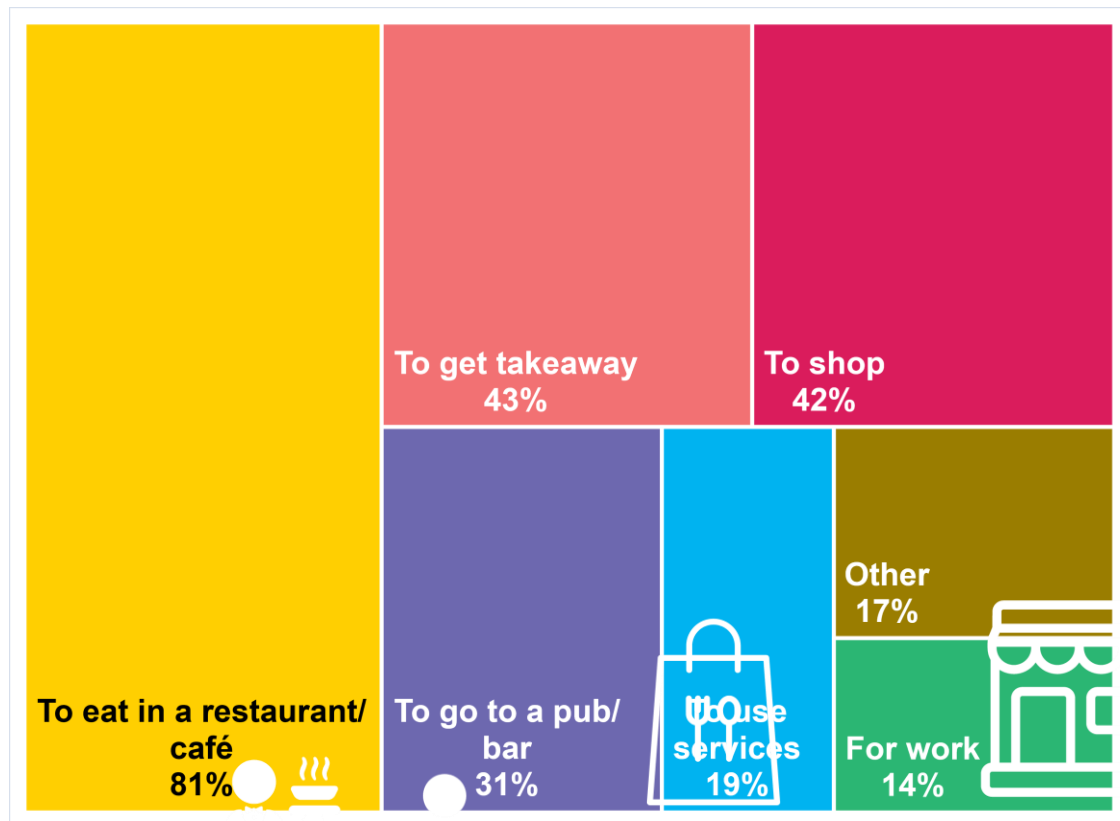
Of the 68 respondents who said they felt unsafe, 28 specifically mentioned feeling unsafe at night. Reasons for feeling unsafe included crime (theft/break-ins, vandalism or crime in general), poor lighting, intoxicated people, threatening, violent or anti-social behaviour and lack of police patrols/surveillance cameras. 19 responses in total mentioned crime.

*Table 8* shows the main reasons for feeling unsafe when visiting Darby Street. Note: several comments mentioned more than one reason, and therefore were categorised under multiple themes.

*Table 8. Reasons respondents do not feel safe when visiting Darby Street (N=68)*

Reasons for feeling unsafe when visiting Darby Street	Count
Unsafe at night/on weekends	28
<b>Crime (NET)</b>	<b>19</b>
Theft/break-ins	11
Crime (general)	10
Vandalism	7
Poor lighting	18
Intoxicated people (under the influence of drugs and alcohol)	17
Threatening, violent or anti-social behaviour	13
Lack of police patrols/surveillance cameras	12
Pub patrons/crowds	4
Road/vehicle	2
Don't know/can't say	5

*Note: the count of individual reasons exceeds the number of responses to this question as several respondents provided more than one reason for not feeling safe*



eat in a restaurant or

Figure 9. What are the main things you visit Darby Street for? (N=273)

Note: respondents were able to select multiple responses for this question.

'Other' reasons for visiting Darby Street are shown in Table 9 below.

Table 9. Other reasons for visiting the Darby Street precinct

'Other' reasons for visiting Darby Street	Count
Travelling through/commuting	17
I live/own in or near the precinct	11
To visit a business/service/facility just outside the precinct	10
Exercise/walking my dog	7
To visit friends or family	3
To visit the community garden	2
Working near the precinct	1
Other	4

### 5.2.2. Frequency of Visiting Darby Street

**Q: How often do you visit the Darby St precinct? (multiple choice)**

As shown in *Figure 10*, the majority of respondents were frequent visitors to the Darby Street precinct, visiting either daily (32%) or weekly (37%). As expected, residents of Cooks Hill are more likely to visit Darby Street frequently, with 60% of residents visiting daily.

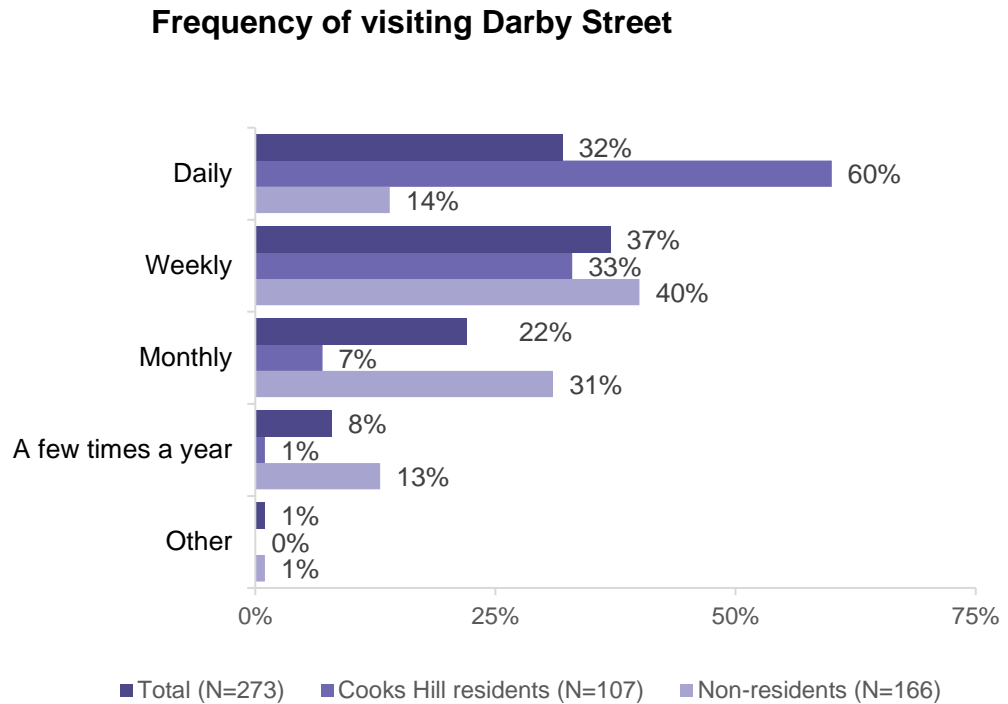


Figure 10. How often do you visit Darby Street precinct? (N=273)

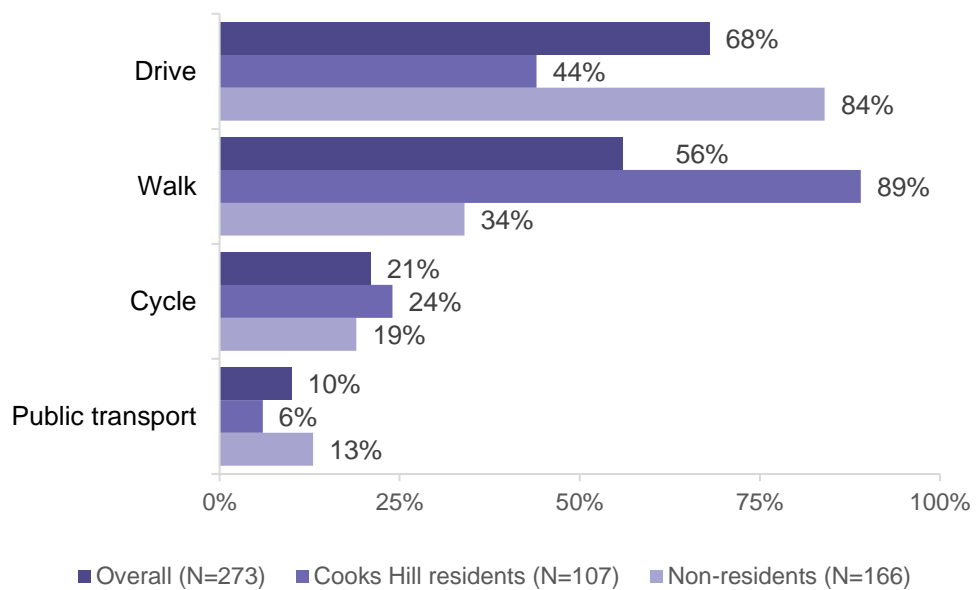
### 5.2.3. Methods of Travelling to Darby Street

**Q: How do you travel to Darby Street?** (Select all that apply)

As shown in *Figure 11*, the most common method of travelling to Darby Street is driving (68%), followed by walking (56%). 21% of respondents claimed to cycle to Darby St, with only 10% using public transport. Note: percentages add to more than 100% as respondents could select multiple options.

Figure 11. How do you travel to Darby Street? (n=273)

#### Modes of transport used when travelling to Darby Street



*Table 10* below shows the frequency of visiting Darby Street by modes of transport used. Green shading is used to highlight higher values and red shading is used to highlight lower values. Those who walk or cycle tend to visit Darby Street more frequently than those who drive or catch public transport.

Table 10. Frequency of visiting Darby Street by modes of transport used

Frequency of visiting Darby Street	Overall	Drive	Walk	Cycle	Public transport
Daily	32%	25%	43%	36%	15%
Weekly	37%	37%	38%	34%	41%
<b>Daily or weekly (NET)</b>	<b>69%</b>	<b>62%</b>	<b>81%</b>	<b>71%</b>	<b>56%</b>
Monthly	22%	27%	14%	22%	37%
A few times a year	8%	11%	5%	7%	7%
Other	1%	1%	1%	0%	0%
Base	273	187	152	58	27





### 5.3. Darby Street – Streets as Shared Spaces Trial

#### 5.3.1. Agreement with specific elements of the Streets as Shared Spaces Trial

**Q: Please select whether you agree or disagree or are unsure with the below statements.**

Respondents were asked to indicate whether they agreed or disagreed with a series of general statements regarding the objectives or intent of the Darby Street shared spaces trial. As shown in *Figure 12* below, more than half of respondents agreed with each of the proposed aspects of the trial.

The statement with the **highest level** of agreement (74%) was '*Providing approximately 16 free 2-hour parking spaces to the rear of the Newcastle Art Gallery to compensate for the loss of on-street parking spaces*'. The statement with the **lowest level** of support with only 52% agreement was '*Trialling traffic calming infrastructure (e.g., speed cushions) to reduce traffic speed on Darby Street*'.

The three most **agreed** with statements were:

- Providing approximately 16 free 2-hour parking spaces to the rear of the Newcastle Art Gallery to compensate for the loss of on-street parking spaces (74%)
- Pedestrian and cyclist safety should be improved on Darby Street (67%)
- Using 7 parking spaces between Sanctum and Goldberg's restaurants to create more outdoor dining space and a wider footpath for pedestrians (65%)

Aspects of the trial with relatively **lower agreement** were:

- providing a parklet (taking up one parking space) for outdoor trading or seating, which will be moved around during the trial (59%). Please note that when conducting intercept surveys there was lower understanding amongst the cohort on what a parklet was. This potentially affected the lower agreement response.
- trialling a raised pedestrian crossing outside 116 Darby Street (adjacent to Darby Street's Headphones Courtyard) (53%)
- trialling traffic calming infrastructure (e.g., speed cushions) to reduce traffic speed on Darby Street (52%)

### Agreement with specific elements of the Streets as Shared Spaces Trial

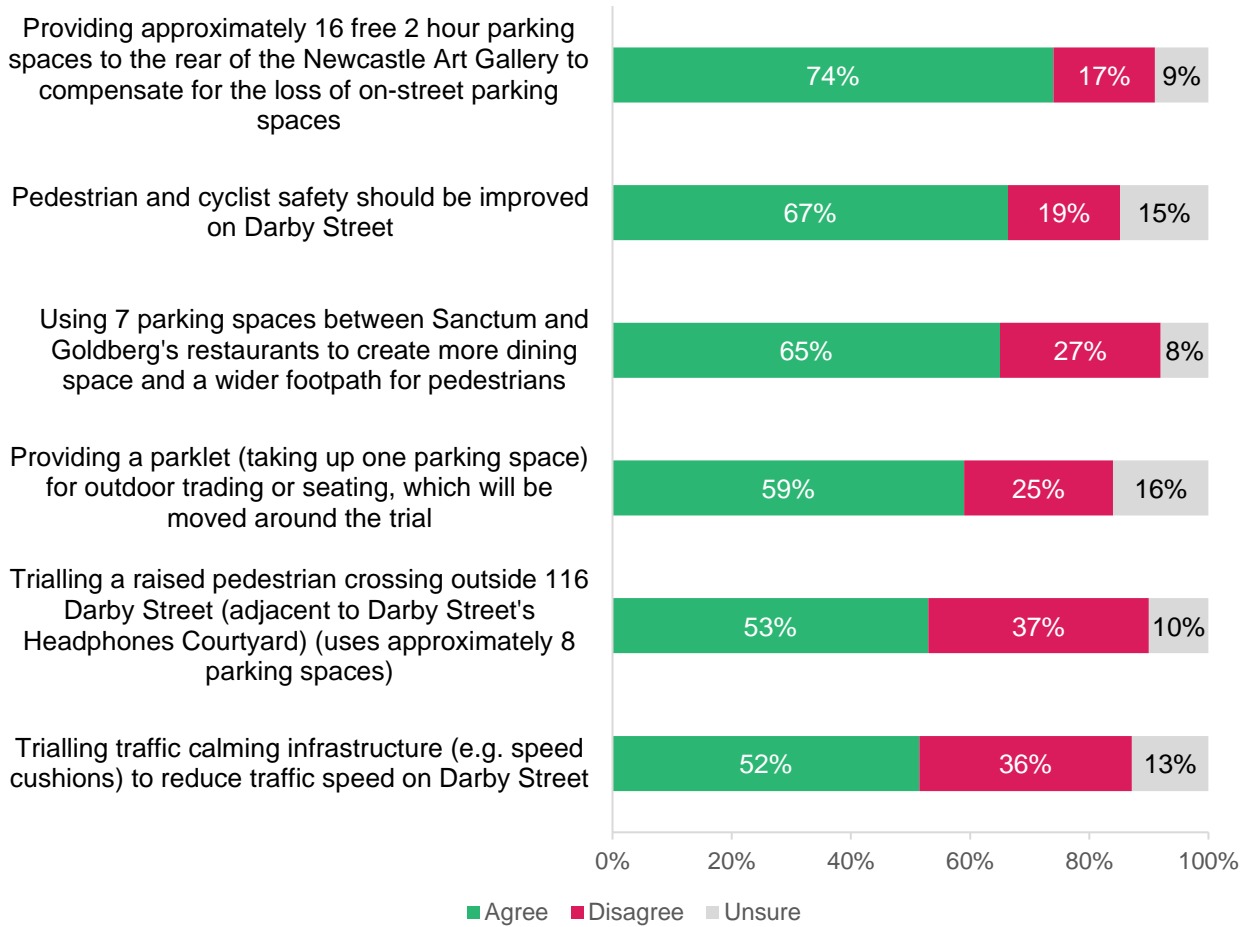


Figure 12. Agreement with specific elements of the Streets as Shared Spaces Trial (N=273)

Table 11 below shows a comparison of the level of agreement among Cooks Hill residents vs those who live outside of Cooks Hill. Overall, both groups have a relatively similar level of agreement towards all elements of the Streets as Shared Spaces trial.

Table 11. Agreement with specific elements of the Streets as Shared Spaces Trial – Cooks Hill residents vs non-residents

Percent who agree with each statement	Overall	Cooks Hill residents	Non-residents
Providing approximately 16 free 2-hour parking spaces to the rear of the Newcastle Art Gallery to compensate for the loss of on-street parking spaces	74%	76%	73%
Pedestrian and cyclist safety should be improved on Darby Street	67%	64%	69%
Using 7 parking spaces between Sanctum and Goldberg's restaurants to create more dining space and a wider footpath for pedestrians	65%	66%	64%
Providing a parklet (taking up one parking space) for outdoor trading or seating, which will be moved around the trial	59%	56%	61%
Trialling a raised pedestrian crossing outside 116 Darby Street (adjacent to Darby Street's Headphones Courtyard) (uses approximately 8 parking spaces)	53%	50%	56%
Trialling traffic calming infrastructure (e.g., speed cushions) to reduce traffic speed on Darby Street	52%	50%	52%
Base	273	107	166

Above, we have analysed the results for specific elements of the trial at a total level. However, Table 12 presents a summary of how many of individual aspects of the trial that each respondent agrees with. This helps to provide an understanding of respondents' overall level of support towards the trial. Overall, 92% of all respondents agreed with one or more aspects of the trial, and only 8% did not agree with any of the six aspects of the trial. Almost three-quarters (73%) agreed with at least 3 aspects. Results are similar among Cooks Hill residents and non-residents.

Table 12. Number of aspects of the trial that respondents agree with – Cooks Hill residents vs non-residents

Number of aspects of the trial that are agreed with	Overall	Cooks Hill residents	Non-residents
<b>Agree with ONE OR MORE aspect of the Streets as Shared Spaces Trial</b>	<b>92%</b>	<b>92%</b>	<b>93%</b>
DO NOT agree with ANY aspect of the trial	8%	8%	7%
Agree with 1-2 aspects of the trial	19%	19%	20%
Agree with 3-4 aspects of the trial	32%	33%	31%
Agree with 5-6 aspects of the trial	41%	40%	42%
Base	273	107	166

Table 13 shows the level of agreement by modes of transport used when visiting Darby Street. Green and red shading is used to highlight larger positive and negative differences. Those who walk, cycle or use public transport when travelling to Darby Street were more likely to agree with all statements (except the conversion of parking spaces behind the Art Gallery. Those who drive were less likely to agree with all statements, particularly using parking spaces between Sanctum and Goldberg's to create more dining space and a wider footpath and trialling a raised pedestrian crossing.

Table 13. Agreement with specific aspects of the trial by mode(s) of transport used

Percent who agree with each statement	Overall	Drive	Walk	Cycle	Public transport
Providing approximately 16 free 2-hour parking spaces to the rear of the Newcastle Art Gallery to compensate for the loss of on-street parking spaces	74%	73%	73%	71%	78%
Pedestrian and cyclist safety should be improved on Darby Street	67%	64%	74%	91%	78%
Using 7 parking spaces between Sanctum and Goldberg's restaurants to create more dining space and a wider footpath for pedestrians	65%	60%	72%	81%	78%
Providing a parklet (taking up one parking space) for outdoor trading or seating, which will be moved around the trial	59%	57%	60%	69%	74%
Trialling a raised pedestrian crossing outside 116 Darby Street (adjacent to Darby Street's Headphones Courtyard) (uses approximately 8 parking spaces)	53%	47%	59%	74%	78%
Trialling traffic calming infrastructure (e.g., speed cushions) to reduce traffic speed on Darby Street	52%	50%	54%	66%	52%
Base	273	187	152	58	27

Table 14 below is a summary of how many aspects that respondents agreed with by modes of transport used. Green and red shading is used to highlight larger positive and negative differences.

Table 14. Number of aspects of the trial that respondents agree with by mode(s) of transport used

Number of aspects of the trial that are agreed with	Overall	Drive	Walk	Cycle	Public transport
<b>Agree with ONE OR MORE aspect of the Streets as Shared Spaces Trial</b>	<b>92%</b>	<b>90%</b>	<b>93%</b>	<b>93%</b>	<b>100%</b>
DO NOT agree with ANY aspect of the trial	8%	10%	7%	7%	0%
Agree with 1-2 aspects of the trial	19%	20%	17%	9%	11%
Agree with 3-4 aspects of the trial	32%	30%	31%	19%	41%
Agree with 5-6 aspects of the trial	41%	40%	45%	66%	48%
Base	273	187	152	58	27

### 5.3.2. Traffic changes

#### Level of agreement with kerb extensions in various locations

**Q: Please select whether you agree or disagree with trialling a traffic calming kerb extension gateway treatment at the following locations.**

As shown in *Figure 13*, less than half of respondents agreed with trialling traffic calming kerb extensions in each of the four nominated locations. The location with the highest level of support for traffic calming kerb extensions was *on the eastern side of the intersection of Darby Street and Bull Street*, with 49% agreement. The location with the lowest level of agreement was *Outside 9 Queen Street* with 39% agreement.

Respondents were somewhat more likely to be unsure about traffic calming kerb extensions *outside 188 and 185 Darby Street* and *outside 9 Queen Street*.

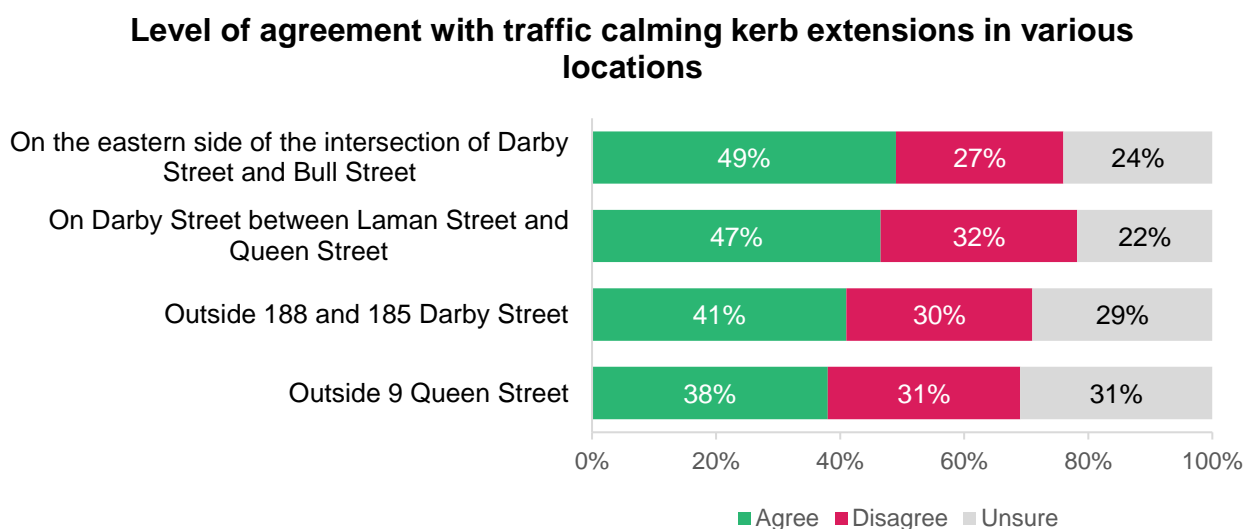


Figure 13. Level of agreement with trialling traffic calming kerb extensions in four locations (N=273)

Table 15 below provides a comparison of agreement towards kerb extensions among Cooks Hill residents and non-residents. Residents were somewhat less likely to agree with kerb extensions *on Darby Street between Laman Street and Queen Street* and *outside 9 Queen Street*.

Table 15. Agreement with trialling traffic calming kerb extensions in four locations – Cooks Hill residents vs non-residents

Agreement with traffic calming kerb extensions in each location	Overall	Cooks Hill residents	Non-residents
On the eastern side of the intersection of Darby Street and Bull Street	49%	48%	49%
On Darby Street between Laman Street and Queen Street	47%	42%	50%
Outside 188 and 185 Darby Street	41%	39%	42%
Outside 9 Queen Street	38%	34%	41%
<b>Agree with traffic calming kerb extensions in ANY location</b>	<b>58%</b>	<b>57%</b>	<b>58%</b>
Base	273	107	166

Table 16 shows the level of agreement with trialling kerb extensions in various locations by the modes of transport used. Green and red shading is used to highlight larger positive and negative differences. Those who walk, cycle or use public transport when travelling to Darby Street were more likely to agree with kerb extensions across all of the proposed locations.

Table 16. Agreement with trialling traffic calming kerb extensions in various locations by mode(s) of transport used

Agreement with traffic calming kerb extensions in each location	Overall	Drive	Walk	Cycle	Public transport
On the eastern side of the intersection of Darby Street and Bull Street	49%	44%	54%	67%	56%
On Darby Street between Laman Street and Queen Street	47%	45%	48%	62%	52%
Outside 188 and 185 Darby Street	41%	36%	43%	64%	52%
Outside 9 Queen Street	38%	33%	40%	59%	44%
<b>Agree with traffic calming kerb extensions in ANY location</b>	<b>58%</b>	<b>55%</b>	<b>61%</b>	<b>71%</b>	<b>63%</b>
Base	273	187	152	58	27

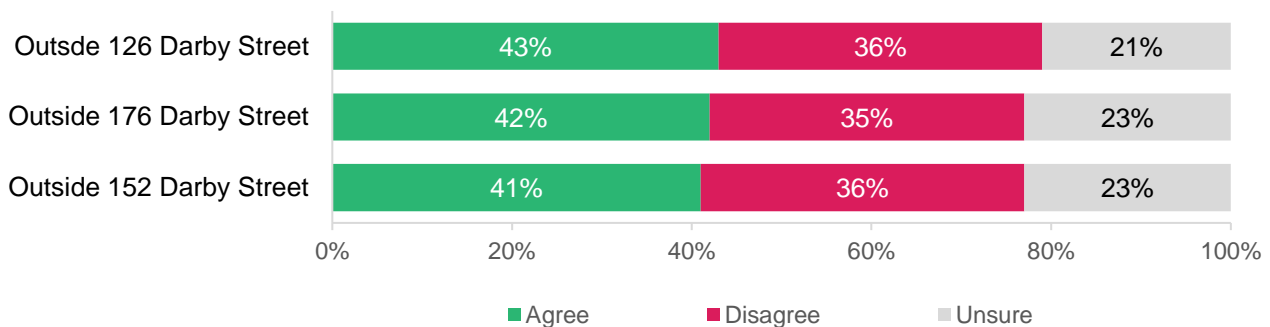


## Agreement with speed cushions in various locations

**Q: Please select whether you agree or disagree with trialling sets of speed cushions at the following locations.**

As shown in *Figure 14*, fewer than half of respondents agreed with trialling speed cushions in each of the three nominated locations. The location with the highest level of agreement was *Outside 126 Darby Street* (43% agreement), whilst *Outside 152 Darby Street* had the lowest level of agreement (41%). Overall, the level of agreement towards trialling speed cushions was very similar across each of the proposed locations. However, Cooks Hill residents were slightly more likely to agree to trialling speed cushions in any of the proposed locations compared to non-residents. Similarly, those who walk, cycle or catch public transport were more likely compared to agree with trialling speed cushions in any of the proposed locations.

**Level of agreement with trialling sets of speed cushions in various locations**



*Figure 14. Level of agreement with trialling sets of speed cushions at three locations (N=273)*

*Table 17* below compares the level of agreement towards trialling speed cushions among Cooks Hill residents and non-residents. Again, residents were slightly more likely to agree with speed cushions in any of the proposed locations.

*Table 17. Level of agreement towards speed cushions in various locations - Cooks Hill residents vs. non-residents*

Percent who agree with speed cushions in various locations	Overall	Cooks Hill residents	Non-residents
Outside 126 Darby Street	43%	42%	44%
Outside 176 Darby Street	42%	45%	40%
Outside 152 Darby Street	41%	42%	40%
<b>Agree with speed cushions in ANY location</b>	<b>47%</b>	<b>49%</b>	<b>46%</b>
Base	273	107	166

Table 18 shows agreement with speed cushions in various locations by modes of transport used when travelling to Darby Street. Green and red shading is used to highlight larger positive and negative differences. Those who drive were less likely to agree with speed cushions in all of the proposed locations.

Table 18. Level of agreement with speed cushions in various locations by mode(s) of transport

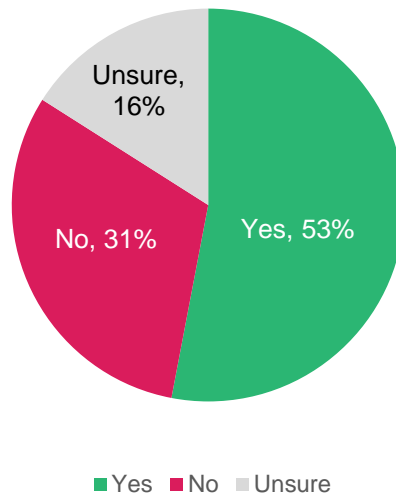
Percent who agree with speed cushions in various locations	Overall	Drive	Walk	Cycle	Public transport
Outside 126 Darby Street	43%	39%	44%	55%	48%
Outside 176 Darby Street	42%	36%	43%	53%	44%
Outside 152 Darby Street	41%	37%	43%	53%	44%
<b>Agree with speed cushions in ANY location</b>	<b>47%</b>	<b>42%</b>	<b>47%</b>	<b>55%</b>	<b>48%</b>
Base	273	187	152	58	27

## Support for an express pick-up/drop off zone

### **Q: Would you like an express pick-up/drop-off zone on Darby Street?**

Slightly more than half (53%) of respondents want to see an express pick-up/drop-off zone on Darby Street, as shown in *Figure 15*. 31% of respondents said 'no' and 16% were unsure.

**Percent of respondents who want to see an express pick-up/drop-off zone on Darby Street**



*Figure 15. Would you like an express pick-up/drop-off zone on Darby Street? (N=270)*

## Reasons for using an express pick-up/drop-off zone

### **Q: Please state what you would use it for? (e.g., pickup takeaway, Uber Eats, drop someone off) (Open text response)**

Those who said they wanted to see an express pick-up/drop-off zone in Darby Street were then asked a follow up question about what they would use it for. A range of potential uses were given by the 104 responses to this question. The responses were coded to identify recurring themes. Some responses mentioned one reason while others contained multiple reasons for using an express drop-off/pick-up zone.

As shown in *Figure 16*, two-thirds (66%) of those who wanted an express pick-up/drop-off zone would use it for dropping off and picking up people. Within this theme, there were several mentions of dropping off children, elderly passengers and those with limited mobility whilst the driver searched for parking further away. The second most common reason for using an express pick-up/drop-off zone was to pick up take away food or coffee (57%). Other uses included pick-up/drop off for Uber/taxis and on-demand public transport services, collection/purchase from non-food businesses, and meal delivery services such as Uber Eats, Doordash etc.

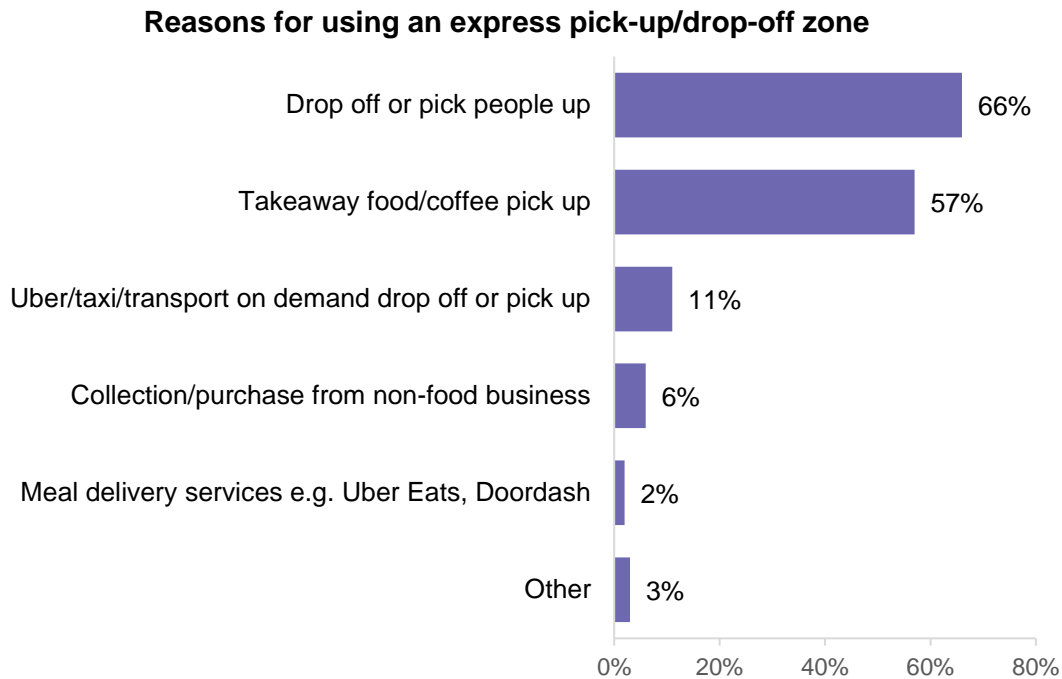


Figure 16. Reasons for using an express pick-up/drop-off zone (N=104)

Please see [Appendix IV – Examples of Verbatim responses](#) for examples of verbatims that mention the potential uses of an express pick-up/drop-off zone.

### Suitable locations for express pick-up/drop off zones on Darby Street

**Q: Where would you like the express pick-up/drop-off zone(s) to be? Please list all locations.**

Those who said they would like to see an express pick-up/drop-off zone on Darby Street were asked a follow up question about where they would like to see the zone(s). The 93 responses were coded to group them into similar locations. Two different types of comments were identified. The first being comments that provided general criteria for identifying a suitable location, and the second being comments that mentioned an actual (specific or general) location. The general criteria suggested for deciding where the zone could be located included:

- having zones on both sides of the street
- having more than two zones
- the 'safest' location
- somewhere wheelchair accessible

Figure 17 shows the range of locations where respondents would like express pick-up/drop-off zones to be. 77% of comments mentioned a location within the central area of the precinct e.g., near Hotel Delaney/Darby Raj/Goldbergs and other cafes/restaurants. Several comments mentioned having one or more pick-up/drop-off zones on either side of the street within this area. Other suggested locations were generally between Queen St (at the northern end of the precinct) and Bull Street (at the southern end of the precinct). However, a couple of respondents suggested as far north as Laman Street or King Street (near the Art Gallery). There were also a handful of mentions of having an express pick-up/drop off zone on nearby streets such as Council Street or Railway Street (rather than on Darby Street).

#### Suggested locations for express drop-off/pick-up zones

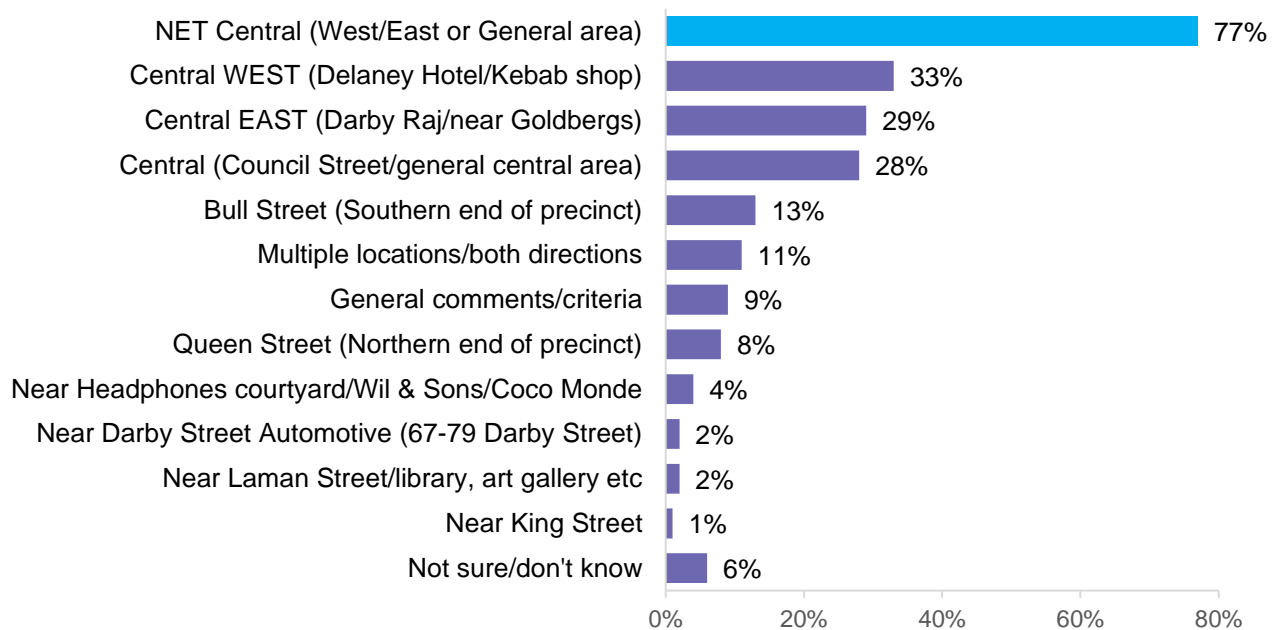


Figure 17. Suggested locations for express drop-off/pick-up zone(s) (N=93)



### Top suggested themes for public art in the Darby Street precinct

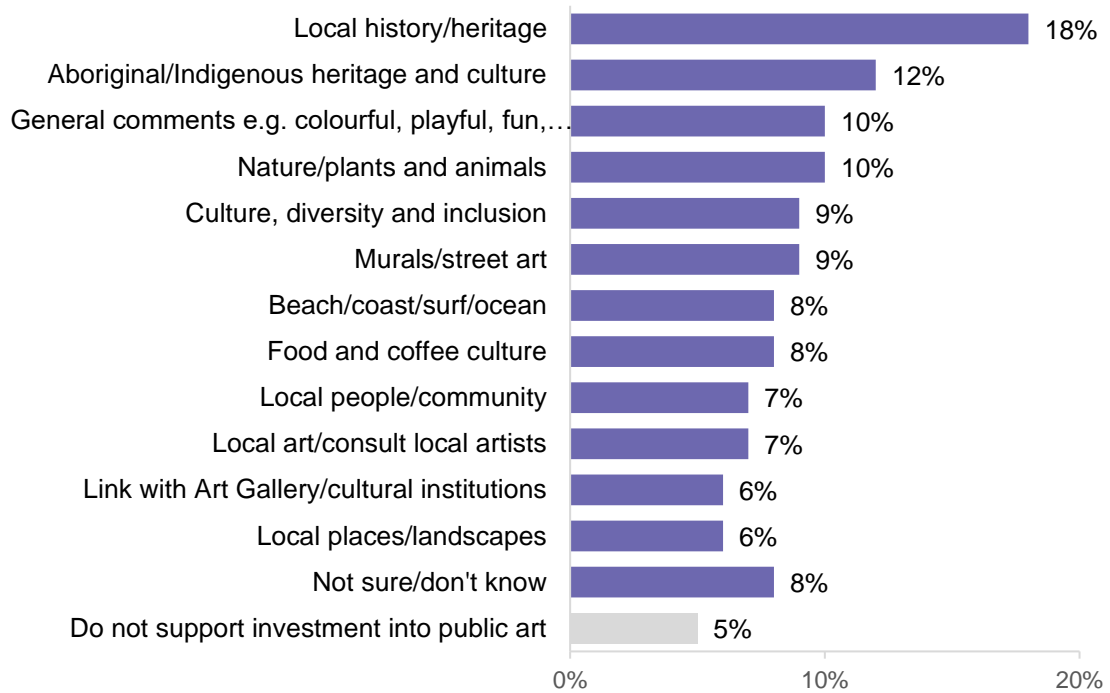


Figure 19. Top Suggested themes for public art in Darby Street (N=216)

The remaining list of suggestions is shown in Table 12 below.

Table 19. Other suggested themes for public art

Other suggested themes for public art	Percent of responses (N=216)
Sculpture	5%
Consult/collaborate with traders, community, students etc	4%
Diverse/changing displays	4%
Environment/sustainability	3%
Interactive/game	3%
Vision for the future of Newcastle	2%
Popular culture e.g., fashion, books etc	2%
Street furniture	1%
Outdoor art exhibition	<1%
Water feature/light	<1%
Other	2%

#### 5.3.4. Interest in hosting a parklet during the trial

***Q: If you are a business, are you interested in hosting a parklet (taking up 1 parking space) for outdoor trading outside your premises during the trial?***

In the final question of the survey, those who owned or operated a business on Darby Street were asked if they would like to participate in the trial by hosting a parklet.

Of the 17 respondents who said they owned or operated a business in Darby Street, 3 of them expressed interest in hosting a parklet, as shown in *Table 10*. As above, there was a lower understanding of what a parklet was which may have impacted results. It should be noted that the respondents that were asked this question did not necessarily own or operate businesses within the Darby Street entertainment precinct.

*Table 20. Interest in hosting a parklet among Darby Street businesses (N=17)*

Interest in hosting a parklet during the trial	Count
Yes	3
No	14



#### 5.4. Submissions received via email or mail

Three additional written submissions were received (via email or mail).

Two of the three submissions expressed support for elements of the proposed trial. These were:

- footpath improvements
- pedestrian crossing
- outdoor dining
- events and activations
- lighting
- street furniture

However, all three submissions expressed strong opposition to reducing the speed limit to 30km per hour. A range of reasons were provided for this. Two of the three submissions stated that the speed limit reduction was unnecessary as there weren't any problems with vehicle speed in the precinct. They also expressed concern that any reduction of traffic flow on Darby Street may result in traffic being diverted to the residential streets around the precinct.

One submission mentioned the importance of maintaining cycle access to the precinct, without encouraging more cyclists onto Darby Street.

There was also strong opposition to speed calming infrastructure, and specifically speed humps in one of the submissions.

## 5. Conclusion

The majority of responses received were from local residents, with 39% living in Cooks Hill (where Darby St is located) and a further 31% living in other suburbs within the Newcastle LGA. Most respondents were also frequent visitors to the precinct with a total of 69% visiting at least weekly, and 32% visiting daily.

The most common reason for visiting Darby Street was to eat in a restaurant or cafe. Getting takeaway food, visiting shops and going to a pub or bar were also popular reasons for visiting.

Analysis of the survey responses has identified broad support for the overarching intent and objectives of the trial, being:

- improving pedestrian safety to increase walkability
- introducing traffic calming measures to reduce vehicle speeds and encourage shared usage by cyclists, pedestrians and other road users
- widening footpaths to improve accessibility and make more space for outdoor dining
- more activations, events and public art to encourage people to connect, play and stay longer
- enhancing the after dark experience and increasing safety through streetscape activations into the evening
- increasing profitability of businesses within the precinct

Whilst respondents were generally supportive of the objectives of the trial, and improvements to safety and accessibility for both pedestrians and cyclists, there was less support for the specific traffic calming treatments. Those who walk, cycle or catch public transport to Darby Street had higher levels of agreement overall, and for all aspects (except for compensating the loss of parking spaces to the rear of the Art Gallery which had similar levels of agreement across all groups).

Overall, 58% of respondents agreed with kerb extensions in at least one of the four proposed locations, although less than half agreed with kerb extensions at any one proposed location. Similarly, less than half of respondents agreed with speed cushions in one or more locations. It is unclear if the lack of support relates to the type of treatment (e.g., speed cushions) or the location of the traffic calming treatments as these two concepts were evaluated in the same question. However, it does highlight the potential impacts and concerns for a broad range of user groups. Some respondents wanted to see less cars or traffic along Darby Street, whilst others did not agree with slowing traffic and wanted to see better traffic flow/management. Cyclists, pedestrians and those who catch public transport were more likely to agree with the traffic calming measures, whilst those who drive to/through Darby Street were less likely to agree with trialling kerb extensions and speed cushions.

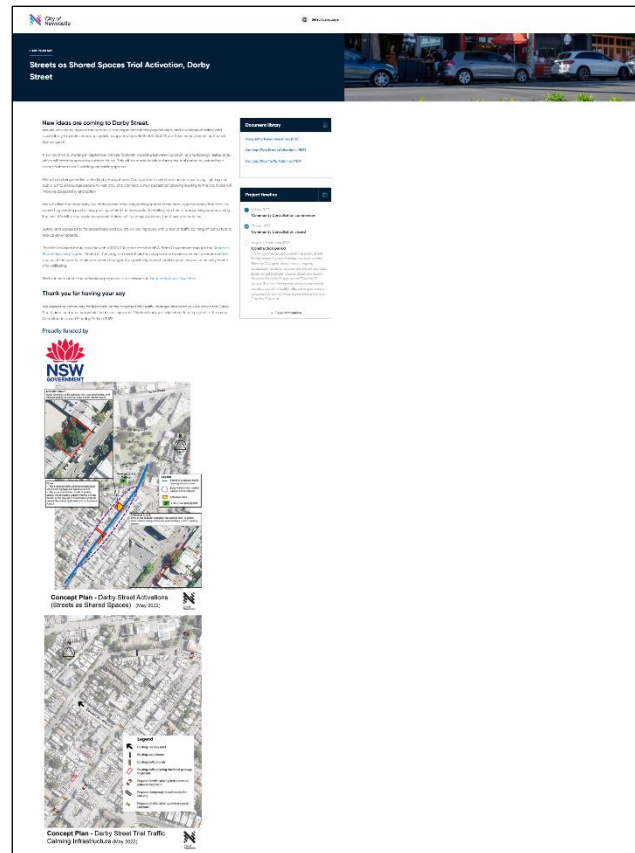
There were also a diverse range of views with regards to parking, which again, reflects the different priorities and concerns of user groups. Although the removal of parking spaces on Darby Street for the purpose of the trial was generally supported, additional parking behind the Art Gallery for the duration of the trial had the highest level of agreement and parking consistently came up as an improvement or something that there should be more of.

Many respondents commented on the need for more parking, however, this was not necessarily on Darby Street. Some respondents suggested removing parking from Darby Street and either closing off part of Darby Street to cars, or only having parking on one side of the street. Others commented on changes to the types of parking available or having additional parking on surrounding streets. Ensuring parking was within a short distance of shops and restaurants was a key priority. More than

half of respondents (53%) wanted to see express pick-up/drop-off zones on Darby Street, and the primary reasons for using express pick-up/drop-off zones were to pick-up/drop-off passengers (particularly elderly, children or those with limited mobility), or quickly picking takeaway food and coffee.

## 6. Appendix I – Promotional materials

### Have your say webpage



### Flyer

### Media Release and Coverage

### Media Release

[About Us](#) / [News and Events](#) / [Contact Us](#) / [New ideas for improved public space coming to Darby Street](#)


## New ideas for improved public space coming to Darby Street

15 May 2022

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City of Newcastle is working to enhance the outdoor dining experience along Darby Street while improving safety and accessibility for pedestrians and cyclists.

A six-month trial starting in spring will see the footpath widened between Sanctum and Goldberg's restaurants. This work will see a removable platform installed to increase space for outdoor dining. This will be made possible during the trial period by extending a dining platform over seven existing car parking spaces.



The project will bring new life to the Darby Headphones Courtyard with new street seating, paving, lighting and public art to encourage people to visit, stay and connect. The project will also include the installation of vibrant murals on both the walls and footpaths, celebrating local and upcoming artists in collaboration with local art festivals. A new pedestrian crossing leading to the courtyard will improve accessibility and safety.

The temporary loss of car parking spaces in the area will be offset by the conversion of sixteen existing paid all-day parking behind the Newcastle Art Gallery (which is currently closed for the long-awaited expansion) into free, two-hour parking spaces during the trial. A convenient drop-off/pick-up zone near the shops and eateries will also form part of the trial.

Newcastle Deputy Lord Mayor Declan Clausen said safety improvements and beautification of the popular eat-street would bring a range of benefits to the community.

"Our local hospitality industry was hit hard during COVID-19. Investment in our local centres helps restore confidence, create local jobs and boost our twilight and after dark economy, which employed 12,000 Newcastle residents and created \$14 billion per year in economic activity prior to COVID," Councillor Clausen said.

"Across the City, public investment into our local centres is translating into improved consumer and business confidence – delivering safer and more inviting local places for Newcastle residents to shop and eat."

"Outdoor dining is more popular than ever, and this project is perfectly timed for long Spring meals at Darby Street's quirky cafes, small bars and restaurants."

"Walkable and cycle-friendly local centres are critical to making great places. Trialling of traffic calming infrastructure will make it safer for pedestrians and cyclists, and help create an environment where dining spaces for local cafes and restaurants can be extended."

The trial has been made possible with funding from the City of Newcastle Urban Centres Revitalisation Program and a \$500,000 grant from the NSW Government through the [Streets as Shared Spaces program](#) (Round 2). The program funds trials that support immediate community needs and test and build the case for more permanent changes that positively impact local economies and community health and wellbeing.

Community consultation will commence tomorrow, Monday 16 May, gathering feedback on the proposed trial. This feedback will also help inform future projects in the area. Visit [newcastle.nsw.gov.au/city](https://newcastle.nsw.gov.au/city)

## Newcastle Herald

# Darby Street changes on table for comment

BY DAMON CRONSHAW

COMMUNITY consultation begins on Monday over City of Newcastle plans for a six-month trial to widen part of the Darby Street footpath to enable more outdoor dining.

The plans include lowering the speed limit from 40km/h to 30km/h and moving 16 car parking spaces from the street to behind the nearby Newcastle Art Gallery.

Deputy lord mayor Declan Clausen said the plan involved expanding outdoor dining "with a raised deck platform over seven existing car parking spaces".

This would occur in front of the stretch of popular cafes from Goldberg's to Sanctum.

"It will provide a lot more outdoor dining for six months from September, covering that spring/summer period," Cr Clausen said.

He said the timber platform would be a temporary structure made level from the front door of the affected businesses, across the footpath and over the street parking area.

The platform would ensure people don't have to "step down the gutter".

Three Monkeys Cafe co-owner Art Strachan backed plans to widen the footpath for outdoor dining.

"The street itself is looking tired. It has some great retailers and hospitality venues,

but we need to attract more people," Mr Strachan said.

"In a town like Newcastle where the climate is so suited to outdoor eating, we're so restricted," he said.

"The issue is we'll lose car parks, but I think that will be more than made up for by the fact that we'll have the outdoor seats looking good."

"That will bring more people to the street, which will help the retailers."

Mr Strachan said Darby Street "should look fantastic but it looks terrible".

"We're part of the tourism hub of Newcastle with Beaumont Street and Honeysuckle. Beautification of the street has to be a good thing. The street will look a lot more alive, especially at night time."

The speed limit change will be discussed during the one-month consultation period.

"We're still working with Transport for NSW about whether the 30km/h speed limit comes in, but it's about making it safer for people to be riding, walking and on-street dining. It's only covering a relatively short section," Cr Clausen said.

The plan also includes a drop-off and pick-up area for taxi and ride-sharing services. The 16 car parking spaces behind the art gallery will be changed from paid parking

to two-hour free spots.

"So the net parking loss is zero," Cr Clausen said.

The project will bring new life to the Darby headphones courtyard area, with new street seating, paving, lighting and public art. Local and upcoming artists will create murals on walls and footpaths.

## ABC Newcastle Radio

## Streets as Shared Spaces Activation Trial – Darby Street Pre-Activation Consultation Report August 2022

**Breakfast at 06:15**

ABC Newcastle, 16 May 2022 06:15, R00093268551

**Automated Transcript**

Election results should be known in the next 24 hours, and Hezbollah is expected to retain power. But whatever the outcome, it's likely Lebanon will still face a period of paralysis that could further delay any reforms to address the economic and social crisis. This is Allison Horn reporting for AM. And that's early AM briefly in Finance Oil's high, with Brent crude trading at one hundred eleven point fifty five dollars a barrel and the Australian dollar slightly higher at sixty nine point four US cents, I'm Sabra Lane. It's a quarter past six Dan Cox and Jenny Marchant on ABC **Newcastle** Morning Sun's coming up. We've got first slide out there on the horizon. Beautiful show in the Sky two. Earlier on this morning at six, I had to go and cheque it out. Gabe had mentioned it, as well as Dave Anderson and three planets all in a line. We're thinking Mars, Venus, Jupiter and then the full Moon as well. It was pretty special, but it's gone now, I'm sure. Look at that. Yeah, the sun's almost down. Yeah, and it's a beautiful pink tinge on the horizon. Enjoy. We've got a sunny day on the mostly sunny afternoon, at least on the way. More on the weather in about 20 minutes from now, you'll hear from the Bureau of Meteorology in a couple of minutes to hear how things ended up at Eurovision with actually a really warm and fuzzy ending for a country that really needs it a landslide win for Ukraine. So we'll talk about that very soon and play some of the winning song as well. And the UK came second, not a close second, but came second. So we want to play you a little bit of that song as well. Chris, from Abba Glasson, says Putin's ruined Australia and the UK from winning Eurovision Dami Im carved up her year with the judges vote, but the People's Voice and People's Vote sympathised with Ukraine after the Crimea invasion. Oh, and again today. Okay, well, you know it's been said before, Chris. I don't know the ins and outs to comment specifically on that, but it's been said before, you know, politics there are certain voting blocs, you know, based on heritage and historic events that can happen within Eurovision. In any case, we will be sharing the winning song and lots more with you in a couple of minutes. Now you've been hearing about this in the news this morning, and there'll be more analysis today. But when we talk car parking it gets you very, very fired up. And there are some changes to Derby Street, which you need to know about seven car parks will go. It's part of a trial for six months where the footpath is going to be widened along a section between two of the cafes along Derby Street. So there'll be a removable platform installed and it means that the footpath just continues out into the road for a good six months. There'll be new street seating, paving, lighting and public arts as part of that derby headphones courtyard as well. Just to extend that, and it's all about making sure that there's more room for you to chat and eat and connect so they want you to stay longer on Derby Street. Yeah, but if there were seven less car parks, seven fewer car parks, would that bother you? I wonder what you think about it. You can feel free. We always love to hear from you. But the **council** thinks that this will mean good timing, you know, towards the end of the year, when the weather starts to warm up again, we'll start to be able to see more people eating outside through spring and so on, slowing down the traffic they think will be helpful there. So it begins today, the community consultation. You can go to **Newcastle**, dot

**06:00 News at 06:02**

ABC Newcastle, 16 May 2022 06:02, R00093268335

**Automated Transcript**

Detectives investigating the second fatal shooting in a week in Sydney's west are examining several possible theories, including whether the latest victim was targeted for planning a revenge attack. More from Jane Kennedy. 23 year old Rami Iskander was gunned down outside his family home in Belmore early on Saturday morning. The ABC understands senior detectives are exploring several lines of enquiry, including whether he was targeted for planning to avenge the fatal shooting of his uncle. Underworld figure Mahmoud 'Brownie' Ahmad who was shot dead in Greenacre last month. The other theory is whether Mr Iskander was involved in the shooting of Comanchero bikkie boss Tarek Zahed and his younger brother Omar at an Auburn gym last Tuesday. Omar died while Tarek Zahed remains in hospital. Detectives are also looking into whether all three attacks are linked. The Disability Royal Commission will begin its 23rd public hearing in Sydney today. National Disability Affairs reporter Elizabeth Wright has more. The hearing is the fourth time the Royal Commission has examined the role and responsibility of disability service providers. This time it's looking at a Ford and NDIS registered provider, also known as the Australian Foundation for Disability. The enquiry will look at the operation of affords day programmes in western Sydney between 2018 and 2021. It will examine how a Ford responded to the abuse of several people with disability by a support worker in a day programme in 2019. A Ford CEO and board chairman will be called to give evidence. **Newcastle Council** is calling for community feedback on changes to a stretch of derby streets outdoor dining landscape. A six month trial will start in September, which will see the footpath widened between Sanctum and Goldbergs restaurants. A dining platform will be extended over seven car parks with the loss of those spaces to be offset by converting six paid parking spaces behind **Newcastle Art Gallery** to free two hour parking. Deputy Lord Mayor Declan Claussen says business owners will be consulted this week and community feedback is open for a month. It's a raised deck platform that covers the existing car park. The benefit of the trial and making use of a timber raised decking is that it's all quite temporary and it means that we can make adjustments to as we go to sport in the NRL. Knights captain Kalyn Ponga says there's a big sense of relief in the squad after the win over the Bulldogs in the weekend's Magic Round. Ponga was on the ball for much of the game, which the Knights won 16 points to six on Friday.

**07:30 News at 07:31**

ABC Newcastle, 16 May 2022 07:31, R00093270903

**Automated Transcript**

money back into super when I sell the house. Voters have taken the chance to head to the polls over the weekend, with thousands across the Hunter region casting their vote early. Blake Doyle reports the numbers heading to pre-poll voting centres across the region haven't come as a surprise to local politicians, many of which say it's largely due to COVID and that people have quickly made up their minds on how they'll vote. According to electoral commission data in the key seat of Paterson, more than 23000 800 people have already voted. More than 18000 have lodged a vote in the national safe seat of line, and more than 17000 have decided who has their vote in the marginal seat of Hunter in the seat of Shortland, 13000 have voted, while around 12000 have done so in Newcastle and New England. Federal Labor says it will spend 625 thousand dollars upgrading the facilities at Newcastle's Darling Street Oval if elected on Saturday. The Oval is the home ground of the Newcastle Olympic Football Club and the money would go to go towards a new grandstand along with other facility upgrades. Newcastle MP Sharon Claydon says the current facilities are outdated and a barrier to growth, especially for girls and women wanting to play sport. The state and federal governments have committed \$48 million to fix an Upper Hunter Road that's been closed since a landslide nearly eight months ago. Upper Hunter Shire Council attempted to upgrade Colson's Creek Road between Merriwa and Willow Tree, but failed to meet specifications and huge cracks started appearing. The closure meant travellers from merry war to the New England region were forced to go via Scone, adding more than an hour to the commute. Regional Roads Minister Sam Faraway says the state will help the council to make sure when the road is rebuilt, the mistakes of the past are not repeated. Transport for New South Wales will assist upper Hunter Shire Council with project management, and that is to give that resource to council to support them in the rebuild of the road, but also to give an additional level of cheque and balance for the community. Newcastle Council is calling for community feedback on changes to a stretch of derby streets outdoor dining landscape, a six month trial will start in September, which will see the footpath widened between several restaurants. A dining platform will be extended over seven car parks with the loss of those spaces to be offset by converting six paid parking spaces behind **Newcastle Art Gallery** to free two hour parking. Deputy Lord Mayor Declan Claussen says business owners will be consulted this week and community feedback is open for a month. It's a raised deck platform that covers the existing car park. The benefit of the trial and making use of a timber raised decking is that it's all quite temporary and it means that we can make adjustments to as we go to sport. The Newcastle Knights could be bolstered by up to four experienced players for this Thursday's clash with the Broncos. The squad has been riddled with injury for the past six weeks and is coming off a win against the Bulldogs on Friday night. Coach Adam O'Brien says the experience will be welcome, but he's not getting ahead of himself. We've got Gagawin Frizell coming.



### Breakfast at 08:47

ABC Newcastle, 16 May 2022 08:47, R00093273449

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#### Automated Transcript

And what do you think, Keith Urban with Night Falls, Dan Cox and Jenny McCarthy on air online and via the ABC Listen app on ABC **Newcastle** 13 to nine. You're walking down Derby Street Pass, a few boutique clothing stores. The big headphones up ahead. You can see the cafes are busy with customers trying to, you know, make your way between cafe and outdoor dining. And you know, some of the seats are getting a bit close to you, but you're making your way through Derby Street. Yeah, and the Sun's out. So you think it might be nice to sit outside on a good weekend? That's really what Derby Street is all about. People bustling around enjoying a coffee, and if you like outdoor dining, you can expect to see more of it. **City of Newcastle** wants to see more of it, certainly on Derby Street, and they're outlining their plans for that so you can have your say. Declan Claussen is the deputy mayor of **City of Newcastle**. Good morning. Councillor Claussen. Morning! Dennis. So tell us about this trial and hayu can extend the footpath into the road. So for six months, starting in spring in September, will be trialling an extension to the existing footpath by essentially building a large timber deck over a space of about seven carparks in length in between the really busy and popular cafes and small bars on Derby Street, providing additional space for outdoor dining across spring and summer. So it's increasing the depth of the outdoor dining space to include not only the for the footpath as it is now, but the width, I guess, of a kerbside car park. That's right. So essentially enough space to add an additional row of tables to extend out and create a bit more room. The footpath along Derby Street is exceptionally popular at the moment, but can be quite congested. I think anybody that's experiencing mobility issues are walking along with a dog or a pram would have experienced that. This is about providing some additional space for an additional row of outdoor dining, but also just a little bit more separation between tables and the footway. So in the interests of making more room, making it safer for people who are having some accessibility issues, for example, will there be any tables on the actual footpath or will you move them all onto this timber decking? So the intention is that the existing tables on the footpath will remain, but by extending the footpath out, there's enough room that those could essentially shuffle a little bit closer towards the roadway compared with where they are at the moment, and then also allow an additional row of tables. So it will create a bit more space for pedestrians, but also additional space for outdoor dining. We've had a text saying I never go to Derby Street to eat now because you can't get a park there, so even seven less car spaces will add to that chaos.

What are the **council** thinking? Says this person. You are making some car parks available differently within the art gallery car park. Is this the solution here? Yeah, that's right. So we've fortunately been able to offset the impact to the parking here in Derby Street by opening up six additional car parks behind the art gallery, which of course is closed at present for its redevelopment. Both 16 car parks will be free to our time limited parking spots, so still providing good turnover importantly free so matching the existing style of car parking on Derby Street and really trying to maximise the benefit of providing that additional space for outdoor dining and improved on street experience while not adversely impacting parking across the border precinct. So at the end of this trial, what is it a success for you? What would show that it shouldn't remain this timber decking So we'll be collecting feedback from the businesses to understand how it goes, as well as, of course, from the community and the customers to understand the experience. The timber structure is designed to be temporary, but it will inform some broader planning and whether we make additional changes to Derby Street. Looking at a permanent extension to the kerb, for example, to extend the foot way. So this is a really positive announcement and that it is true experimentation within government looking at something that's relatively cheap for us to deploy the temporary timber structure that is allowing us to collate the data, work out whether it works well and also make tweaks before we do anything more permanent to the street. Regarding the car parks and the art gallery, how have you found six additional car parks there? So it's a change. There's a number of car parks in that precinct at the moment that are reserved for the **city of Newcastle** staff associated with the art gallery. We've been able to open those up to the public. The other change is the time, so there's a number of car parks in that car parking area that are paid an eight hour car park, so commuters make use of them by making them free and two hours. We're providing the turnover that makes them suitable for people dining on Derby Street rather than people commuting into the **city**. So their combined benefit of relocating our staff parking. Given that the galleries are closed as a result of the art gallery redevelopment on the timber structure, it will protrude into the space on the road where cars used to park. So it brings you within centimetres of moving traffic, doesn't it? Is that safe? Is that comfortable? Do people really want that? Yeah. So part of the consultation that we're undertaking from today is the exact design and the configuration of the timber structure. There are a number of designs used elsewhere in New South Wales that include planter boxes, for example, along that edge, so that there is a barrier between the diners and the driving lane. It's worth acknowledging at the moment that the footpath relatively narrow people are already sitting immediately next to where cars are reverse parking and I'm sure that others would have experienced that. That's somewhat uncomfortable. We're trying to engineer out that as an option. The other change that was announced a couple of weeks ago that fits part of this broader strategy is looking at the speeds along Derby Street and encouraging this stretch along the restaurants to be a lower speed environment just so that it is a safe space for pedestrians, for cyclists and for people enjoying the outdoor dining whilst not really adversely impacting people commuting or driving through that area either. Councillor Claussen, did you say the design of the timber structure is also up for consultation? So how that looks and functions? Is that also part of what you're asking the community from today? Yeah, that's right. So that's the key thing that we're engaging with the community from today is around the exact dimensions, location and

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## Council seeking feedback on Darby Street outdoor dining trial

16 May 2022 08:47 | [Darby Street](#) | [Newcastle](#) | [City of Newcastle](#) | [City of Newcastle](#)

Newcastle Council is seeking community feedback on a proposed trial to extend the footpath along Derby Street to create additional outdoor dining space. The trial will involve extending the footpath by approximately 10 metres, creating a new outdoor dining area adjacent to the existing footpath. The trial will run from September to March 2023. Council is seeking feedback on the trial from the community, businesses, and residents. Feedback can be provided via the online survey or by attending a public consultation session. The trial will be a temporary measure and will be reviewed at the end of the trial period. Council is committed to improving the outdoor dining experience for residents and businesses in the area.

**Harvey Norman**




Image credit: City of Newcastle

## ABC Upper Hunter Radio

### Breakfast at 08:31

ABC Upper Hunter, 16 May 2022 08:31, R00093273109

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#### Automated Transcript

Gave a more colourful but too simple to people, it laughable, but not so well done to Carlos Orchestra with their song Stephania. You're hearing there and the Hunter is welcoming refugees from Ukraine as we speak, but some local support services are saying they need help resettling these families. So you'll hear what you can do in just a few minutes, and you might have been hearing about some changes on the way for Derby Street. **Newcastle Council** is looking at widening the footpath and that busy cafe area for more outdoor dining which is great if you love outdoor dining. Hang on! How do you widen the footpath without changing the road? You might just need to grab some of those kerbside foot park car parks, unfortunately. So there are plans to compensate for that. But with public consultation starting today on that plan, you'll hear from the Deputy Lord Mayor before nine o'clock And it was only last week we were talking about trampolines in Lake

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intouch Magazine • May 16

### New ideas for improved public space coming to Darby Street

Deputy Lord Mayor Declan Causen with Darby Street Three Monkeys Café owner Art Strachan

City of Newcastle is working to enhance the outdoor dining experience along Darby Street while improving safety and accessibility for pedestrians and cyclists.

A six-month trial starting in spring will see the footpath widened between Sandrum and dobergoes restaurants. This work will see a removable platform installed to increase space for outdoor dining. This will be in place during the trial period by extending a dining platform over seven existing car parking spaces.

The project will bring new life to the Darby Headshores Courtyard with new street seating, paving, lighting and public art to encourage people to visit, stay and connect. The project will also include the installation of iconic murals on both the walls and footpaths, celebrating local and upcoming artists in collaboration with local art festivals. A new pedestrian crossing leading to the courtyard will improve accessibility and safety.

The temporary loss of car parking spaces in the area will be offset by the conversion of sixteen existing paid all-day parking behind the Newcastle Art Gallery which is currently closed for the long-awaited expansion into five, two-hour parking spaces during the trial. A convenient drop-off/pick-up zone near the shops and eateries will also form part of the trial.

Newcastle Deputy Lord Mayor Declan Causen said safety improvements and beautification of the popular eat street would bring a range of benefits to the community.

"Our local hospitality industry was hit hard during COVID-19. Investment in our local centres helps restore confidence, create local jobs and boost our daylight and after dark economy, which employed 12,000 Newcastle residents and created \$1.4 billion per year in economic activity prior to COVID," Councillor Causen said.

"Across the City, public investment into our local centres is translating into improved consumer and business confidence - delivering safer and more inviting local places for Newcastle residents to shop and eat."

*"Outdoor dining is more popular than ever, and this project is perfectly timed for long Spring meals at Darby Street's quirky cafes, small bars and restaurants."*

"Walkable and cycle-friendly local centres are critical to making great places. Trial of parking, lighting and public art will make it safer for pedestrians and cyclists, and help create an environment where dining spaces for local cafes and restaurants can be extended."

The trial has been made possible with funding from the City of Newcastle Urban Centres Revitalisation Program and a \$500,000 grant from the NSW Government through the Streets as Shared Spaces program (Round 2). The program funds trials that support immediate community needs and seek and build the case for more permanent changes that positively impact local economies and community health and wellbeing.

Community consultation will commence on Monday 16 May, gathering feedback on the proposed trial. This feedback will also help inform future projects in the area. Visit [newcastle.nsw.gov.au/urban](https://newcastle.nsw.gov.au/urban)

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AUG 10-20, 2022  
City Theatre Newcastle

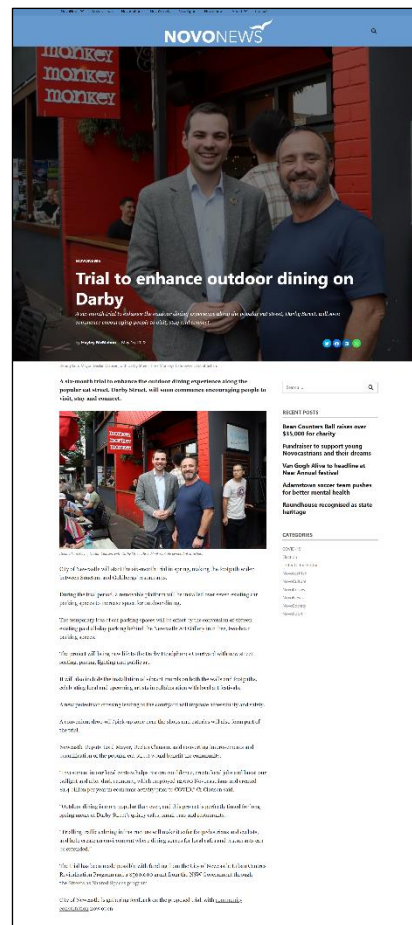
**Australian Haydn Ensemble**  
Beethoven's Eroica  
13 August  
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## NovoNews



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## Newsletter



### New ideas are coming to Darby Street

We are working to improve the outdoor dining experience in this popular area, and also improve safety and accessibility for pedestrians and cyclists, supported by a \$500,000 NSW Government Streets as Shared Spaces grant.

We would like your feedback on the proposed trial traffic changes, as well as what you currently like about Darby Street, and what you would like to see improved. This feedback will help inform future projects in the area.

Provide your feedback via the link below before Monday 13 June 2022.

[HAVE YOUR SAY](#)

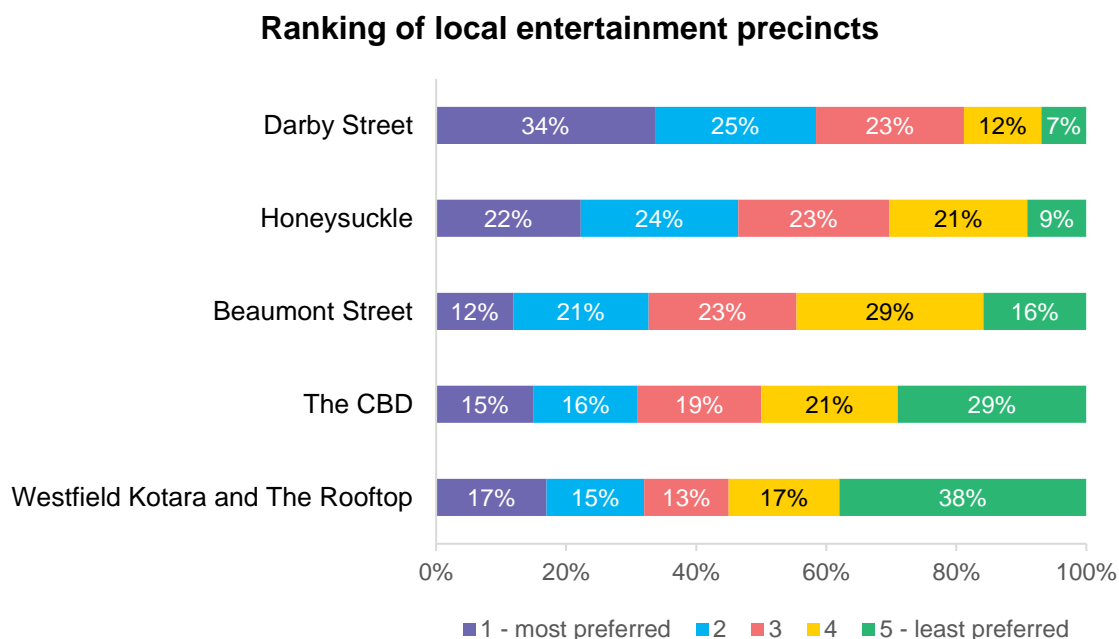
## Appendix II - Additional Analysis

### Ranking of local entertainment precincts

#### **Q: How does Darby Street compare to other local entertainment precincts?**

This question asked respondents to rank Darby Street and four other precincts in order of preference, with 1 being the highest rating and 5 being the lowest rating. The other four entertainment precincts rated by respondents included Honeysuckle, Westfield Kotara/The Rooftop, the CBD and Beaumont Street.

Among the 269 respondents who answered this question, Darby Street was the *most preferred* precinct with 34% of respondents selecting Darby Street as their first preference (see *Figure 20* below). However, it should be noted that 39% of survey respondents reside in Cooks Hill (where Darby Street is located) and this group were more likely to prefer Darby Street over other entertainment precincts.



*Figure 20. Ranking of local entertainment precincts (N=269)*

Honeysuckle was the second most preferred entertainment precinct overall, with 22% selecting it as their first preference. The other three precincts (Beaumont Street, the CBD and Westfield Kotara/The Rooftop) had somewhat similar levels of preference, although Westfield Kotara and the Rooftop and the CBD were more likely to be rated as the least preferred. Reasons behind respondents' preferences towards entertainment precincts are explored in more detail over the next few pages (see *Figure 21*).

The three tables on the next page show the percentage of respondents who rated each precinct as their first, second or third preference. The last column shows the percentage of respondents who ranked each precinct in their top 3 preferences. Results are shown among all respondents (*Table 21*), Cooks Hill residents (*Table 22*) and non-residents (*Table 23*). Cooks Hill residents are more

likely to consider Darby Street, Honeysuckle and the CBD in their top 3 preferences, whilst non-residents are more likely to consider Beaumont Street and Westfield Kotara/The Rooftop.

In *Table 22*, green shading is used to represent entertainment precincts that were more likely to be selected as a top 3 preference among Cooks Hill residents and red shading is used to highlight entertainment precincts that were less likely to be selected as a top 3 preference among Cooks Hill residents.

*Table 21. Ranking of entertainment precincts - Overall sample (N=269)*

Entertainment precinct	First preference	Second preference	Third preference	Top 3 preference
Darby Street	34%	25%	23%	81%
Honeysuckle	22%	24%	23%	70%
Beaumont Street	12%	21%	23%	55%
The CBD	15%	16%	19%	49%
Westfield Kotara & The Rooftop	17%	15%	13%	45%

*Table 22. Ranking of entertainment precincts - Cooks Hill residents (N=106)*

Entertainment precinct	First preference	Second preference	Third preference	Top 3 preference
Darby Street	45%	27%	15%	88%
Honeysuckle	22%	25%	29%	75%
Beaumont Street	9%	17%	22%	48%
The CBD	16%	16%	24%	56%
Westfield Kotara & The Rooftop	8%	15%	10%	33%

*Table 23. Ranking of entertainment precincts - Non-residents (N=163)*

Entertainment precinct	First preference	Second preference	Third preference	Top 3 preference
Darby Street	26%	23%	28%	77%
Honeysuckle	23%	24%	19%	66%
Beaumont Street	13%	23%	23%	60%
The CBD	15%	15%	15%	45%
Westfield Kotara & The Rooftop	23%	15%	15%	52%

## Reasons for ranking of entertainment precincts

### **Q: What are the reasons for the order you chose?**

All respondents were asked to explain the reasons behind the order of their preferred entertainment precincts. Some respondents provided multiple reasons for the order they chose, while others provided only one or two reasons. Some comments identified attributes they liked about one or more locations, while others focused on what they disliked in one or more locations.

Figure 21 below summarises the overall reasons behind respondents' ranking of entertainment precincts. Choice/selection of dining and shopping, location/access, atmosphere, parking, maintenance and upgrades/beautification and amenities/facilities were the main themes that emerged. Other reasons included pedestrian/cyclist friendly, supporting local businesses, crowding/congestion, nightlife/events and activation, safety/crime and weather.

### **Reasons for ranking selection of local entertainment precincts**

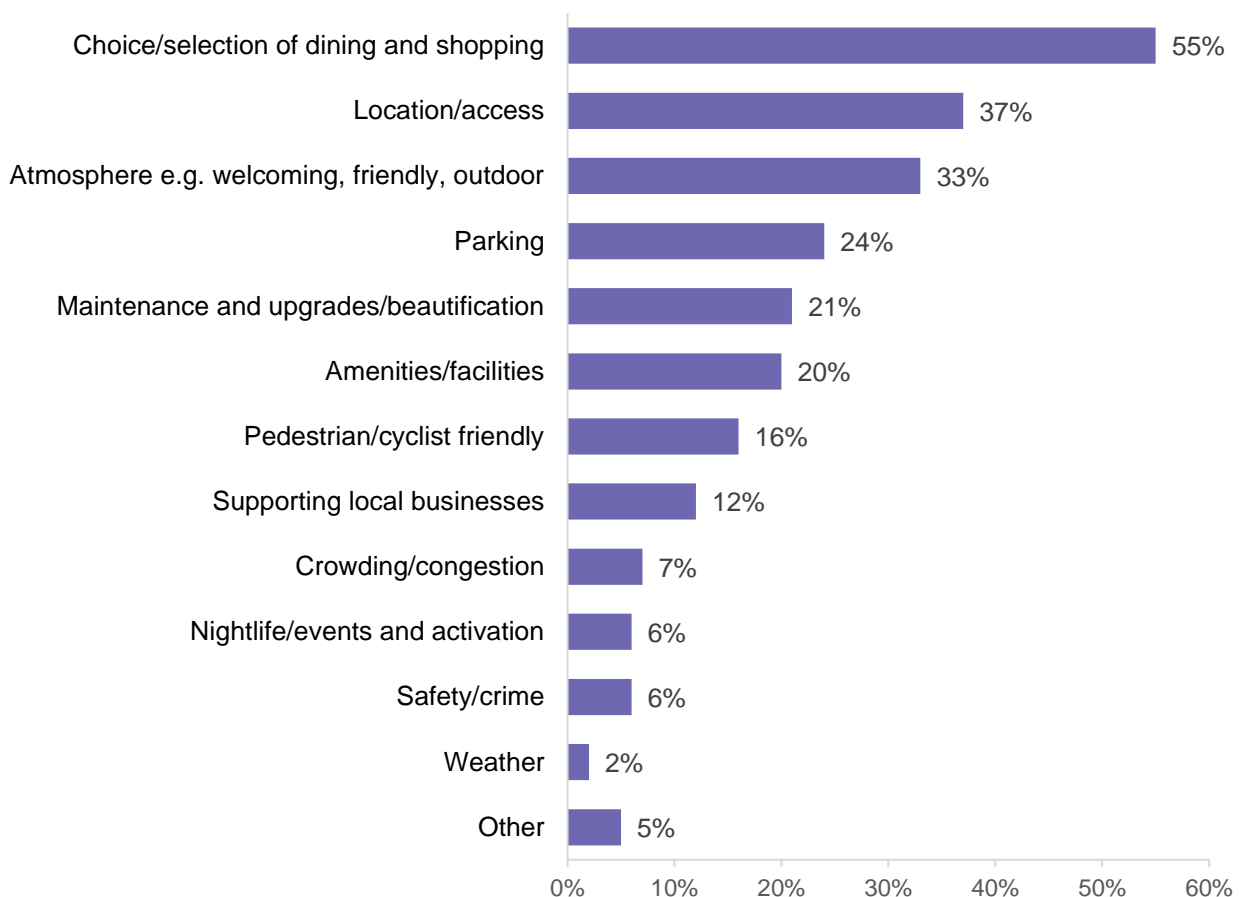


Figure 21. Reasons for ranking local entertainment precincts (N=222)

Table 24 below analyses the themes responses were coded into by the entertainment precinct that they ranked first.

Caution: due to the nature of the question, when interpreting results, we cannot assume that the mention of a particular theme was in reference to the precinct that was ranked first. Respondents may have mentioned a particular theme in relation to *any of the five precincts*, and it could have been in relation to reasons for selecting a precinct or not selecting a precinct. As an example, a respondent may have mentioned ease of parking in one precinct and difficulty parking in another. Sample sizes are also relatively small. However, the purpose of the analysis is to understand which aspects contribute to selecting a precinct overall, and relative differences between groups who rated each precinct as their highest preference.

Those who ranked Darby Street first were more likely to mention choice/selection of dining and shopping, atmosphere, location/access and supporting local businesses. Those who ranked Honeysuckle first were more likely to mention location/access, pedestrian/cyclist friendly, maintenance and upgrades/beautification and facilities/amenities. Similarly, those who ranked the CBD first were more likely to mention maintenance and upgrades/beautification, pedestrian/cyclist friendly and nightlife/events and activation. Those who ranked Beaumont Street first were more likely to mention choice/selection of dining options and shopping and supporting local businesses, whilst those who ranked Westfield Kotara and The Rooftop were more likely to mention location/access, parking, amenities/facilities and weather.

Table 24. Reasons for ranking by precinct with the highest rating (N=222)

	Overall	Darby Street	Honeysuckle	The CBD	Beaumont Street	Westfield Kotara/The Rooftop
Choice/selection of dining and shopping	55%	58%	50%	51%	67%	47%
Location/access	37%	42%	42%	35%	17%	42%
Atmosphere e.g., welcoming, friendly, outdoor	33%	52%	33%	27%	20%	16%
Parking	24%	12%	27%	14%	23%	55%
Maintenance and upgrades/beautification	21%	22%	33%	24%	7%	16%
Amenities/facilities	20%	14%	33%	19%	10%	24%
Pedestrian/cyclist friendly	16%	14%	23%	24%	3%	11%
Supporting local businesses	12%	25%	0%	8%	20%	0%
Crowding/congestion	7%	6%	15%	8%	3%	3%
Nightlife/events and activation	6%	4%	4%	11%	3%	11%
Safety/crime	6%	10%	6%	5%	0%	5%
Weather	2%	0%	0%	0%	3%	11%
Other	5%	1%	6%	8%	10%	5%
Base	225	69	48	37	30	38

**Legend:**

<span style="display: inline-block; width: 15px; height: 10px; background-color: #4f81bd; border: 1px solid black;"></span> Low value	<span style="display: inline-block; width: 15px; height: 10px; background-color: #e34a33; border: 1px solid black;"></span> High value
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As commented on by respondents, each of these entertainment precincts have their own strengths and weaknesses. Specific mentions of Darby Street commented on the variety of dining options as well as mix of retail, vibe/atmosphere, wanting to support local businesses over chain restaurants. However, there were also mentions of issues with parking and traffic thoroughfare. Some comments mentioned maintenance and upgrades/beautification talked about Darby Street being tired/run down, poor footpaths and empty shopfronts whilst other comments talked about the revitalisation/upgrades to other precincts.

Positive aspects about Honeysuckle include the harbourside views/location, open space, being pedestrian friendly/walkable, new facilities/amenities and options of dining venues. On the other hand, positive aspects about the CBD precinct are the variety of restaurants and bars, location/proximity and pedestrian access, recent renovations/upgrades and nightlife/events and activations.

Beaumont Street was said to have more parking options, with variety of dining options/independent businesses also being a drawcard. Location and convenience were also factors. However, restaurants were said to be more spread out, whereas restaurants in Darby Street and Honeysuckle, for example, were in a smaller, compact area. There were also some comments about crime and safety within the Beaumont Street area.

Reasons for choosing Westfield Kotara/The Rooftop included ease of parking, shopping and other entertainment as well as providing good options for families and parents with children and undercover dining.

Examples of verbatims are provided below, sorted by the rankings for each precinct.

Table 25 provides examples of verbatims from respondents who ranked **Darby Street first** and Table 26 shows examples of verbatims from respondents who ranked **Darby Street last**.

Table 25. Example verbatims describing ranking order among those who ranked Darby Street first

Example verbatims describing reasons for ranking order - from people that <u>ranked Darby Street first</u>
<i>I prefer to eat and play on local eat streets rather than major shopping centres/precincts.</i>
<i>Number of independent restaurants (not chains like at Westfield). Ease of travel and parking. Parking meters puts CBD last.</i>
<i>Based on shops and services we use prefer Darby Street. Honeysuckle is more a drinking place. We like IGA, bookshop and wine shop at Hamilton. CBD too much construction and empty shops. Never been to rooftop Kotara</i>
<i>I live in Merewether and would never “hang out” at Westfield Kotara. Darby Street is closer, a little less “feral” than Beaumont. Both strips are BADLY in need of activating.</i>
<i>Local businesses, walking distance, great atmosphere, outdoors, safe, easy to get around Darby Street has the most character and culture as well as a great range of dining and shopping options</i>
<i>Darby St is easier to access and has a better community / cultural feel. Kotara feels like a business without emotion. Honeysuckle and CBD are difficult to access.</i>
<i>Mixture of restaurants, cafes, bars and shops as well as services makes Darby St interesting.</i>
<i>Darby St has an interesting mix, the CBD is coming along but is very much a construction zone and also many empty, Beaumont St sprawls and is a bit shabby but with lots of character. Honeysuckle is bland and I don't like shopping centres.</i>

Table 26. Example verbatims describing ranking order among those who ranked Darby Street last

Example verbatims describing reasons for ranking order - from people that <u>ranked Darby Street last</u>
<i>Honeysuckle has the harbour with great walks Beaumont St has so many great options CBD has great options and good for a walk Westfield has great options and the movies Darby St has good options but parking is hard</i>
<i>Darby street does not have as many shops as it use to. It's not as inviting as some other streets, there needs to be some more enticements for long term retail</i>
<i>Darby is tired. The restaurants food is now below par and it just looks dirty and tired</i>
<i>All other areas are easier to find a car park. It is a nightmare trying to park to shop at Darby Street so we avoid it at all costs.</i>
<i>Every other precinct has activation, is inviting, minimal empty shops, good lighting, very pedestrian friendly, artwork, free WIFI etc. Darby street on the other hand, is dead day and night, high rents, empty shops, high traffic speeds, no shared space, minimal alfresco dinning, not inviting for families and middle aged adults. We need more wine bars, live music, more eclectic mix of dinning options and more services - this wouldn't happen until the street changes.</i>
<i>It is too narrow and there are too many people for the area</i>



Table 27 shows examples of verbatims from people who ranked **Honeysuckle first**.

Table 27. Example verbatims describing ranking order among those who ranked Honeysuckle first

Example verbatims describing reasons for ranking order from people that <u>ranked Honeysuckle first</u>
<i>Honeysuckle has the best view and the fewest cars spoiling the atmosphere, it's also easy to get to by bike. Darby Street is convenient walking distance from some of my friend's places. I don't really ever go to the CBD and Westfield and Beaumont street sits in between them and the ones I visit on this list.</i>
<i>Honeysuckle has large open areas to walk freely, Westfield can't be compared to the others. Darby street is a lot nicer than Beaumont but doesn't have the variety of shops as Beaumont. CBD isn't a nice place</i>
<i>Honeysuckle has the water and is a lot safer to get to via bicycle</i>
<i>Adequate space for both cyclists and pedestrians, choice of eating options, additional entertainment options, ease of parking</i>
<i>I ranked Honeysuckle first because it's further away from traffic and parked cars, it has wide paths and green areas, and the beach. From where I live in Lawson St Hamilton I can cycle there on mostly quiet, leafy streets where cars generally are travelling between 30 &amp; 50km/hr. After these backstreets, I arrive at the conservatorium before crossing King &amp; Hunter Streets &amp; joining the Honeysuckle waterside path.</i>
<i>The first two are more modern and have easier parking, Darby and Beaumont are both tired and dated with limited parking options, CBD don't now really don't go there</i>

Table 28 shows examples of verbatims from people who ranked **the CBD first**.

Table 28. Example verbatims describing ranking order among those who ranked the CBD first

Example verbatims describing reasons for ranking order from people that <u>ranked the CBD first</u>
<i>CBD has more nice bars and restaurants opening up. Darby St is dated, lots of the nice bars and restaurants have closed and it's a more day time/cafe venue. Honeysuckle is nice because it's on the water. Beaumont st has lots of options to choose from, all of which are open late. Not a fan of going to a shopping centre, would rather support local</i>
<i>It's easier to avoid cars in the cbd and the honeysuckle waterfront.</i>
<i>The CBD has a bigger variety of restaurants and cafes so it deserves number one position. The problem for all of them is lack of car parking except for Westfield</i>
<i>The CBD has been renovated and Darby St has been left behind. I have put Kotara as last as I prefer the atmosphere of being outside</i>
<i>More options in the CBD. Love Darby St but it isn't the same as what it used to be</i>
<i>People using the spaces. Safety</i>

Table 29 shows example verbatims among those who ranked **Beaumont Street first**.

Table 29. Example verbatims among those who ranked Beaumont Street first

<b>Example verbatims describing reasons for ranking order from people that <u>ranked Beaumont Street first</u></b>
<i>Potentially a quality destination hub of eating, shopping and entertainment. Outdoor dining in a historic precinct.</i>
<i>Variety of independent shops</i>
<i>My ranking is based on my interest in the shops and cafes, rather than access. Of course, parking and access is superior at Westfield but I don't particularly like this destination for eating out. I would like council to make it easier for us to support our neighbourhood small businesses on Beaumont and Darby streets. Even improved parking on side streets (not the street itself) would help a lot.</i>
<i>Open air Lots of space for kids Small business Diversity of cuisine</i>
<i>It's old school. venues are individual not all glass and steel</i>
<i>Beaumont St is accessible and has greater parking options. Honeysuckle allows access to restaurants and other businesses without through traffic. Darby St is an active thoroughfare that is congested and lacks parking options.</i>

Table 30 shows example verbatims among those who ranked **Westfield Kotara & The Rooftop first**.

Table 30. Example verbatims among those who ranked Westfield Kotara & The Rooftop first

<b>Example verbatims describing reasons for ranking order from people that <u>ranked Westfield Kotara &amp; The Rooftop first</u></b>
<i>Ease of access, convenience, type of eateries, cost of restaurants and options for takeaway</i>
<i>Ample parking at Westfield with everything under the one roof- movies, food shopping. Food is very average at Kotara but it's weather proof from parking to eating/ shopping and extended hours as well.</i>
<i>Easy parking at Westfield and various things to do (shopping, grocery, restaurants, take away and kids play areas). Honeysuckle has a big area for kids to ride/scooter/run/play plus grassed areas, play areas and shade, plus cafe's/restaurants/take away to choose from. Can ride our bikes there from Adamstown or catch the train/tram there. Similar with CBD, can ride bikes, access to beaches, or catch the train/tram there. Lots of areas for the kids to explore and play. Don't find Darby Street and Beaumont Street as kid friendly. The roads are busy and noisy. The paths are also busy. Parking is a BIG issue! Always avoid these two streets, lots of traffic.</i>
<i>Westfield and Beaumont Street and the CBD have a diverse array of amenities and shops.</i>
<i>Easiest and most convenient are areas that have parking in close proximity and undercover areas in which to walk to your destination and back to your transport.</i>
<i>Maintenance of infrastructure, CBD is improving, Darby and Beaumont are pretty degraded now.</i>

## Appendix III – Online survey questionnaire

### Introduction

#### Darby St Shared Spaces Trial

This Streets as Shared Spaces trial helps us to better understand how locals and visitors spend their time in Darby Street, and which aspects of the experience can be improved. We would like to hear your thoughts on what you like about the Darby Street area, and what you would like to see improved. Before completing the survey, please view the [proposed plans](#). This survey should take approximately 10 minutes and will help inform future projects in the area.

**Q: How do you travel to Darby Street? Select all that apply.**

- ☐ Walk
- ☐ Cycle
- ☐ Drive
- ☐ Public Transport

**Q: How often do you visit the Darby St precinct?**

- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ A few times a year
- ☐ Other

**Q: What are the main things you visit Darby Street for? Select all that apply.**

- ☐ For work
- ☐ To eat in a restaurant or cafe
- ☐ To go to a pub/bar
- ☐ To get takeaway
- ☐ To shop
- ☐ To use services (e.g. hairdresser, real estate)
- ☐ Other

**Q: How does Darby Street compare to other local entertainment precincts? (1 = highest rating, 5 = lowest rating)**

(Number of Ranks: 5)

- Honeysuckle
- The CBD
- Westfield Kotara and The Rooftop
- Beaumont Street
- Darby Street

**Q: What are the reasons for the order you chose? (Open text response)**

---

**Q: Please select whether you agree or disagree with the below statements.**

Agree/Disagree/Unsure

- Pedestrian and cyclist safety should be improved on Darby Street
- Trialling traffic calming infrastructure (eg speed cushions) to reduce traffic speed on Darby Street
- Trialling a raised pedestrian crossing outside 116 Darby Street (adjacent Darby Street's headphones courtyard) (uses approximately 8 parking spaces)
- Using 7 parking spaces between Sanctum and Goldberg's restaurants to create more outdoor dining space and a wider footpath for pedestrians
- Providing a parklet (taking up one parking space) for outdoor trading or seating, which will be moved around during the trial
- Providing approximately 16 free 2 hour parking spaces to the rear of the Newcastle Art Gallery to compensate for the loss of on-street parking spaces

**Q: Please select whether you agree or disagree with trialling a traffic calming kerb extension gateway treatment at the following locations.**

Agree/Disagree/Unsure

- On Darby Street between Laman Street and Queen Street
- Outside 9 Queen Street
- Outside 188 and 185 Darby Street
- On the eastern side of the intersection of Darby Street and Bull Street

**Q: Please select whether you agree or disagree with trialling sets of speed cushions at the following locations.**

Agree/Disagree/Unsure

- Outside 176 Darby Street
- Outside 152 Darby Street
- Outside 126 Darby Street

**Q: Would you like an express pick-up/drop-off zone on Darby Street?**

- ☐ Yes
- ☐ No
- ☐ Unsure

**Q: (If 'yes' to 'Would you like an express pick-up/drop-off zone on Darby Street?'), Please state what you would use it for? (e.g. pickup takeaway, Ubereats, drop someone off) (Open text response)**

---

**Q: (If 'yes' to 'Would you like an express pick-up/drop-off zone on Darby Street?'), Where would you like the express pick-up/drop-off zone(s) to be? Please list all locations. (Open text response)**

---

**Q: Do you feel safe from crime when visiting Darby Street? If no, please state why if you feel comfortable to do so.**

- ☐ Yes
- ☐ No \_\_\_\_\_
- ☐ Unsure

**Q: Please write the top three things you most value about Darby Street? (Open text response)**

---

**Q: What would you like to see improved? (Open text response)**

---

**Q: What would you like to see more of? (Open text response)**

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**Q: What makes Darby Street unique? (Open text response)**

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**Q: What would be a good theme for public art in the precinct? (Open text response)**

---

## Finally, just a few questions about you...

### Q: What is your age?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+

### Q: Which gender do you identify as?

- ☐ Male
- ☐ Female
- ☐ Prefer to self describe
- ☐ Prefer not to say

### Q: Email address *(Open text response)*

---

### Q: Complete the sentence "I am a..." *Select all that apply.*

- ☐ A resident of Cooks Hill
- ☐ A visitor to Darby Street businesses from outside the Newcastle LGA. If so, name suburb  
\_\_\_\_\_
- ☐ Owner of a business premises on Darby Street
- ☐ An employee of a business on Darby Street
- ☐ Operator of a business on Darby Street
- ☐ Unsure
- ☐ A resident of the Newcastle LGA

### Q: (If an owner or operator of a business on Darby Street), **If you are a business, are you interested in hosting a parklet (taking up 1 parking space) for outdoor trading outside your premises during the trial?**

- ☐ Yes
- ☐ No

**Q:** (If an owner or operator of a business on Darby Street AND interested in hosting a parklet),  
**Please provide the following details about your business**

Business name: \_\_\_\_\_

Business address: \_\_\_\_\_

Contact name: \_\_\_\_\_

Phone number: \_\_\_\_\_

Email: \_\_\_\_\_

**End of survey**

## Appendix IV – Examples of Verbatim responses

### What you value most about Darby Street

Table 31. Example verbatims describing the top three things valued most about Darby Street

Example verbatims in response to "What are the top three things you <u>value</u> most about Darby Street?"
<p>Cafes Shops Proximity to home and city</p>
<p>Wide variety of restaurants and cafes, particularly other country's cuisines. Street trees that keep the area cool Convenient walking distance to the beach and a lot of housing. It's buzzy energy and Cooks Hill feeling Cafe society Beautiful old buildings</p>
<p>Intimacy of the street. Alfresco dining. Slow moving traffic (not slow enough).</p>
<p>The vibe- residents, kids going to and from school, beach goers, dog walkers, buskers, holiday makers, workers, diners and shoppers all in one space.</p>
<p>Alternative shopping outlets and variety of eateries</p>
<p>Atmosphere, variety of venues, proximity to CBD and extended trading hours.</p>
<p>Independent traders High quality dining Events and interaction in the neighbourhood to promote business and the community</p>
<p>Variety of shops, close all day parking, flat walking</p>
<p>Local services eg butcher, chemist. Bus service Coffee and food</p>
<p>Range of places to eat Most cafes and restaurants are wheelchair accessible. Close to Newcastle Art Gallery</p>



## What makes Darby Street unique

Table 32. Example verbatims describing what makes Darby Street unique

Example verbatims describing what makes Darby Street <u>unique</u>
<i>Concentration of restaurants, galleries, services</i>
<i>Open air/outdoor dining/lots of people/happy atmosphere</i>
<i>The heritage of the buildings. The wonderful mix of shopping and eateries</i>
<i>The village feel The beautiful terrace buildings. It's proximity to the CBD, the harbour &amp; to beaches. Unique locally owned retail shops.</i>
<i>The community feel, the accessibility and the three monkeys</i>
<i>A lot of great retail and cafes in a small area</i>
<i>Its modern, has a very friendly vibe, outdoors, great shops that are different and no chain stores. It's where you can shop, eat and stroll along without being locked in a shopping centre.</i>
<i>Narrow lot frontages with alfresco dining options makes for intimate dining and socialising.</i>
<i>The neighbourhood feel of regularly meeting people by chance on the footpath because Darby Street is WALKABLE and knowing the shop owners and their staff. It's got the best concentration of restaurants in the area, and it's close enough to the Con, the Art Gallery, the Civic Theatre/Playhouse and Town Hall to make it easy to dine there before a performance.</i>
<i>Lots of eateries and close to the parks and city</i>

## What you would like to see improved

Table 33. Example verbatims relating to pedestrian access/safety improvements

Example verbatims relating to <u>pedestrian access/safety</u> improvements
<i>More thought a on wheelchair accessibility, curb ramps smoother footpaths easier places for those in wheelchairs to eat and drink</i>
<i>Footpaths need replacing with dark grey cobblestones (light pavers look filthy and gross)</i>
<i>Stop cyclists using the footpaths so as to protect pedestrians. With new pedestrian crossing enforce laws against jay walking</i>
<i>More focus on pedestrians and walkability (Darby Street could be made 1 way and footpaths extended)</i>
<i>A pedestrian crossing instead of the traffic lights. Pedestrians should not have to wait to cross the road in an area like this.</i>
<i>To many tables and chairs restricting pedestrian movements</i>
<i>Uneven pavement, Cleaner sidewalks - in fact the entire city area needs cleaning some areas are disgusting and embarrassing that visitors see.</i>
<i>Footpaths need a clean &amp; refurbish.</i>
<i>The intersection at Darby &amp; Parry Streets (Eastern side) is extremely dangerous for pedestrians. There needs to be either traffic lights or a zebra crossing.</i>
<i>Slower traffic so it's easier to cross the street</i>

Table 34. Example verbatims relating to parking improvements

Example verbatims relating to <u>parking</u> improvements
<i>No reduction in parking. I visit Darby St often (and with children) and have never had an issue with traffic/crossing street safely. Parking is especially limited when other events on nearby (e.g. civic park, Civic Theatre).</i>
<i>Reduce car parking, more shared space, reduce traffic speed to 30km/hr</i>
<i>Parking - without interfering with all day parking for office workers!</i>
<i>Free all day parking</i>
<i>The parking issues .... It is a massive disappointment that as residents we are required to pay for parking, however, we struggle to find parks. It seems ludicrous that you would suggest removing car spaces for dining when there is already a massive amount of parking issues</i>
<i>More parking availability.</i>
<i>Parking but not at the sacrifice of the local residents.</i>
<i>More policing of parking. As a business owner I daily see people parking all day in 2 hour zones taking up spaces my customers could use to pop in and shop and no parking officers attending the street for weeks. A daily parking officer patrol would be appreciated.</i>

*Perhaps making it a 1 way street or only parking on one side, it needs a dedicated multi storey parking house behind the art gallery.*

*It would be amazing to make it more pedestrian and cyclist friendly. The outdoor dining is fabulous but it would be even better if the cars were not parked there at all. Instead, 2 lanes of slow traffic and extended outdoor eating and beautiful Community Garden boxes where the parking used to be. That would be stunning.*

Table 35. Example verbatims relating to traffic improvements

Example verbatims relating to <u>traffic improvements</u>
<i>Cancel your plans for the Shared spaces trial. Unblock Queen Street between Darby Street and Dawson Street - why is it blocked off anyway? ... This would alleviate the pressure on Darby Street. Put double unbroken lines along Darby Street from Bull Street to Queen Street to prevent legal U-Turns. ... Make the corner of Bull Street and Darby Street heading "East" a Left Turn only, as it is heading "West".</i>
<i>10km per hour speed limit with shared pedestrian and cycle space like the hunter Street mall</i>
<i>The proposal to reduce to 30km/ hr is ridiculous, it will be quicker to walk everywhere soon. All the 30 km/hr zones in the city are overkill. Surely pedestrians are aware they are near a roadway and there will be cars about - warning 'cars' travel on roads. Let's get real about it! Remove all 30km/hr zones. Speed zones aren't even that low around a school zones!</i>
<i>Love that you are spending money and time to improve Darby Street but I don't feel you are considering the impacts on the surrounding streets. We are going to see more and more of the traffic and further exacerbation of our parking issues to compensate for the changes on Darby Street especially in smaller streets like Railway Street.</i>
<i>Better traffic flow through Darby Street.</i>
<i>I would love to see Darby St as a Car Free Zone! Only for walking or riding... As a stepping-stone idea, imagine a Car Free Sunday around that area... where families and groups of friends are all walking through Darby St, or riding their bikes, maybe to the Olive Tree Markets? Getting rid of the cars completely would be the biggest improvement I could imagine. And there's enough alternative routes to get places. I always drive my car into Darby St, but I wish I didn't have to.</i>
<i>Parking/stopping is bad, this traffic calming plan puts more pressure on people getting in and out and cars as well. I have said before make Darby St a pedestrian zone between Queen and Bull, Improve those streets to improve traffic flow. Allow Taxis/uber only into Darby St to pick up people.</i>
<i>I'm ok with the reduced speed but please please no speed humps. Put a permanent speed camera there, or make the road 'winding' around things but no speed humps please.</i>

## What you would like to see more of

Table 36. Example verbatims describing what respondents would like to see more of

Example verbatims in response to "What would you like to <u>see more of</u> ?"
<p>More greenery, more plants and trees, rain gardens</p> <p>More outdoor seating options</p> <p>More raised pedestrian crossings both to cross the Darby St road and along Darby Street as you cross side streets. This will help with prams and wheelchairs</p>
<p>Trees</p> <p>Bike Racks</p> <p>Cleanliness/graffiti removal</p>
<p>Varied restaurants</p> <p>Small bars</p>
<p>More bins, more trees, more lighting, more celebrations, more festive feel and a thriving strip.</p>
<p>Kid friendly dining areas</p> <p>Parking</p> <p>Community gardens or playgrounds/play areas</p>
<p>More police walking about</p> <p>More parking inspectors issuing tickets</p>
<p>Sensible placed bicycle stands (not the 'spiral' ones!). Could use another carpark or 2 for that. To show how great it can be: block part of Darby completely for cars from Friday 1600 till Saturday afternoon</p>
<p>Better food to improve people wanting to spend time on Darby.</p> <p>Wider outside eateries like found in Melbourne with covers when it rains.</p>
<p>Public Art walk and the creation of a contemporary retail, arts and dining precinct with wayfinding and a unique placemaking brand/visual identity. ... Integrate Darby St with the Newcastle Art Gallery upgrade please</p>
<p>Water fountains</p> <p>Bubblers</p> <p>Area for dogs</p>

## Reasons for not feeling safe when visiting Darby Street

Table 37. Example verbatims describing reasons for not feeling safe when visiting Darby Street

Examples verbatims describing why respondents <b>do not</b> feel safe when visiting Darby Street
<i>Lighting could be improved on edges of restaurant area as often need to park in residential street</i>
<i>Darby Street - is uninviting, low surveillance - camera's, LED street lighting and of course activation by attracting more people, preferably more middle age, seniors and families - dependant on activation and services/dining options etc. Also, centre kerb (not pedestrian island) with better trees.</i>
<i>Dark/poorly lit streets, no close parking so often having to walk distances in the dark to reach cars, have been followed by drunk men before</i>
<i>Drunk and drug affected people seem like a regular problem, especially later in the night. Wouldn't feel safe walking by myself at night</i>
<i>Bike theft. More secure bike storage/parking would be terrific. Look to other countries for designs.</i>
<i>Buskers who are on drugs. Large groups of men with not enough street lighting. Cameras would be a fantastic addition.</i>
<i>Not enough police patrols in the street and surrounding areas</i>
<i>Only when alcohol-soaked individuals around midnight use Darby street as a race way, with there noisy blow off valves to wake everyone up. Or when they walk home drunk down Darby and damage private property, and smash glasses on the street.</i>

## Reasons for using express pick-up/drop-off zones

Table 38. Example verbatims describing reasons for using express pick-up/drop-off zones

Example verbatims describing what respondents would <u>use express parking for</u>
<i>Parking in Darby is difficult so do a drop off then driver goes to look for parking</i>
<i>Drop off people then go find a parking spot. Pickup takeaway</i>
<i>Drop off and pick up someone, especially people with disabilities.</i>
<i>Dropping people off - I don't think people should be allowed to park even for short period - a drop and go zone could be useful but a short-term park would not be.</i>
<i>Agree that it would support Uber drivers and people picking up takeaway</i>
<i>Public transport mini-bus on demand</i>
<i>Drop off elderly people so they don't have to walk or double park</i>
<i>5/15min parking is great for quick coffee pickups and drop offs. highly support more of these generally in busy areas of the CBD</i>
<i>Take away pick up, safe Uber pick ups. Reduce unnecessary vehicle congestions when people illegally stop to drop off/pick up passengers</i>

## Suitable locations for express pick-up/drop-off zone(s)

Table 39. Example verbatims describing suggested locations for pick-up/drop-off zones

Example verbatim comments in response to ' <u>Where would you like the express pickup/drop off zone(s) to be?</u> '
<i>Mid way between Bull Street and Queen Street</i>
<i>Safest spot</i>
<i>Multiple spots</i>
<i>Somewhere in the middle. For Uber Eats pick-up—those guys have a hard time.</i>
<i>Bull Street just around the corner from Darby on either side, Queen Street outside the second hand bookstore, Council St, near the bottle shop.</i>
<i>One on either side of Darby St close to restaurants</i>
<i>Either before, or after the proposed footpath widening.</i>
<i>Anywhere that would be enough room for wheelchair accessible cars and buses</i>
<i>Near Goldberg's and near Wil'n Sons</i>
<i>Outside the Delaney and somewhere near Three Monkeys/Goldbergs for food and drink pick up</i>

## Suggested themes for public art

Table 40. Example verbatims describing suggested themes for public art

Example verbatims describing suggested themes for public art
<i>Multicultural and diversity Local artist, Local history, flora and fauna</i>
<i>Changing themes or displays eg indigenous heritage, convict years, modernist sculpture</i>
<i>First Nations, Colourful</i>
<i>Sculpture from the art gallery</i>
<i>Either the natural beauty of the Newcastle beaches/foreshore or the achievements of Newcastle persons in a variety of fields of endeavour eg Arts, Research, Sport etc</i>
<i>I'm sure there is history behind Darby Street, maybe that is the way to go.</i>
<i>don't mind but would be good if they changed every 6 months or so</i>
<i>Public art that related to the collection or exhibitions at the Newcastle Art Gallery. I think there could be much more connection (both physical and culturally) with the Art Gallery.</i>
<i>Something that relates to the beginnings of Cooks Hill or even further back to before white settlement</i>
<i>Native flora and fauna and/or street art (graffiti) styles</i>
<i>Relating to history and architecture of Cooks Hill - e.g. colourful old style tiling you see on all the houses, wrought iron, arch doorways. More greenery and murals.</i>