



# Newcastle VOICE

## Newcastle Cycleways Survey

October – November 2014

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





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## Executive Summary

Council's Infrastructure Planning department requested that Council's Engagement Team undertake a survey to identify current perceptions of cycling in Newcastle, cycling behaviours including riding frequency and purposes, incentives to increase cycling, barriers for non-cyclists and to uncover safety issues, accidents and reporting of injuries.

The survey results will build on a similar study undertaken in 2010, the results of which informed development of the Newcastle Cycling Strategy and Action Plan. This survey addresses a need to capture input from the broad Newcastle local government area – from cyclists and non-cyclists.

The survey included questions on riding habits, perceptions, cycling safety, facilities and events. Here is an overview of the results:

### Riding habits

- The most popular category selected by participants for frequency of rides was 'more than once a week' (22%) followed by 'never' (21%) and 'daily' (17%).
- Participants that selected they had ridden sometime in the last 7 days were asked for what purpose they had ridden their bike. The most popular response was for recreation or exercise (80%).
- When frequent riders were asked about the frequency and type of ride, riding to or from work was the most common ride type, with 38% of respondents doing this weekly or more often.
- Frequent riders, riding for high intensity recreation/exercise, travelled the greatest distance, with 49% of respondents riding more than 31km per week and of those, 20% rode more than 101km per week.
- More off-road paths and more physically separated on-road lanes would encourage participants to ride more for both frequent and infrequent riders.
- The most common routes are Fernleigh Track and Throsby Creek/ Harbour foreshore for both frequent and infrequent riders.
- Safety was raised as the most common reason for infrequent riders not currently riding on a regular basis.

### Perceptions

#### Frequent

- Majority of respondents disagree that: Drivers are courteous towards cyclists (61%), cycle routes are well-connected (71%) and that there is enough bike parking in the public domain (52%).
- Areas of perceptions where the community agree with the categories are: Cyclists and pedestrians are courteous towards each other on shared paths (46%) and cycling facilities are well-maintained (44%).

#### Infrequent

- Majority of respondents disagree that: Cyclists and pedestrians are courteous towards each other on shared paths (54%), drivers are courteous towards cyclists (55%), cycle routes are well-connected (45%) and that there is enough bike parking in the public domain (36%).
- Areas of perceptions where the community agree with the categories are: Cycling facilities are well-maintained (32%), Newcastle LGA is a friendly area (24%).

### **Cycling safety**

- The areas that where respondents do not feel safe at all when riding are busy or main roads with no cycle lanes (92%). This is followed by busy or main roads with marked cycle lanes (72%).
- Areas that respondents feel safe riding are shared paths (75%) and riding on a physically separated lane on road (67%).
- The majority of participants had not had a collision in the last two years (83%).

### **Facilities and events**

- 63% of frequent riders stated that they would be unlikely to use a Bike station.
- The most commonly participated in event was Ride2Work Day for both frequent and infrequent cyclists.

### **Additional comments**

At the end of the survey participants were given the opportunity to complete an open- ended question with any additional comments.

#### **Frequent-**

- The most commented on issues were to do with improvements to bike paths (access, road markings, locations, connectivity, widen, weatherproof, smoother kerbs) (37%), safety (37%) and to separate cyclists, drivers and pedestrians (20%).

#### **Infrequent**

- The most commented on issues were to do with safety (30%), cyclist behaviour needing improving (19%) and improve bike paths (access, locations, connectivity, widen) (15%).

### **Social Pinpoint**

Overall the resulting categories show bike path improvements were the most common comments (30%), followed by additional bike paths (21%) and road improvements (17%).

### **Recommendations**

- Increase communication with the cycling groups within Newcastle to create greater awareness of the survey.
- Encourage riding by incorporating more off-road paths and addressing safety issues
- Investigate other cities' cycle models.
- Education surrounding cycling including driver education, pedestrian and cyclist etiquette.
- Repeat the survey in two years to monitor results over time.

## **Introduction**

Council's Infrastructure Planning department requested that Council's Engagement Team undertake a survey to identify current perceptions of cycling in Newcastle, cycling behaviours including riding frequency and purposes, incentives to increase cycling, barriers for non-cyclists and to uncover safety issues, accidents and reporting of injuries.

## **Report purpose**

The survey results will build on a similar study undertaken in 2010, the results of which informed development of the Newcastle Cycling Strategy and Action Plan.. There is a need to capture input from the broad Newcastle local government area – from cyclists and non-cyclists.

## **Methodology**

### **Questionnaire**

An online survey was developed using a mix of closed questions (with predetermined response options) and open-ended questions. The survey included questions on riding habits, perceptions, cycling safety, facilities and events. At the conclusion of the survey, participants were invited to spatially represent 'something I like' and 'my cycleways idea' in the Social Pinpoint Mapping Tool. A copy of the survey can be found in Appendix - I. A screen shot of the Social Pinpoint Map is included in Appendix - II.

### **Sampling and data collection**

Newcastle Voice is Council's community reference panel. Individuals join Newcastle Voice to have their say on a variety of Council projects and activities via surveys, workshops and information sessions. All active online Newcastle Voice members as at 20 October 2014 (n=2396) were invited to take part in the survey. The online survey was open from 20 October 2014 to 9 November 2014. Newcastle Voice members were emailed a link to the online survey on 22 October 2014. Electronic reminders to those online Newcastle Voice members who had not yet completed the survey were sent on 7 November 2014.

The survey was also printed and distributed in hard copy to those Newcastle Voice members who requested printed surveys (n=261); the survey was mailed out in October 2014. A pre-paid envelope was included to encourage their return.

Non-members of Newcastle Voice were able to participate in the survey (n=252) with a link made available on the Newcastle City Council website.

During the survey period Newcastle Voice attended Ride to Work Day (Wednesday 22 October 2014) and Bikefest (Sunday 26 October 2014) to increase awareness of the survey and encourage participation.

### **Who took part in the survey?**

In total, 1012 participants attempted the survey with 879 completes.

Newcastle Voice had a total of 651 completes. The response rate was 28% with a completion rate of 27%.

The broader community survey had 252 start the survey, 167 completes and 85 incompletes.

## Survey Findings

The survey findings will be reported on by frequent cyclists and infrequent cyclists.

Frequent cyclists comprise of those that cycle daily, more than once a week, weekly, every couple of weeks and monthly.

Infrequent cyclists consist of every couple of months, 6 monthly, yearly + and never.

### Frequent cyclists

To gain a broad assessment of riding habits respondents were asked to identify how often they usually ride. Half of respondents (49%) indicated they ride weekly or more often.

### Riding habits

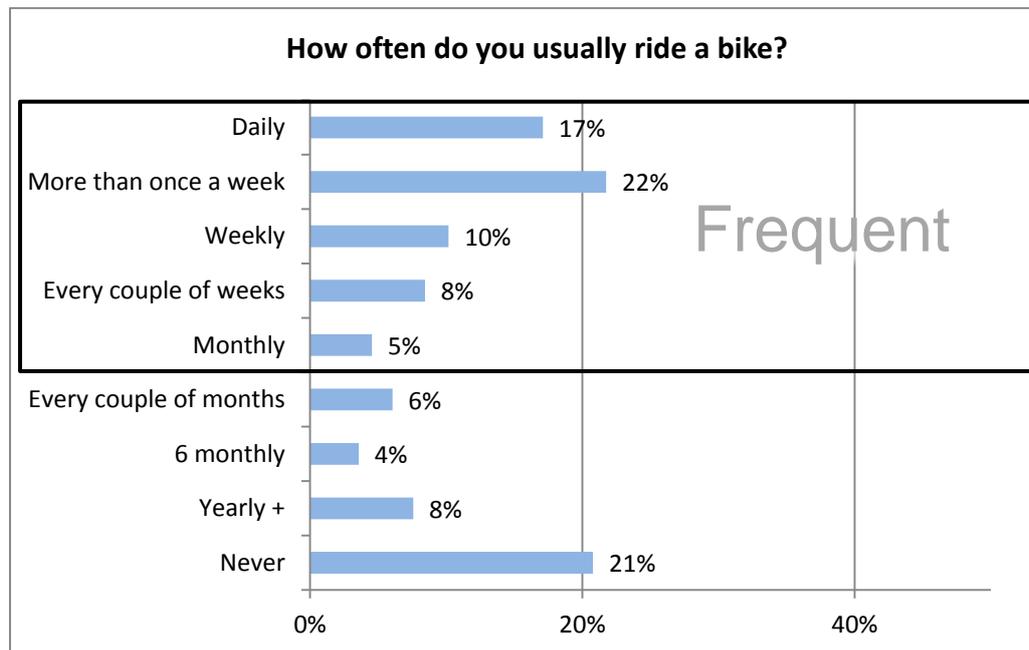


Figure 1 How often do you usually ride a bike?

To drill down deeper into frequent cyclists current riding habits respondents were asked to identify the last time they rode.

Majority of frequent riders indicated that they had ridden sometime in the last 7 days (75%).

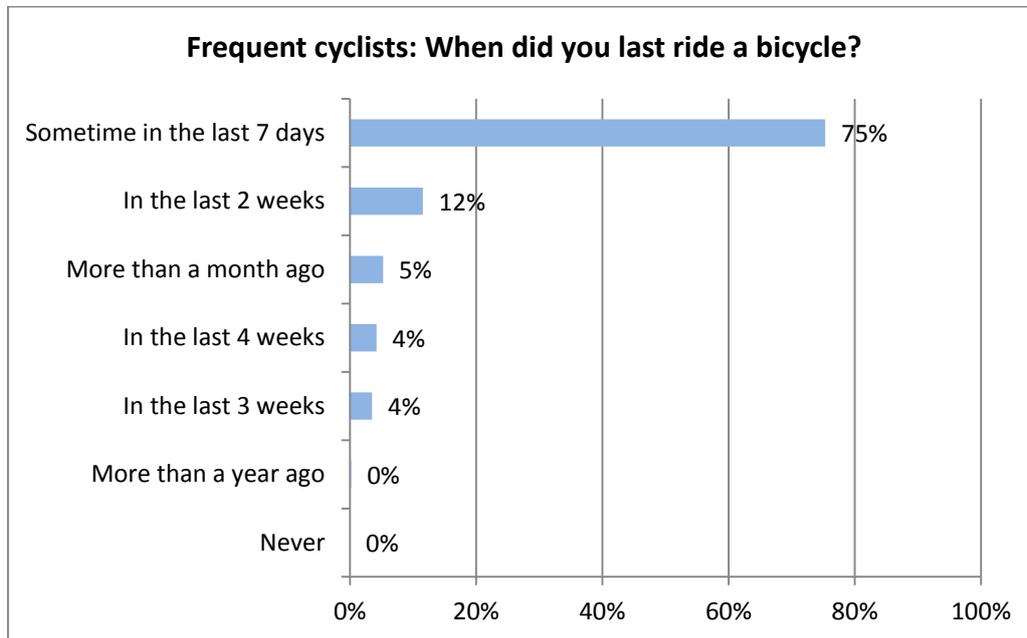


Figure 2 When did you last ride a bicycle?

Frequent cyclists that selected they had ridden sometime in the last 7 days were asked for what purpose they had ridden their bike. For recreation or exercise (80%) was the most popular response followed by to or from work (44%) and to or from shopping, personal appointments etc. (34%).

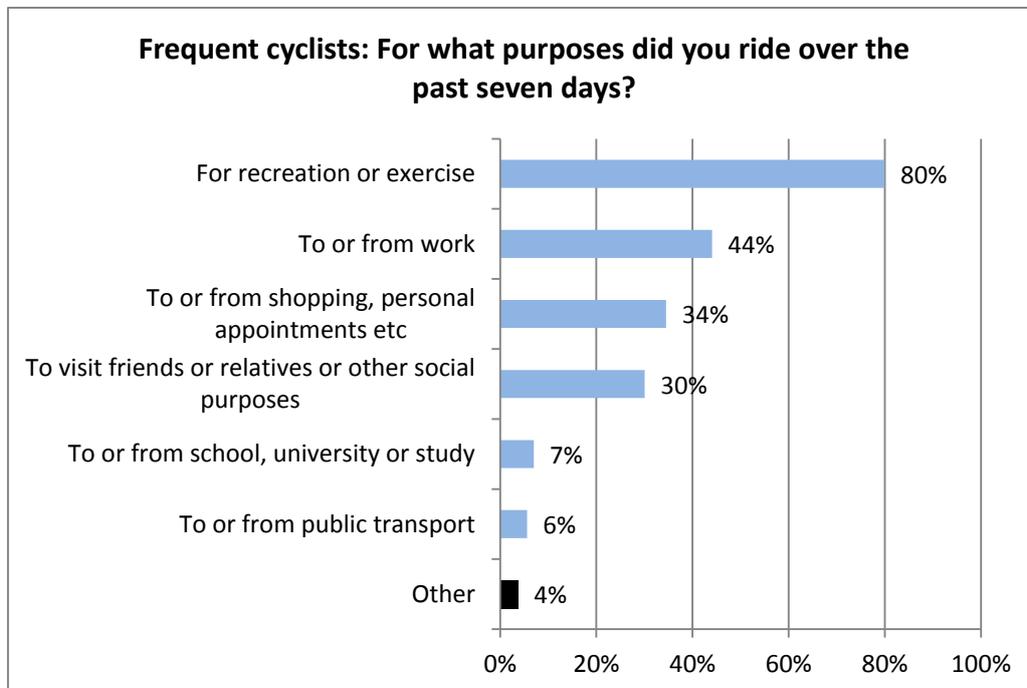
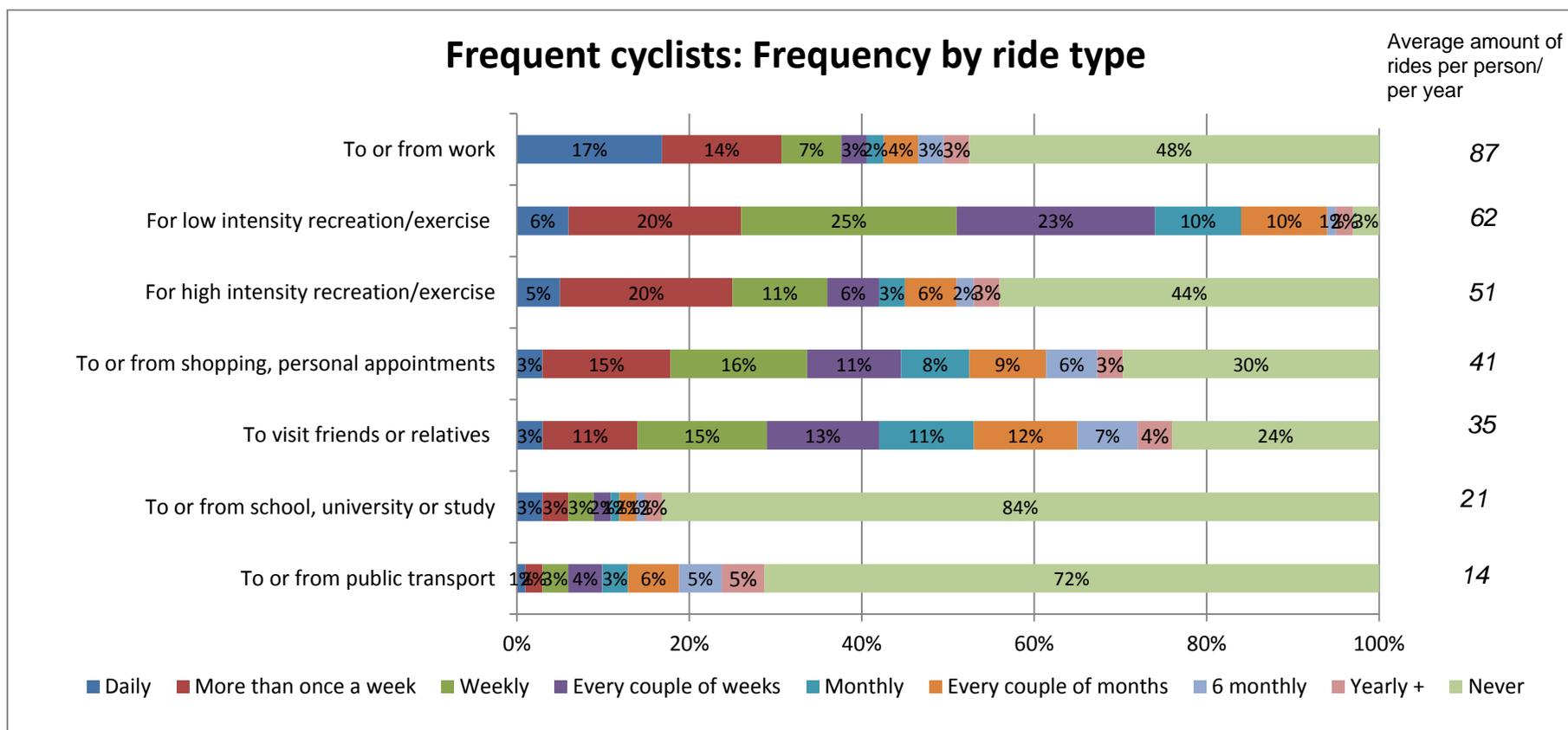


Figure 3 For what purposes did you ride over the past seven days?

Frequent cyclists were asked about their riding frequency and the types of riding they do:

- Riding to or from work was the most common ride type, with 38% of respondents doing this weekly or more often.
- The next most common ride type was riding for low intensity recreation or exercise. Half of respondents (51%) claim to ride for this purpose weekly or more often.
- Riding to or from study activities and to or from public transport were the least common ride types, with a high proportion of respondents not riding for these purposes at all (84% and 72% respectively).



Frequent cyclists were asked about their riding type by distance:

- Those riding for high intensity recreation/exercise travelled the greatest distance, with 49% of respondents riding more than 31km per week and of those, 20% rode more than 101km per week.
- The next most common distance was riding to or from work, with 45% of respondents riding more than 31km per week.
- Participants who rode for the following; visiting friends or relatives, shopping/personal appointments and to or from public transport respondents were more likely to do so if they were in close proximity (within 5km).

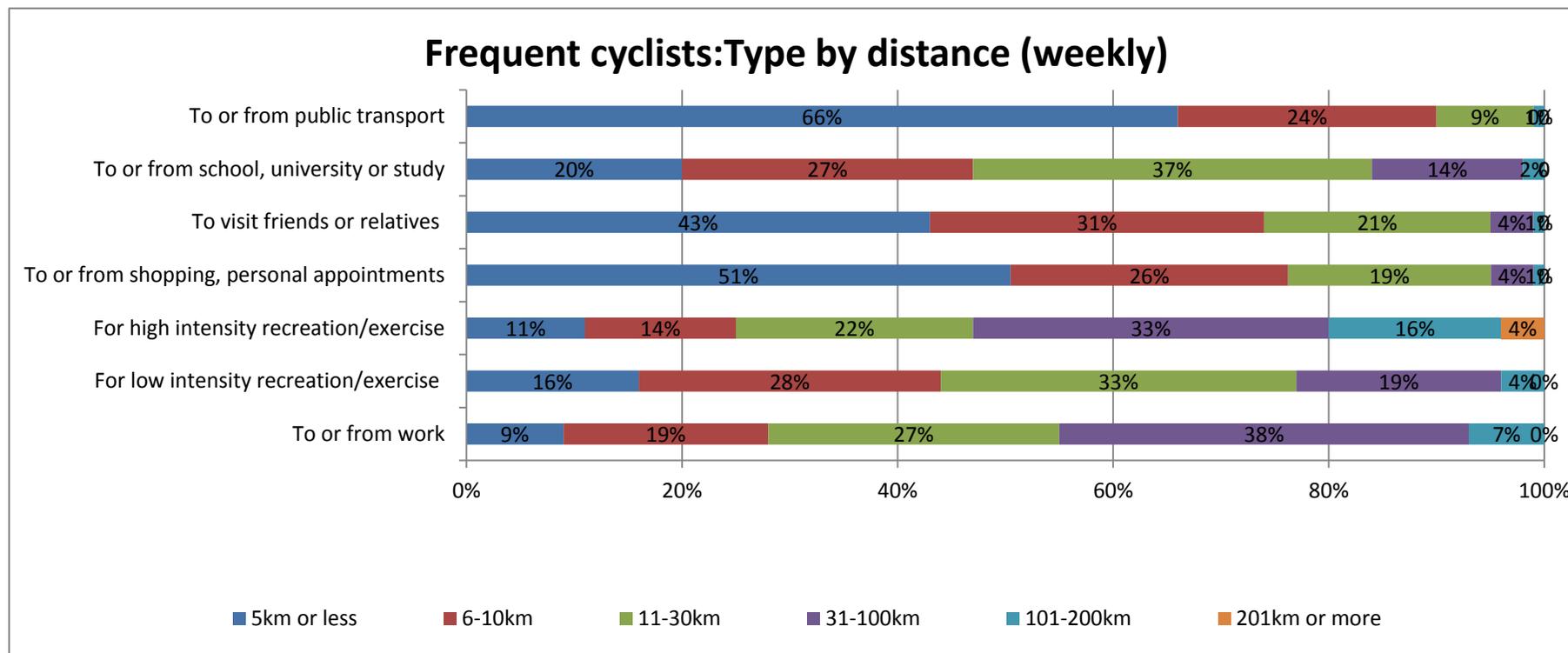


Figure 4 Type by distance

For Council planning purposes a question was included to understand what would encourage frequent cyclists to ride more often. The top three responses were:

- More off-road paths (74%)
- More physically separated on-road lanes (73%)
- More considerate, courteous behaviour by drivers (52%)

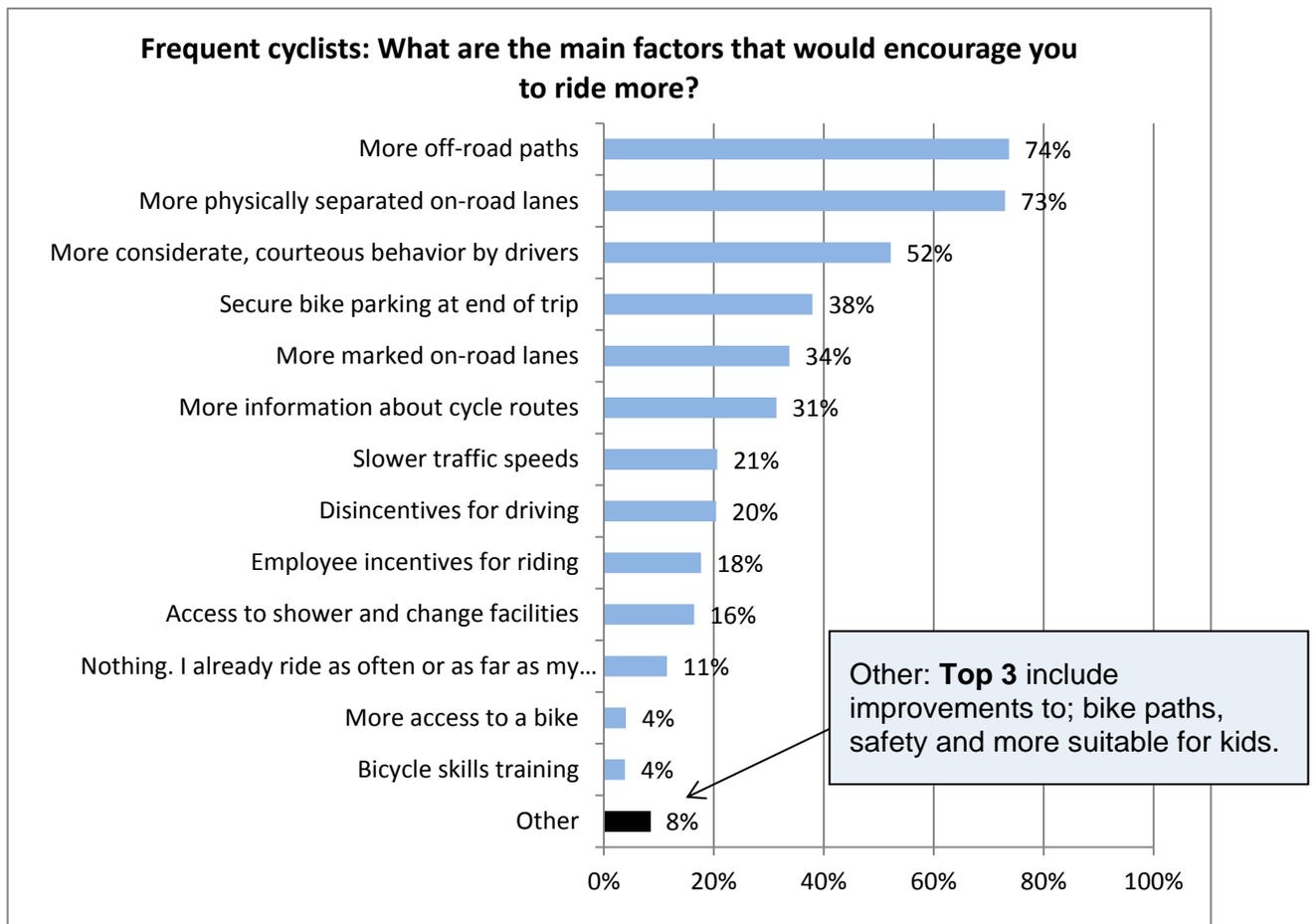


Figure 5 What are the main factors that would encourage you to ride more?

## Perceptions

The majority of frequent cyclist participants disagree that drivers are courteous towards cyclists (61%), cycle routes are well-connected (71%) and that there is enough bike parking in the public domain (52%).

Respondents agree that cyclists and pedestrians are courteous towards each other on shared paths (46%) and that cycling facilities are well-maintained (44%).

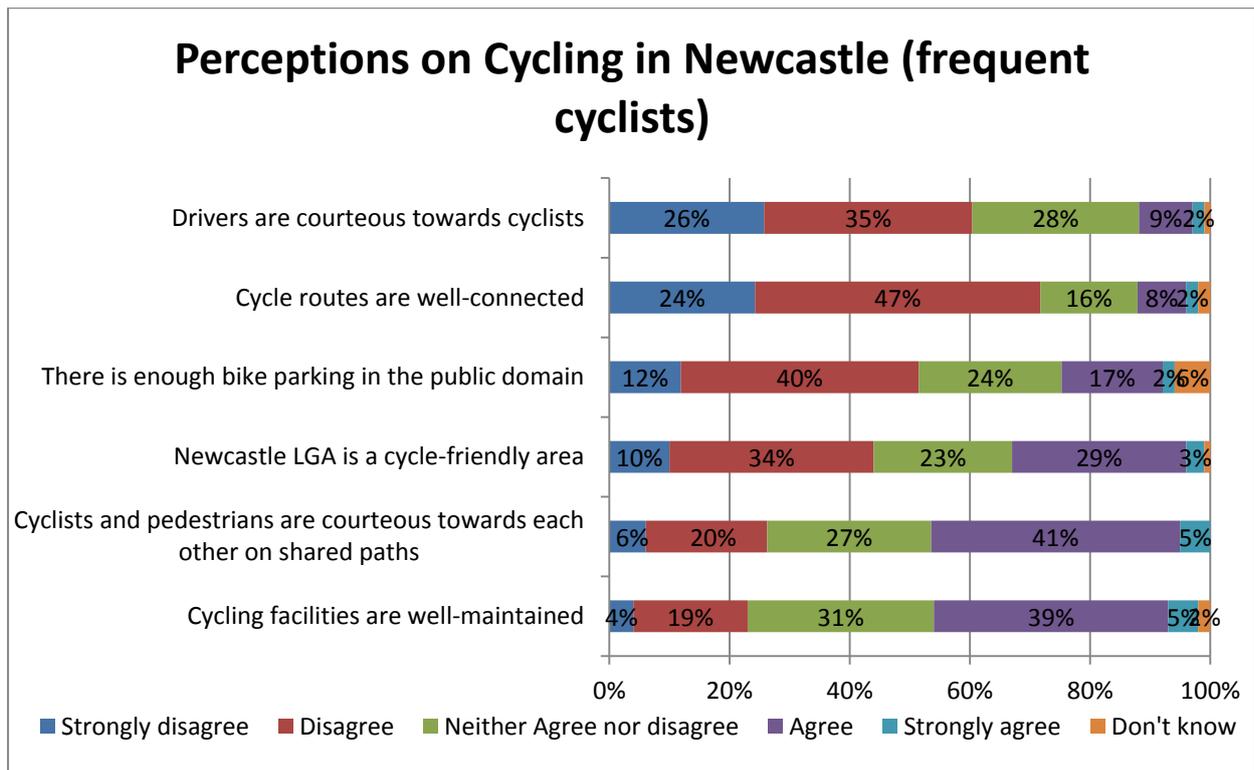


Figure 6 Perceptions on Cycling in Newcastle

## Cycling safety

The areas where most respondents do not feel safe at all riding on are busy or main roads with no cycle lanes (75%), with a further 17% feeling slightly safe. This is followed by busy or main roads with marked cycle lanes (72%).

Areas that respondents feel safe riding on are shared paths (75%) and riding on a physically separated lane on road (67%).

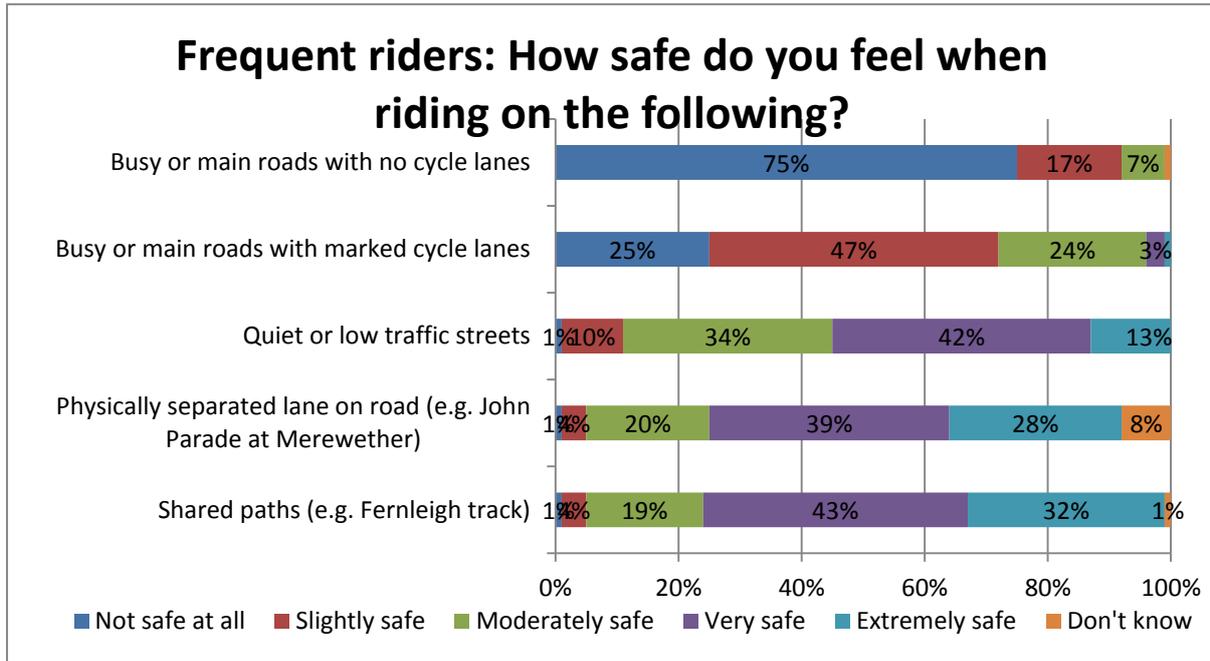


Figure 7 How safe do you feel when riding on the following?

## Collisions

Throughout this survey safety has been a recurring concern raised by participants, with some identifying that if safety was improved they would ride more. Safety issues and concerns were also raised in the open-ended responses (see Appendix - ) and the Social Pinpoint exercise (see Social Pinpoint section).

The majority of participants had not had a collision in the last two years (83%). Those that did have a collision (17%) were asked more in depth questions including what they collided with, location, the cause of collision and whether it was reported to police.

- Half (50%) of the respondents collided with a motor vehicle.
- The majority of collisions took place on road (37%) and on shared pathway (24%).
- The most common primary cause of the collision was deemed motorist inattention (33%) and inattention of pedestrian, other cyclist, or other path user (20%).
- 12% of collisions were reported to police

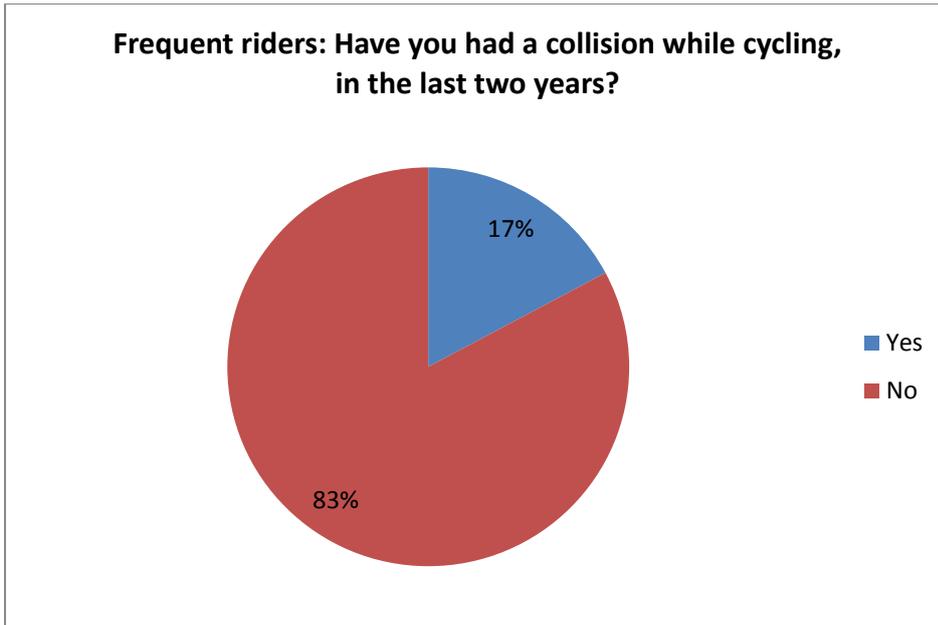


Figure 8 Have you had a collision while cycling, in the last two years?

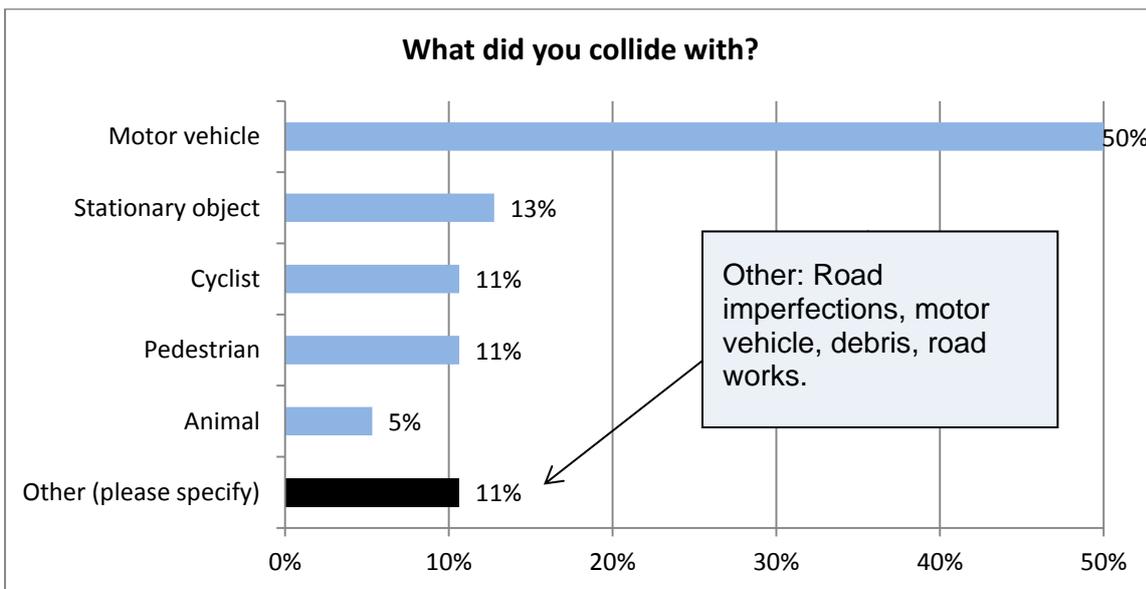


Figure 9 What did you collide with?

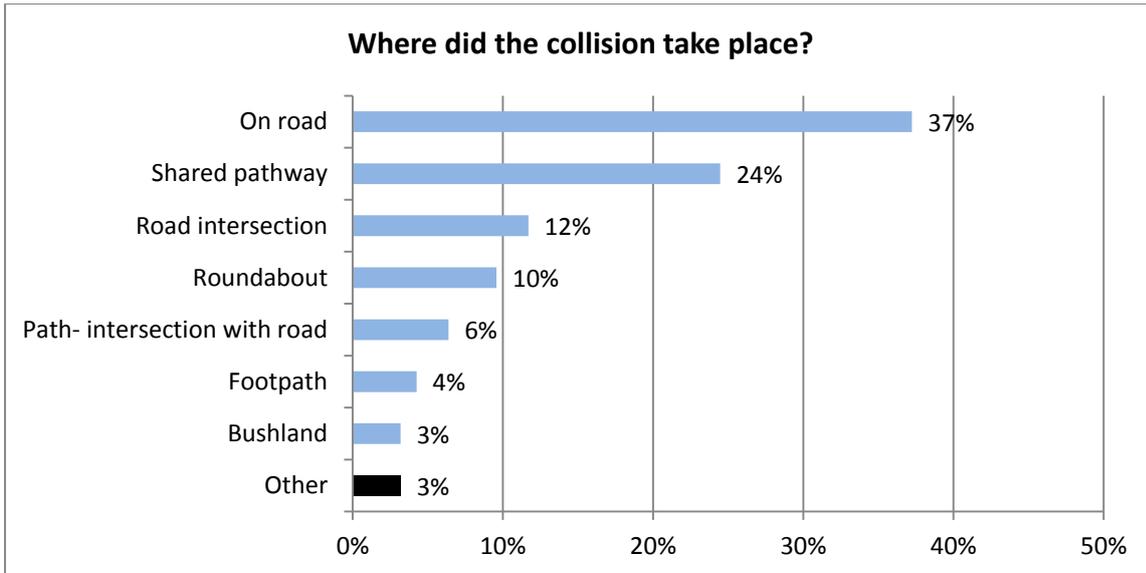


Figure 10 Where did the collision take place?

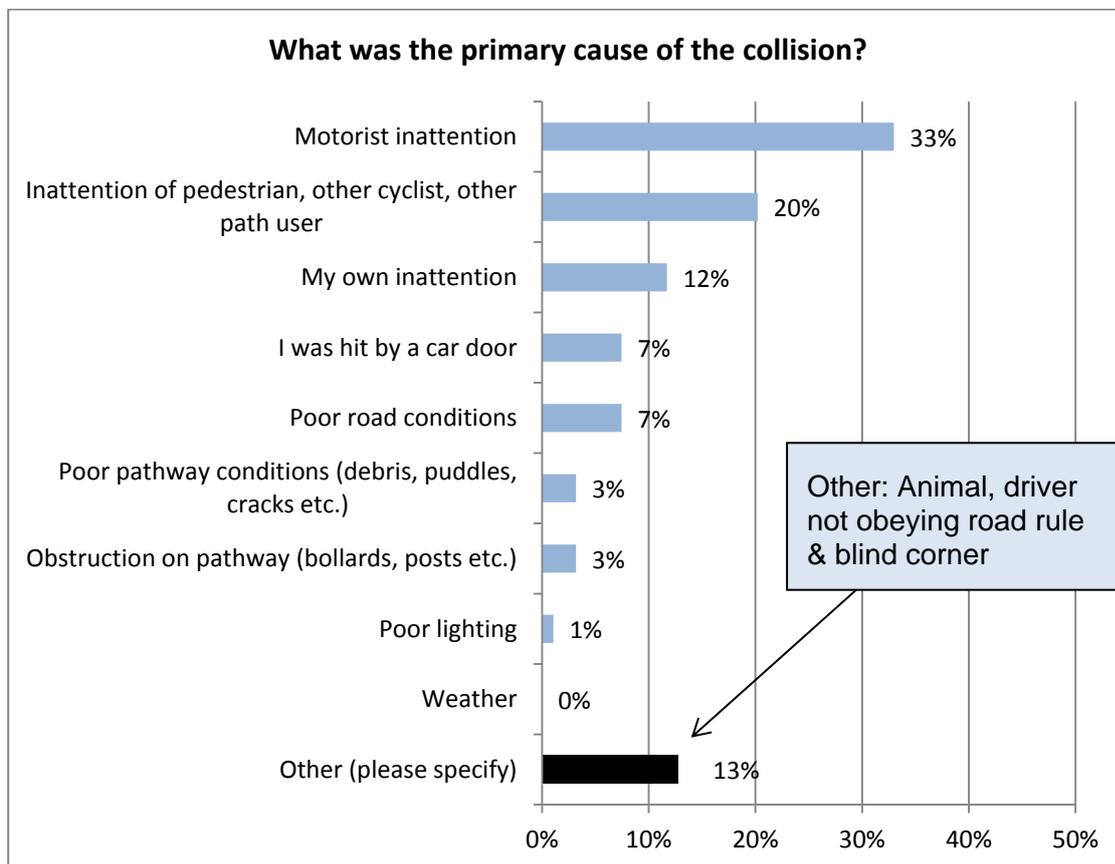


Figure 11 What was the primary cause of the collision?

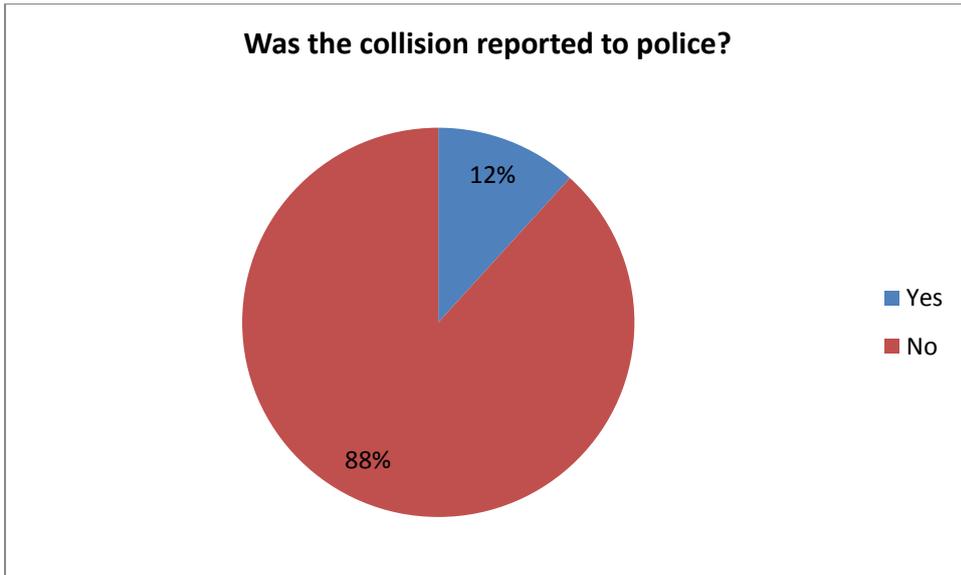


Figure 12 Was the collision reported to police?

## Facilities and events

### Bike station use

When asked how likely participants would be to use a ‘bike station’ facility in the city centre, 17% indicated they would be likely to use the facility. Approximately two-thirds (63%) of respondents indicated they would be unlikely to use the facility.

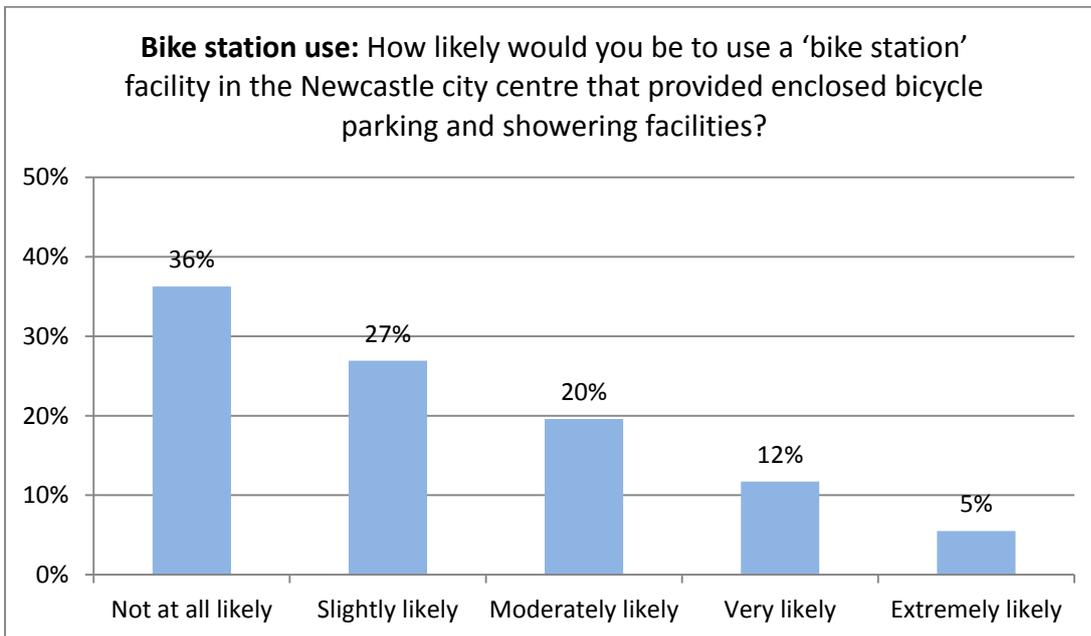


Figure 13 Bike station use

### Awareness of bike events

The most commonly participated in event was Ride2Work Day (36%); it also had the greatest awareness with 9.0% stating they had never heard of the event.

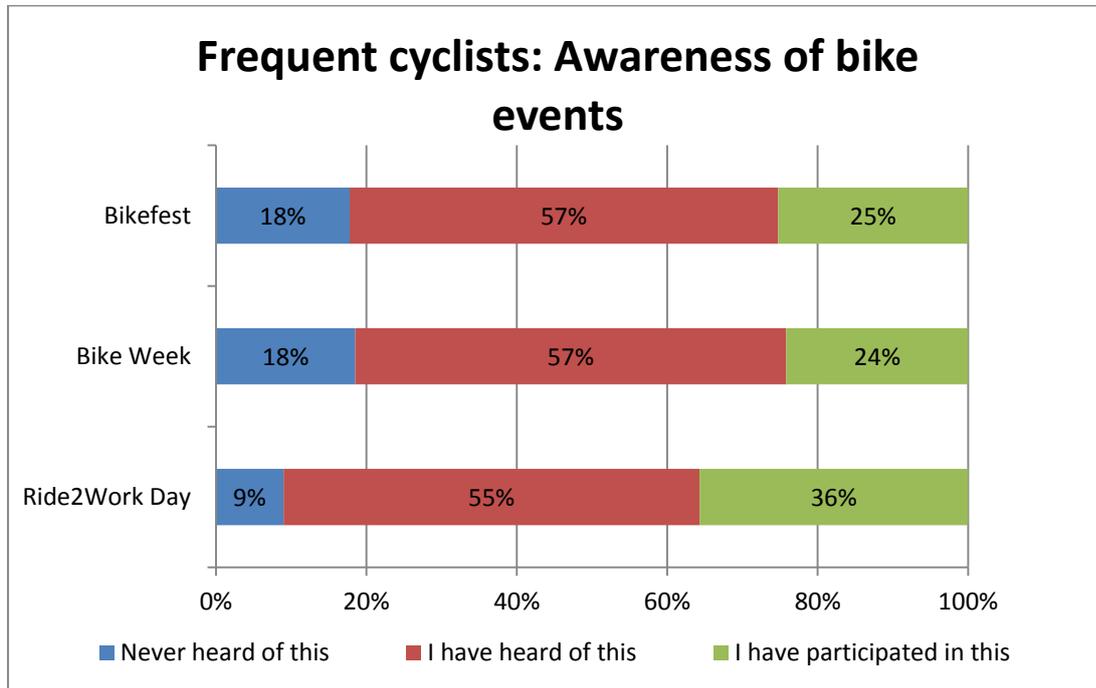


Figure 14 Awareness of bike events

### Cycling routes

The most common routes used by participants were the Fernleigh Track (63%), Throsby Creek/Harbour foreshore (60%), Adamstown to CBD via Dumaresq St (24%). Of those that selected 'other' CBD (23%), Hamilton (including East and South) (15%) and Lambton (9%) were the most common response areas.

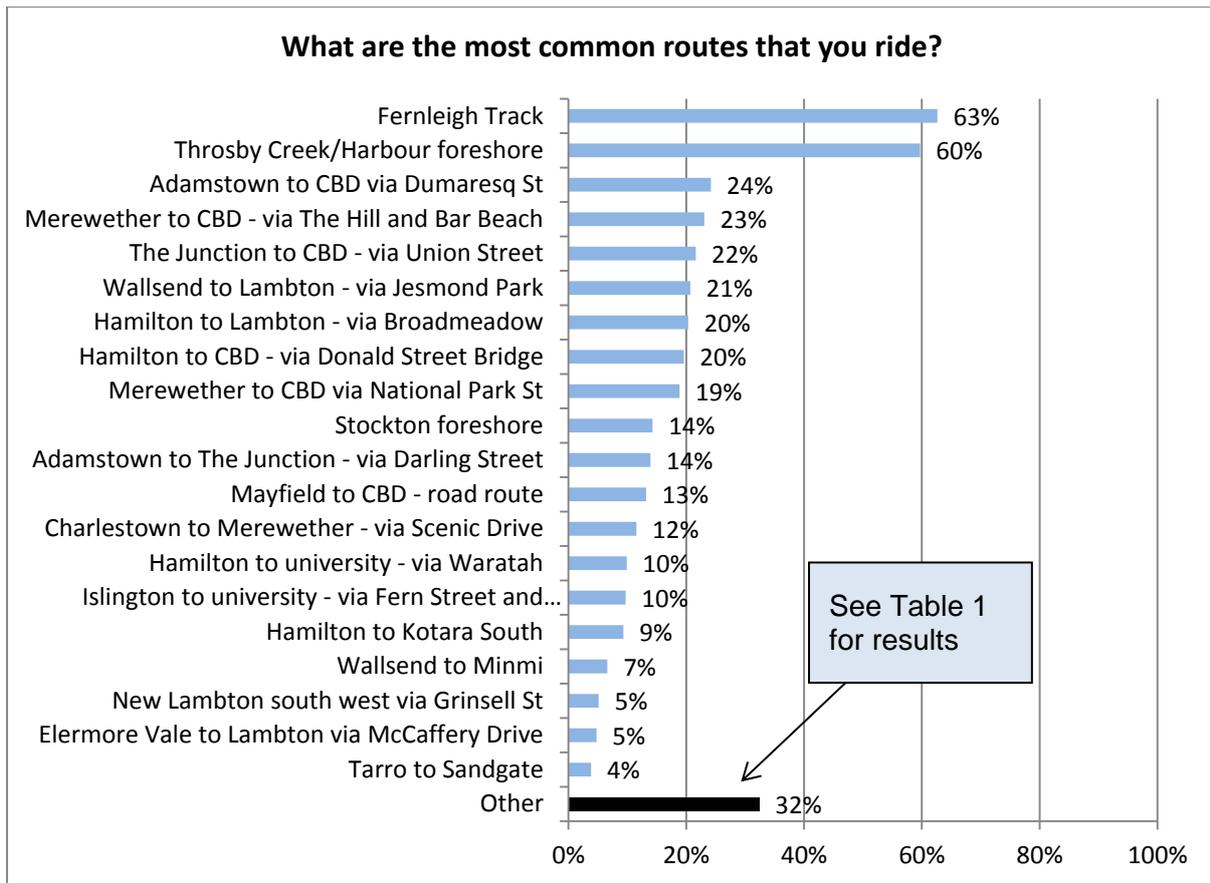


Figure 15 What are the most common routes that you ride?

Table 1 Other: Area of most common cycle route

Rank	Area	%
1	CBD	23%
2	Hamilton (including East and South)	15%
3	Lambton	9%
4	Wallsend	9%
5	Mayfield (including West and East)	8%
6	Foreshore	7%
7	Islington	7%
8	New Lambton	7%
9	Adamstown	7%
10	Broadmeadow	7%
11	Cooks Hill	7%
12	Merewether	7%
13	University	7%
14	Waratah (including west)	7%
15	Honeysuckle	6%

Note: Multiple responses were permitted

### Additional comments – frequent riders

At the end of the survey participants were given the opportunity to provide any additional comments they had. The most commented on issues were to do with improvements to bike

paths (access, road markings locations, connectivity, widen, weatherproof, smoother kerbs) (37%), safety (37%) and to separate cyclists, drivers and pedestrians (20%).

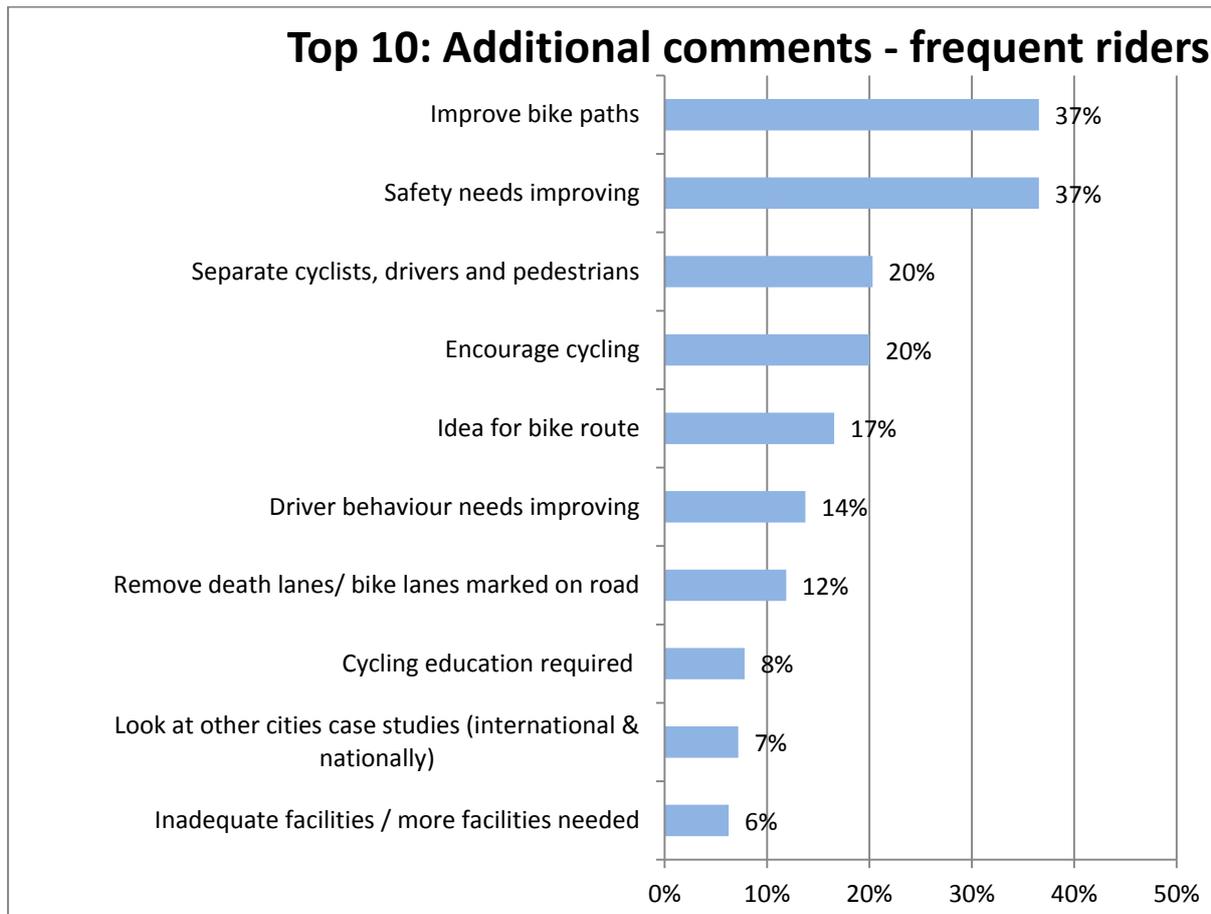


Figure 16 Top 10 additional comments - frequent riders

Improvements to bike paths (access, road markings locations, connectivity, widen, weatherproof, smoother kerbs) (37%)

*“As a regular cyclist, I do not think Newcastle has an extensive network, shared lanes often suddenly end or narrow, or are filled with parked cars.”*

*“Wider shoulders with definite markings would make riding a better option than cars.”*

*“Cycle ways that come to an abrupt end at a corner or main intersection (or anywhere for that matter) are a waist of space!!”*

*“Please improve conditions to make cycling an easier choice for Novacastrians.”*

Safety (dangerous, fear of cycling, road works, helmets, safety camera helmets) 37%

*“A small percentage of drivers seem to go out of their way to endanger the lives of vulnerable groups such as cyclists and pedestrians.”*

*“Although I haven’t had any collisions, I have at least one near miss a week. Some have been extremely scary and often the driver hasn’t even noticed what they did.”*

*“Often road work makes cycling extremely dangerous since it puts you directly in traffic with inconsiderate drivers. Please consider lower traffic speed considerably or making a dedicated lane for cyclist during road works.”*

Separate cyclists, drivers and pedestrians (20%)

*“Unless there is a dedicated protected cycleway I don't ride with them (children?) on the bike and consequently drive much more often than I would like.”*

*“Cycleways are so important and need to be made much safer and separated from the general vehicle traffic.”*

*“I prefer to not be on the road. I think the green lanes are dangerous because of car doors.”*

*“I think it would be much safer for both cyclists & pedestrians if cycleways were separated from foot paths and riders were licensed so they were more accountable for the danger they cause when cycling at excess speeds.”*

## Infrequent cyclists

Infrequent cyclists are defined as those who ride every couple of months, 6 monthly, yearly + and never. The most popular category selected by participant was 'never' (21%).

### Riding habits

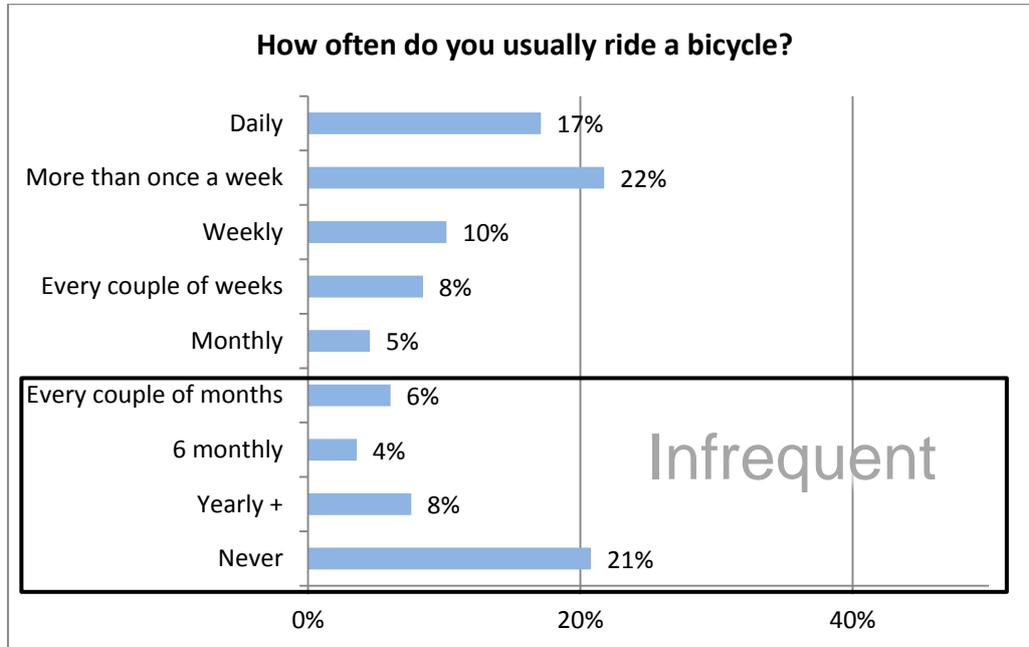


Figure 17 How often do you usually ride a bicycle?

The majority of infrequent cyclists indicated that they had not ridden for more than a year (62%).

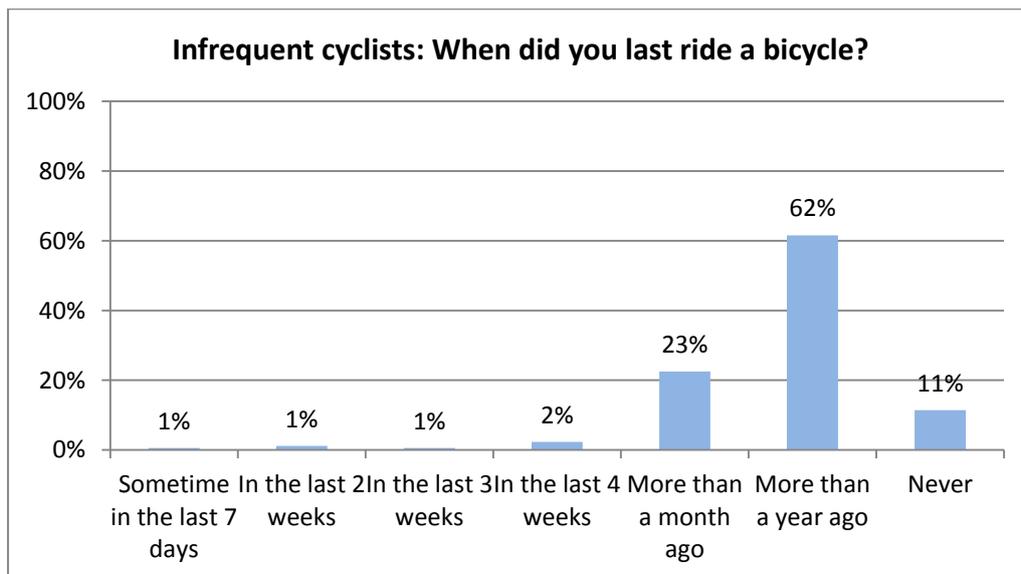


Figure 18 When did you last ride a bicycle?

The main reason for not riding or not riding on a regular basis was because they did not feel safe (20%), followed by not wanting to (17%) and time constraints/ work/ family commitments (13%).

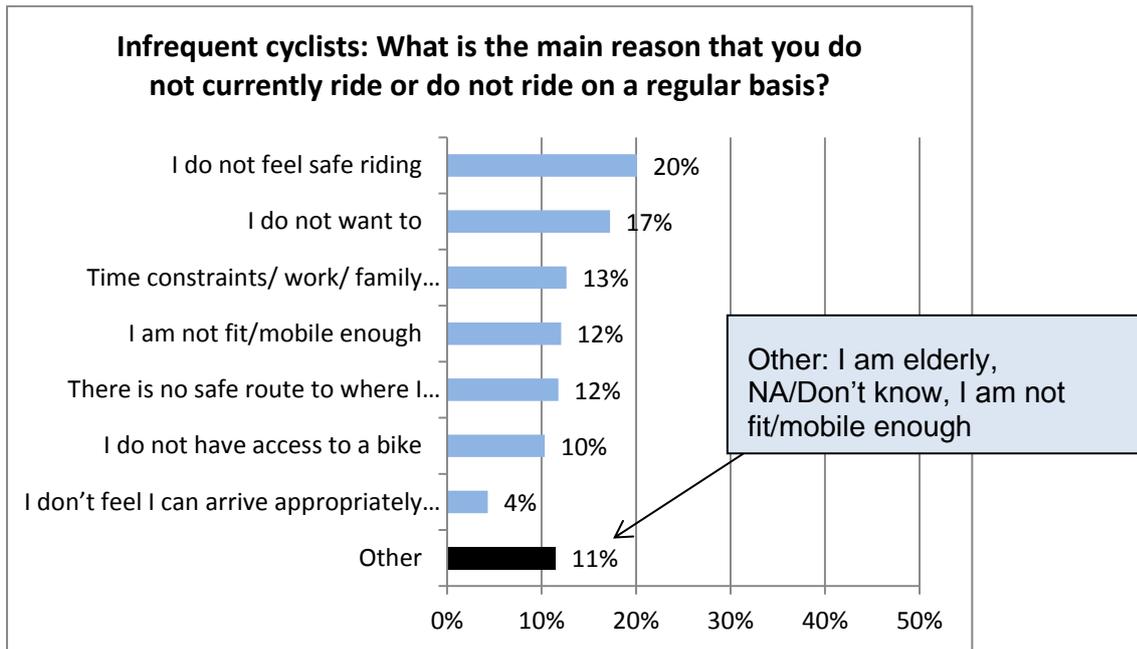


Figure 19 Reason for not riding on a regular basis

For Council planning purposes a question regarding what would encourage infrequent riders to ride more often was included. The top three responses were:

- More off-road paths (45%)
- More physically separated on-road lanes (32%)
- Nothing (29%)

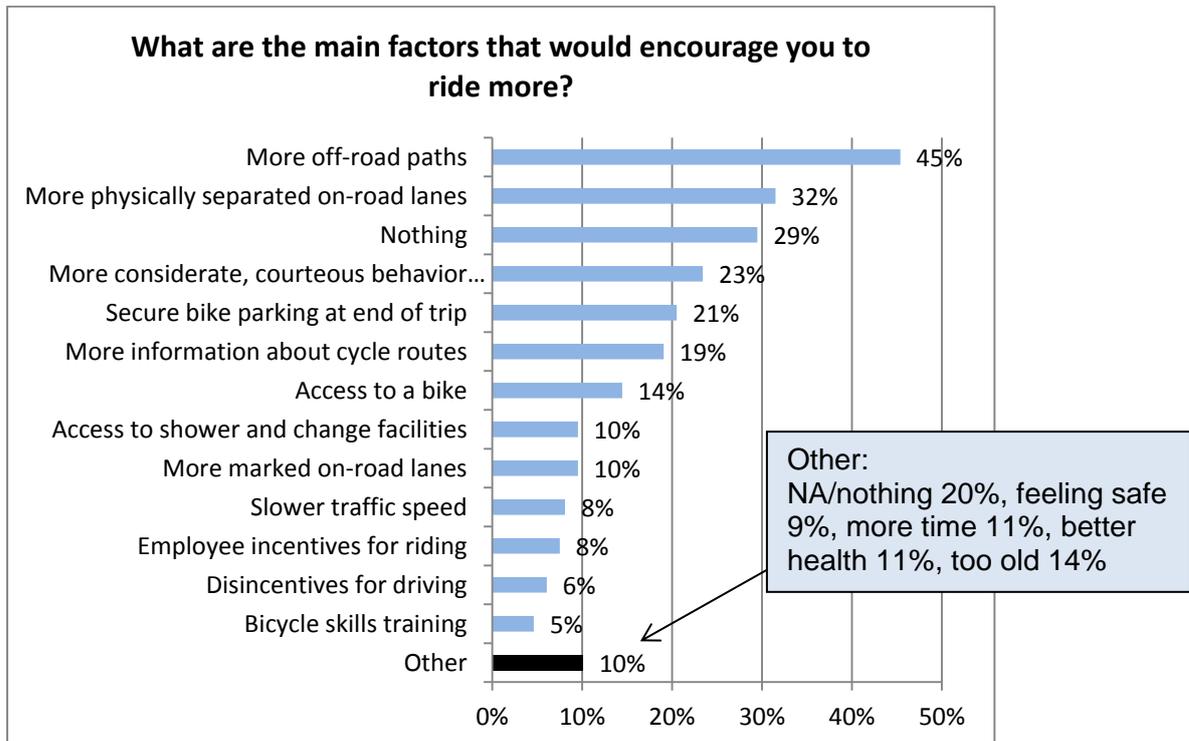


Figure 20 What are the main factors that would encourage you to ride more?

## Perceptions

Overall the infrequent cyclist had low levels of agreement with the perception statements below. The majority of respondents disagreed that cyclists and pedestrians are courteous towards each other on shared paths (54%), drivers are courteous towards cyclists (55%), cycle routes are well-connected (45%) and that there is enough bike parking in the public domain (36%). Infrequent cyclist did however have higher agreement for the cycling facilities being well-maintained.

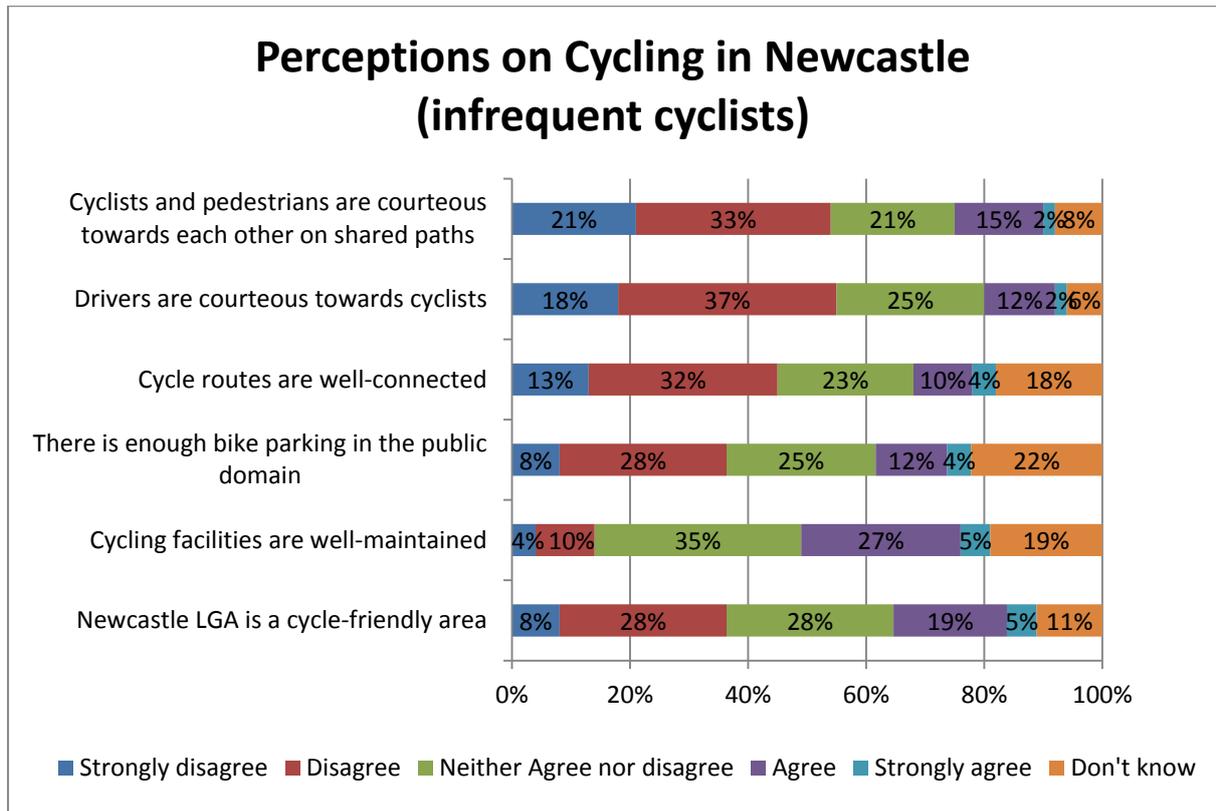


Figure 21 Perceptions on Cycling in Newcastle

### Awareness of bike events

Ride2Work Day was the event with the most awareness amongst infrequent cyclists (70%). Infrequent cyclists had minimal participation in the events overall.

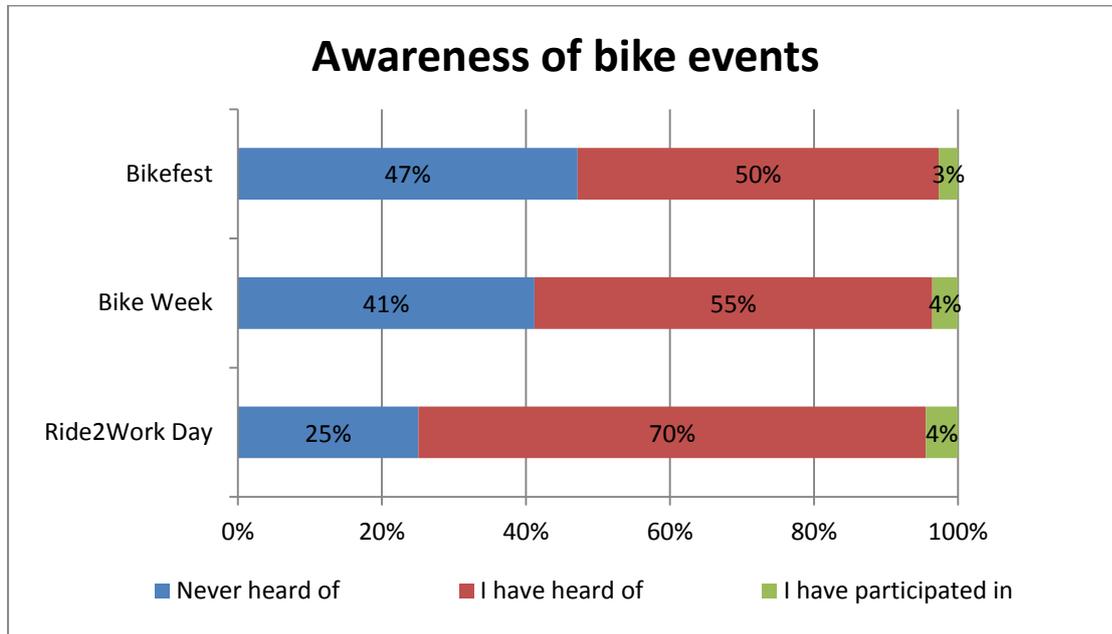


Figure 22 Awareness of bike events

### Cycling routes

The most common routes used by participants who identified as infrequent cyclists were The Fernleigh Track (37%) and Throsby Creek/Harbour foreshore (33%).

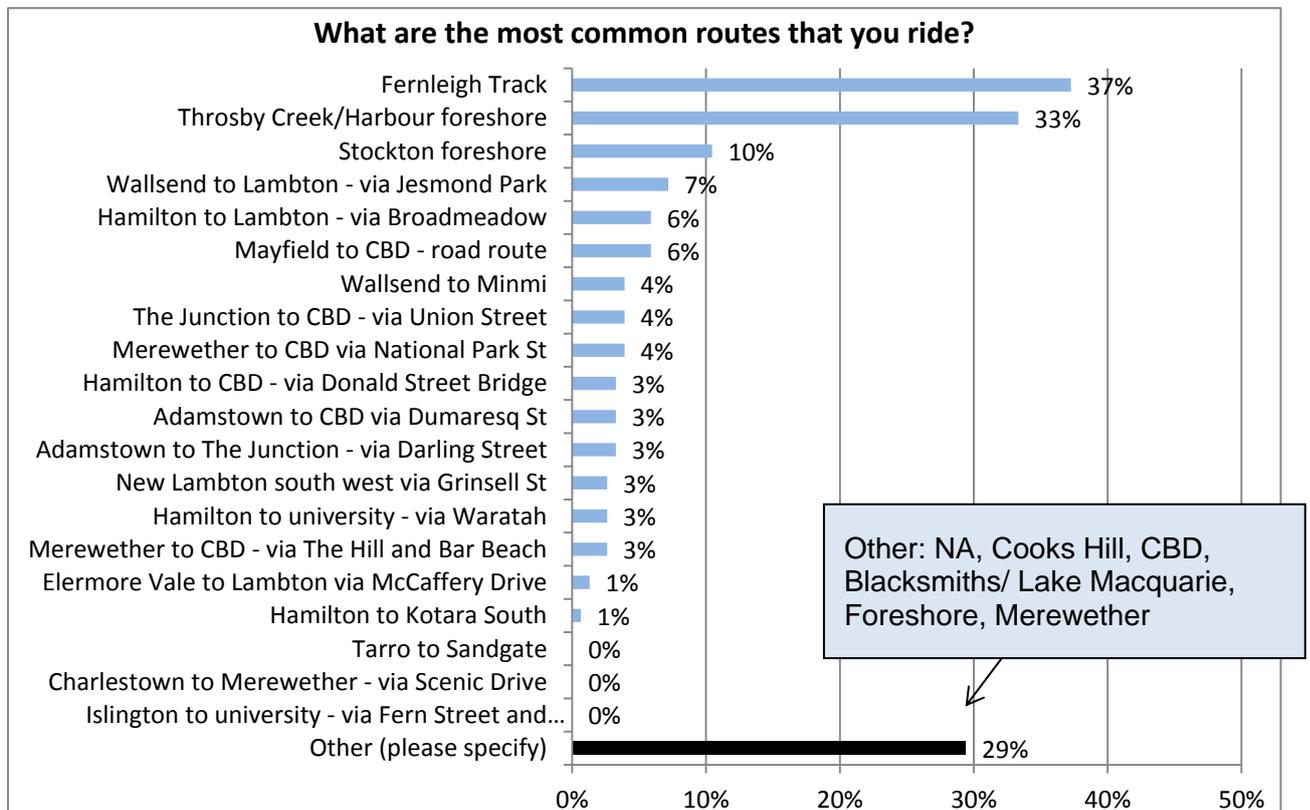
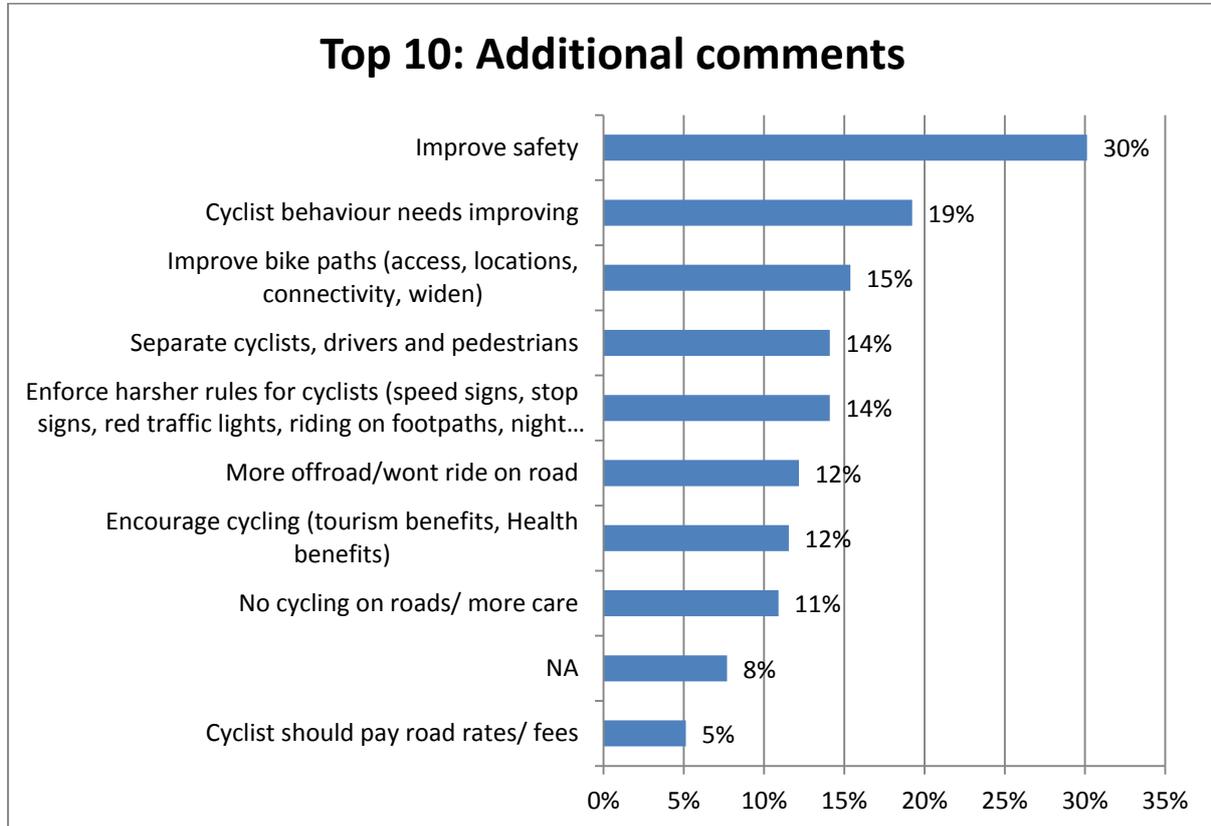


Figure 23 What are the most common routes that you ride?

**Additional comments – infrequent riders**

At the end of the survey participants were given the opportunity to include any additional comments they had. The responses were analysed and categorised into themes. The most commented on issues were to do with safety (30%), cyclist behaviour needing improving (19%) and improve bike paths (access, locations, connectivity, widen) (15%).



**Figure 24 Additional comments**

**Safety 30%**

*“Improved off road connectivity to provide safe routes from suburbs to city would greatly encourage me to cycle.”*

*“Ban all cyclists from any road that is a main road, highway or expressway. No cyclists should be near any vehicles that are in the speed limits areas of 70, 80, 90, 100 & 110 K/p/h per hour.”*

*“Bike riders make me nervous on the road when I am driving especially when they ride in groups some of them riding 2-3 abreast.”*

**Cyclist behaviour 19%**

*“Pedestrians were in more danger of getting hit or knocked over by "maniac" bike riders than hit by a car.”*

*“Many riders travel too fast on shared paths and are a danger to pedestrians, small children and dogs on lead.”*

*“As a driver, cyclists should not ride side by side on the road.”*

*“As a pedestrian, cyclists are silent assassins on shared pathways many do not indicate they are behind you before overtaking.”*

Improve bike paths (access, locations, connectivity, widen) 15%

*“Beresfield to Newcastle has no safe and suitable cycleway.”*

*“I would have more incentive to ride a bike, if there was a northern route from Broadmeadow Hockey Centre junction through to Mayfield say.”*

*“Could shared paths be widened?”*

## Recommendations

- Increase communication with the cycling groups with in Newcastle to create greater awareness of the survey.
- In order to encourage riding incorporate more off-road paths and address safety issues
- Investigate other cities cycle models.
- Education surrounding cycling including driver education, pedestrian and cyclists etiquette.
- Repeat the survey in two years to monitor results over time.

## Social Pinpoint

At the end of the survey an online mapping tool for community engagement, Social Pinpoint (SP) was used. SP proved to be a highly useful tool, especially for being able to identify problematic areas. Here is a snapshot of what the interface looks like:

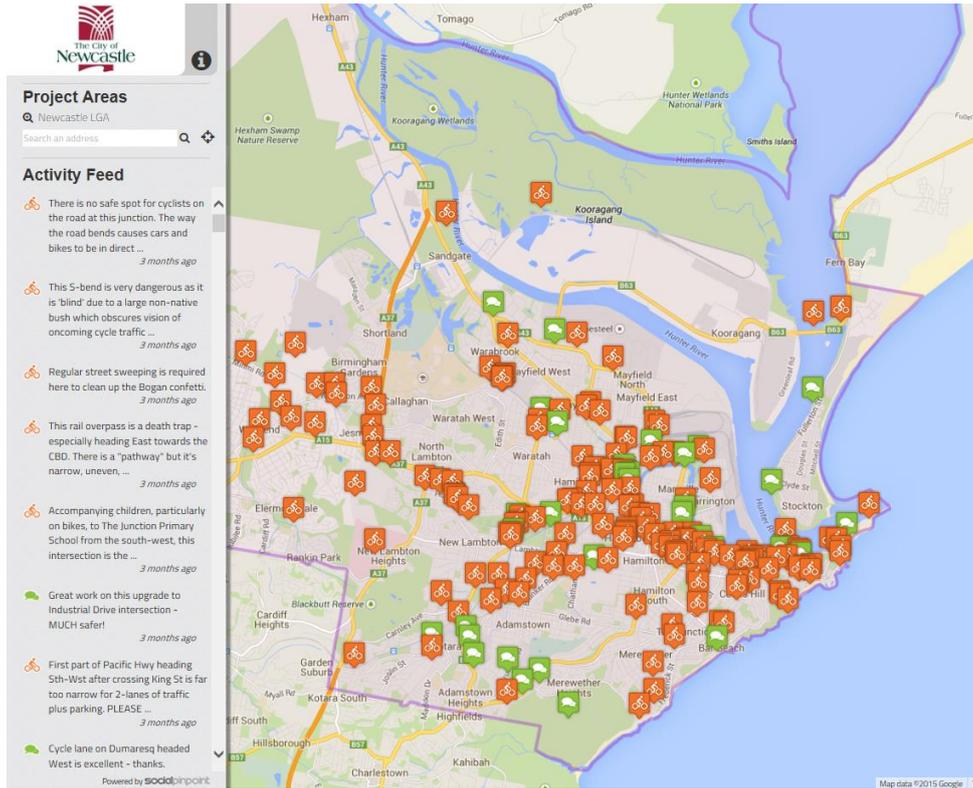


Figure 25 Social Pinpoint interface

Participants were asked to comment on 'something I like' (like) and 'my cycleways idea' (idea). Overall we had 657 total visits to the SP site, 605 unique visits, 201 comments left, with an average time of 2.53 minutes. Out of the 201 comments like received 17.9% and idea received 82.1%.

### Word Cloud

The word cloud below displays words that respondents utilised most often. The size dictates how prominent the term was.



Figure 26 Social Pinpoint word cloud

## Social Pinpoint results

### Overall

Overall the resulting categories show bike path improvements were the most common comments (30%), followed by additional bike paths (21%) and road improvements (17%).

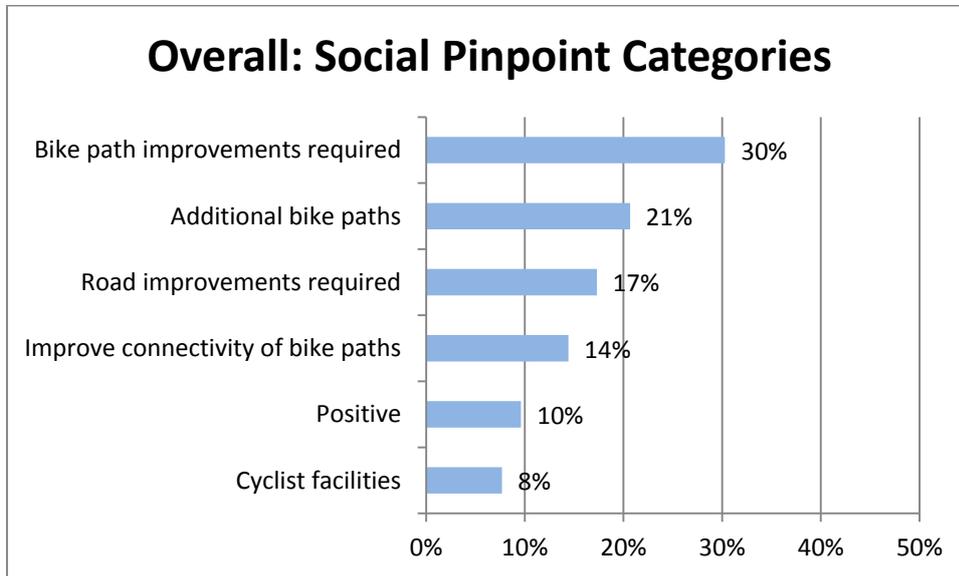


Figure 27 Overall: Social Pinpoint Categories

### Social Pinpoint Ward results

Social Pinpoint comments were categorised utilising thematic analysis; further analysis was performed to determine themes by location/Wards. This assists Council to determine issues clusters. The following ideas and improvement were identified:

#### **Ward 1**

Ward 1 includes the following suburbs: Bar Beach, Carrington, Cooks Hill, Islington, Maryville, Mayfield, Mayfield East, Mayfield West, Newcastle, Newcastle East, Newcastle West, Stockton, The Hill, The Junction (part), Tighes Hill, Warabrook, Wickham

Ward 1 results show participants identified bike path improvements are required (22%), additional bike paths (20%) and road improvements required (19%).

*Most commented on for bike path improvements required (22%)*

- *Safety: Remove 'death lanes' around Honeysuckle*
- *Maintenance: Throsby Creek (pruning, lighting, crossings)*
- *Safety: Kooragang bridge crossing improvements required*

*Most commented on for additional bike paths (20%)*

- *Bike path needed around Queens Wharf*
- *Bike path in current rail line*

*Most commented on for road improvements required (19%)*

- *Safety: Improve safety in the CBD*
- *Safety: Improve safety in Mayfield*
- *Safety: Improve safety in Darby St*
- *Safety: Improve safety in Tighes Hill*

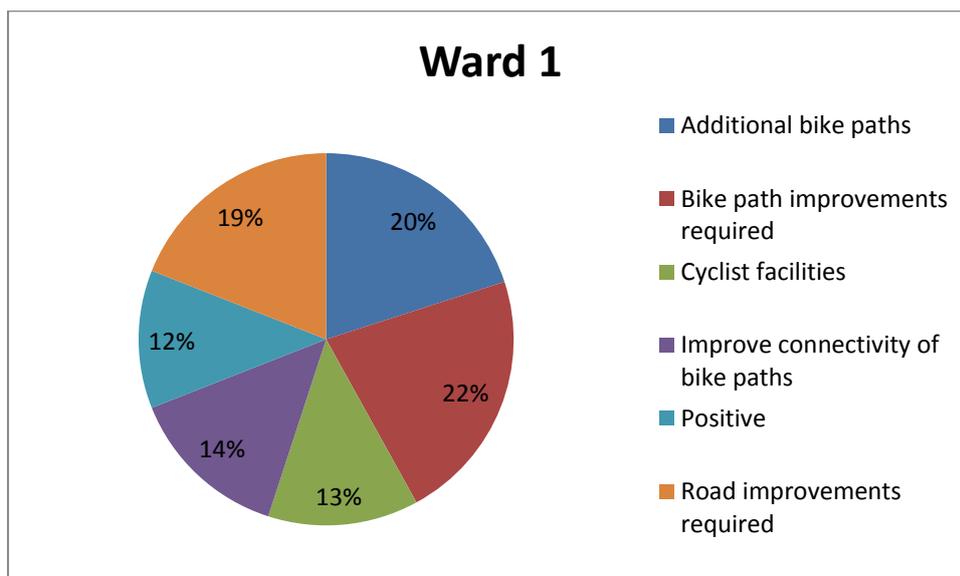


Figure 28 Ward 1: comment categories

**Ward 2**

Ward 2 includes the following suburbs: Adamstown, Adamstown Heights, Broadmeadow, Hamilton, Hamilton East, Hamilton South, Hamilton North, Merewether, Merewether Heights, The Junction (part).

The top three issues raised for Ward 2 were bike path improvements are required (35%), additional bike paths (29%), road improvements required (13%) and positive comments (13%).

Most commented on for bike path improvements required (35%)

- *Damaged path: alongside District Park*
- *Damaged path: Bruncker Road*
- *Dismount: Improve dismount on Lambton Road*

Most commented on for additional bike paths (29%)

- *Adamstown - Heddon Road - Dumeresq St*
- *Alongside stormwater drain (Hamilton)*
- *Beaumont St*

Most commented on for road improvements required (13%)

- *Damaged Road: Around Hamilton North (Chatham Rd)*
- *Safety: Beaumont St- Cyclists/skate must obey road rules (dismounting at crossings and not ride on footpaths)*
- *Safety: Chatham St - cars drive in bike lane*

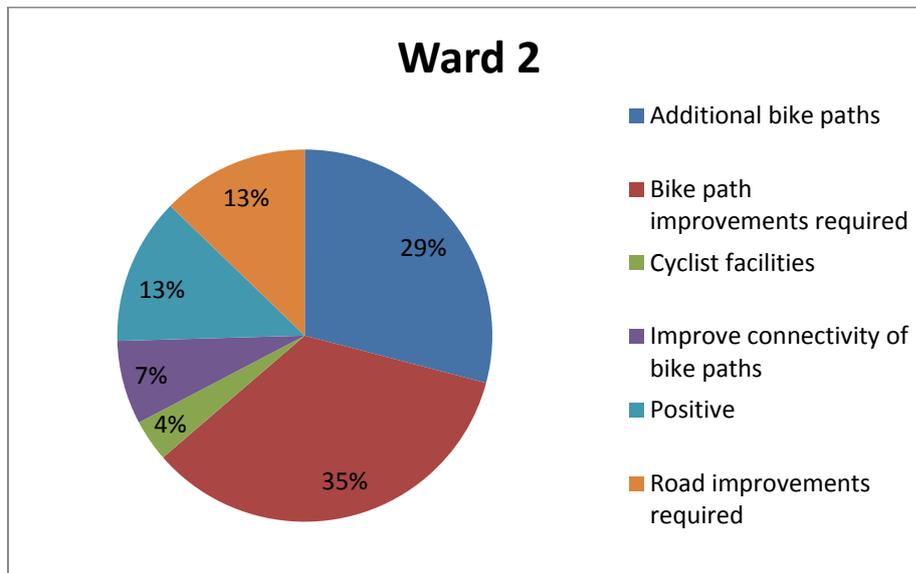


Figure 29 Ward 2: comment categories

**Ward 3**

Ward 3 includes the following suburbs: Georgetown, Jesmond, Kotara, Lambton, New Lambton, New Lambton Heights, North Lambton, Waratah, Waratah West, parts of Wallsend.

The top three issues raised for Ward 3 were bike path improvements are required (53%), road improvements are required (21%) and improve connectivity of bike paths (15%).

Most commented on for bike path improvements required (53%)

- *Safety: Crossing improvements - Maud St, Waratah West (near Vera St)*
- *Safety: Including disappearing bike lanes, removal of death lane and improve crossings*
- *Widening of paths required*

Most commented on for road improvements required (21%)

- *Safety: Including red light speed cameras needed, more traffic lights and buttons, safety improvements for cyclists*
- *Improve damaged roads*

Most commented on for improve connectivity of bike paths (15%)

- *Connectivity with Lake Macquarie*
- *Blackbutt, New Lambton shops and Lambton Park*
- *Connectivity to John Hunter Hospital*

Please note: minimal comments were received for Ward 3.

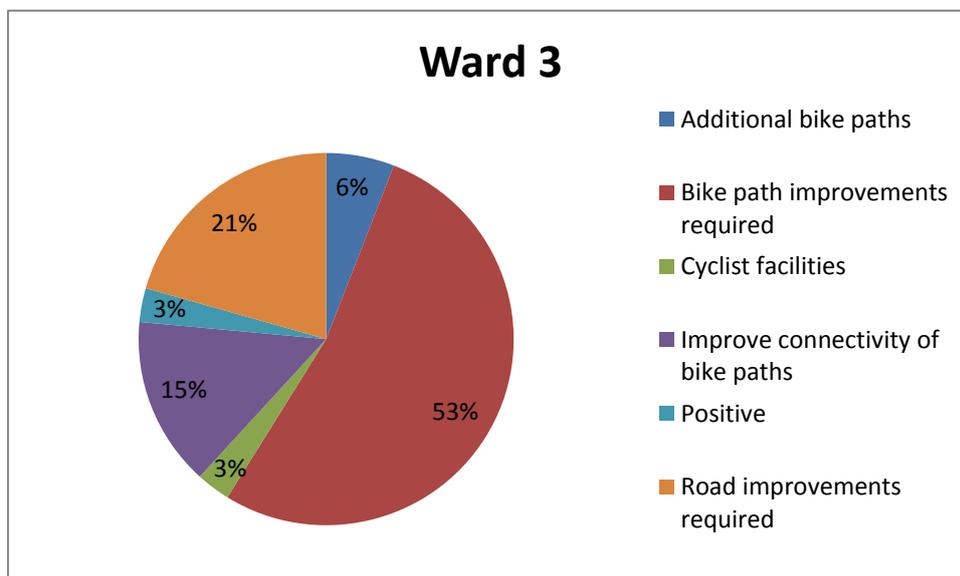


Figure 30 Ward3: comment categories

**Ward 4**

Ward 4 includes the following suburbs: Beresfield, Birmingham Gardens, Black Hill, Callaghan, Elermore Vale, Fletcher, Hexham, Lenaghan, Maryland, Minmi, Rankin Park, Sandgate, Shortland, Tarro, Wallsend.

The top three issues raised for Ward 4 were for connectivity of bike paths to be improved (37%), additional bike paths (26%) and bike path improvements are required (21%).

Most commented on for connectivity of bike paths (37%)

- Bridge near Wilkinson Avenue
- Wallsend to Jesmond
- Wallsend to Glendale (Lake Road)
- Shared paths

Most commented on for additional bike paths (26%)

- Elermore Vale – John Hunter Hospital - Jesmond Park cycleway
- Maryland - Wilkinson Ave - Birmingham Gardens
- Minmi - Hexham - Fletcher (using former rail corridor)
- Separate path: Hexham/Sandgate - Highway
- Wallsend - Elermore Vale

Most commented on for bike path improvements are required (21%)

- Safety: Bush obscuring cycle traffic (near Kemp St, Wallsend)
- Safety: Remove debris
- Safety: Tillie St, Wallsend (near Wilkinson Ave)

Please note: minimal comments were received for Ward 4.

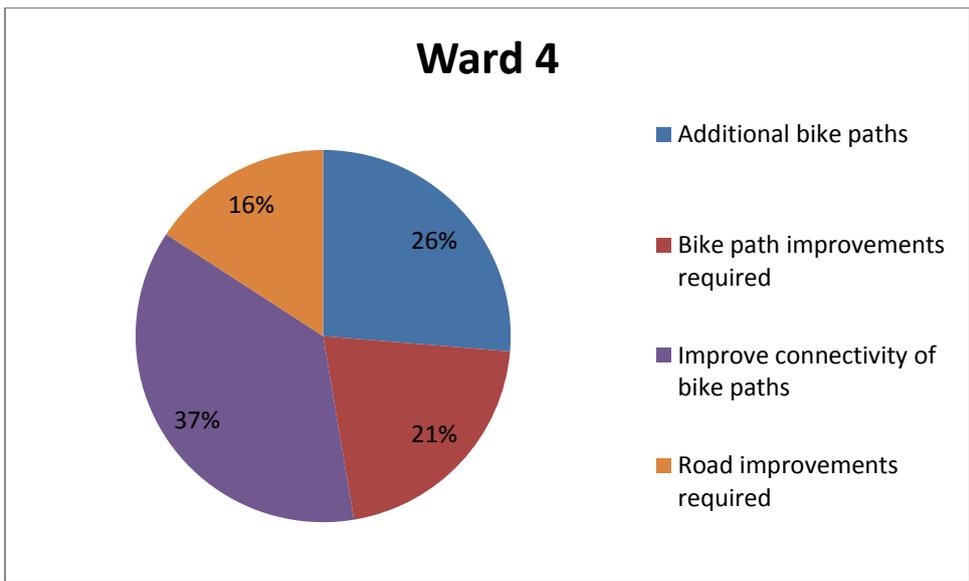


Figure 31 Ward 4: comment categories

## Appendix - I Overall results

### Riding habits

Overall the most popular answer to how often the participant would usually ride a bike was more than once a week (22%) and never (21%).

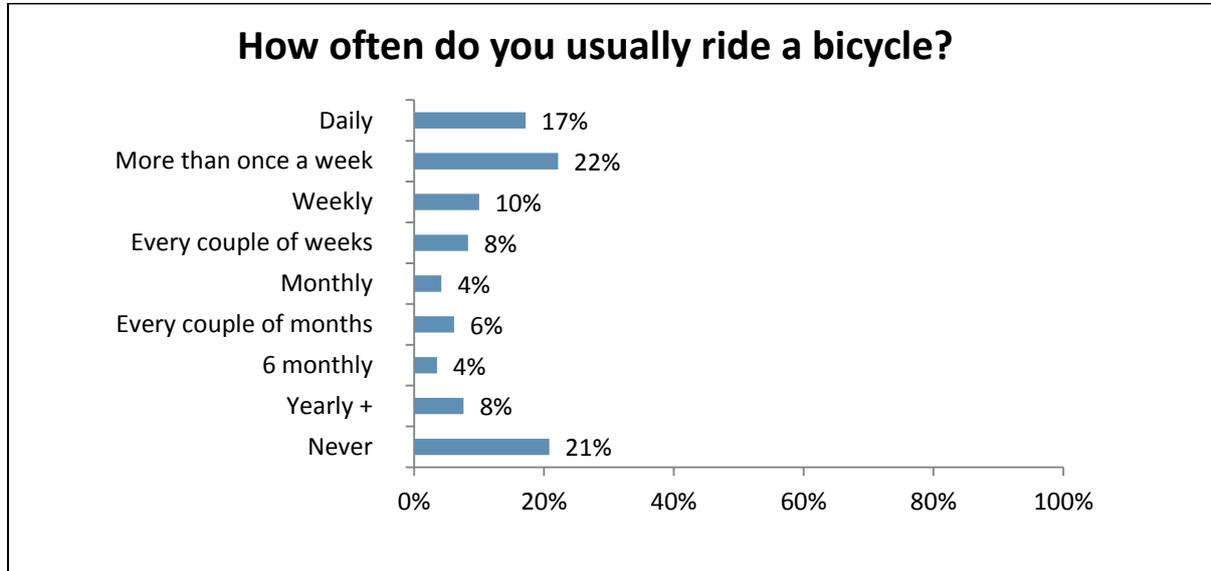


Figure 32 How often do you usually ride a bicycle?

N= 879 participants

When asked the last time the participants rode a bicycle 7 out of 15 elected sometime in the last 7 days (47%).

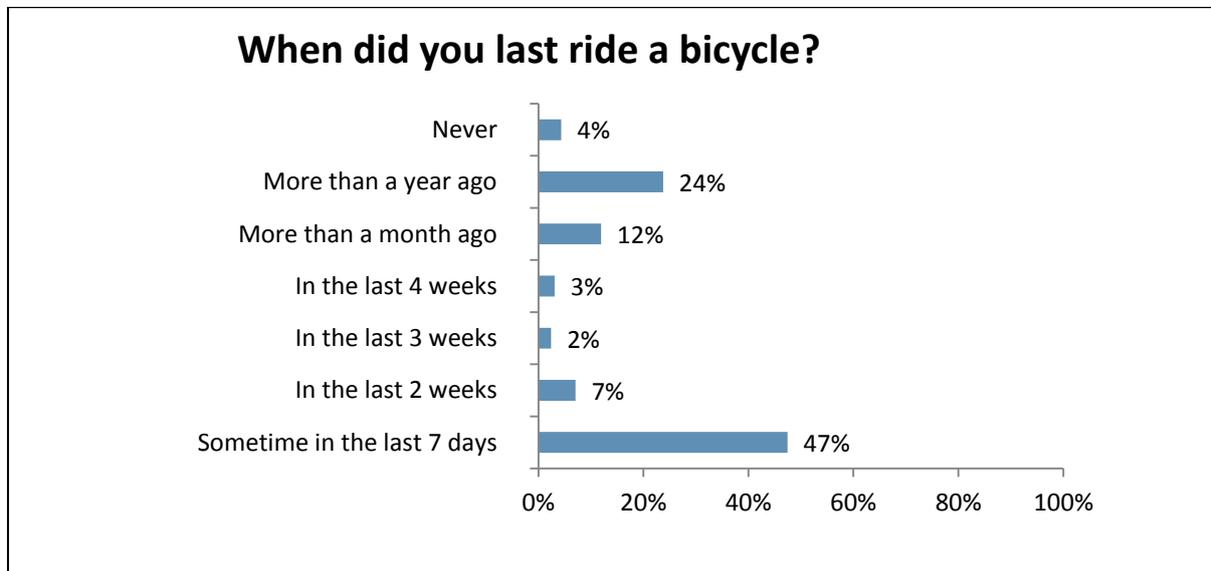


Figure 33 When did you last ride a bicycle?

N= 879 participants

Participants were asked what factors would encourage them to do more riding. Factors that would encourage more riding were to implement more off-road paths (63%), more physically separated on-road lanes (57%) and if there were more considerate/courteous behaviour by drivers (41%).

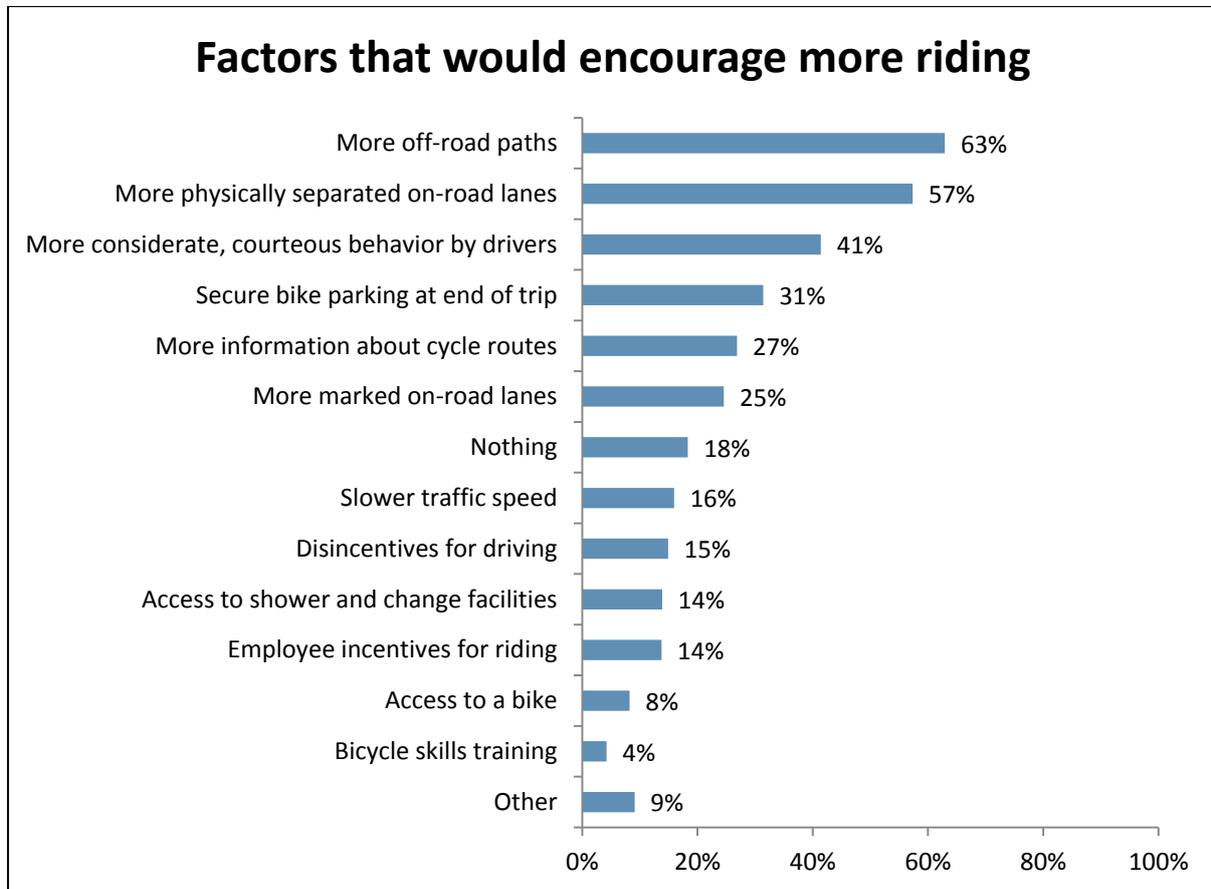


Figure 34 Factors that would encourage more riding

N= 879

### Perceptions

The level of agreement with perceptions was fairly low overall. Cycling facilities are well-maintained (39%) received the highest amount of agreement followed by cyclists and pedestrians are courteous towards each other on shared paths and Newcastle LGA is a cycle- friendly area (29%).

Results show the overall perceptions from both frequent and infrequent cyclists, as a result the infrequent cyclists had fairly high levels of 'Don't know' responses for the following Newcastle LGA is a cycle-friendly area (11%), Cycling facilities are well-maintained (19%), There is enough bike parking (22%) and Cycle routes are well-connected in the public domain (18%).

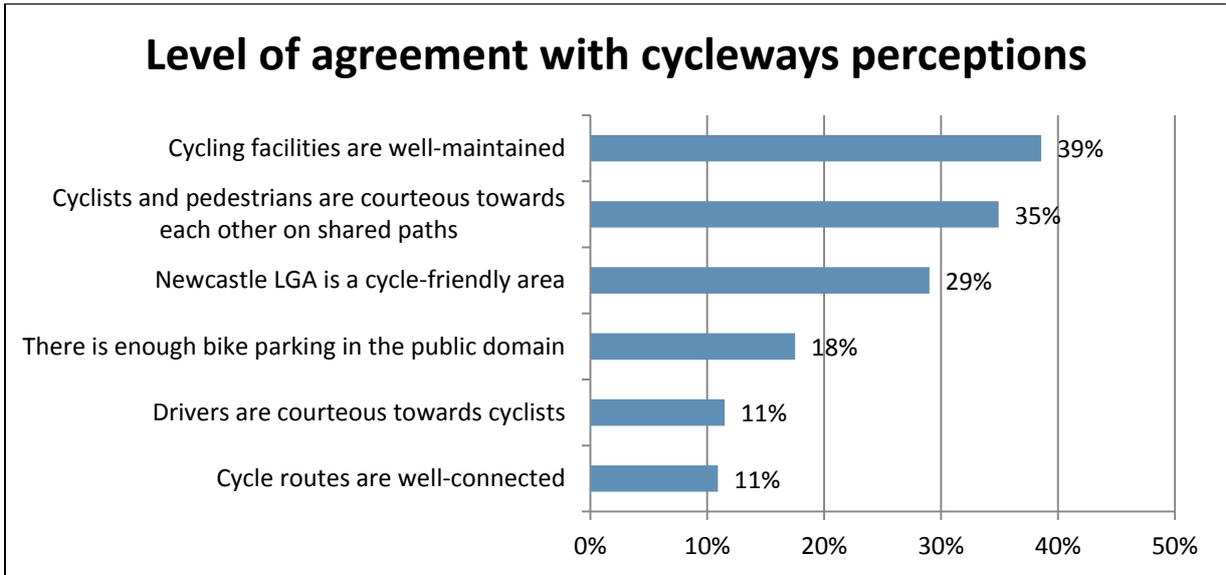


Figure 35 level of agreement with cycleways perceptions

N= 846

#### Events

Ride2Work Day had the highest amount of awareness (61%) and level of participation (24%).

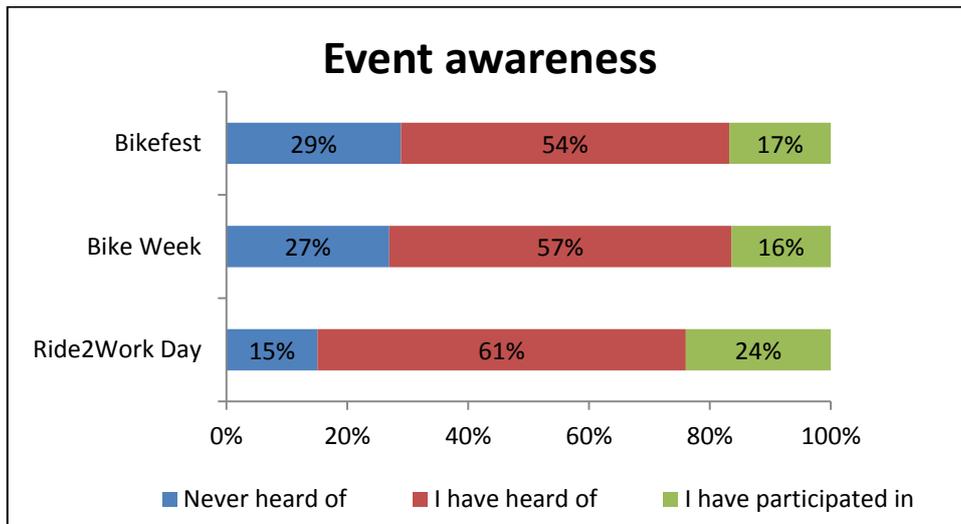


Figure 36 Event awareness

N= 876

**Cycle routes**

The most common routes used by participants overall were the Fernleigh Track (49%), Throsby Creek/Harbour foreshore (47%), and other (25%). Other includes CBD, Foreshore, Hamilton, Lambton, Merewether, Cooks Hill, Blacksmiths/Lake Macquarie.

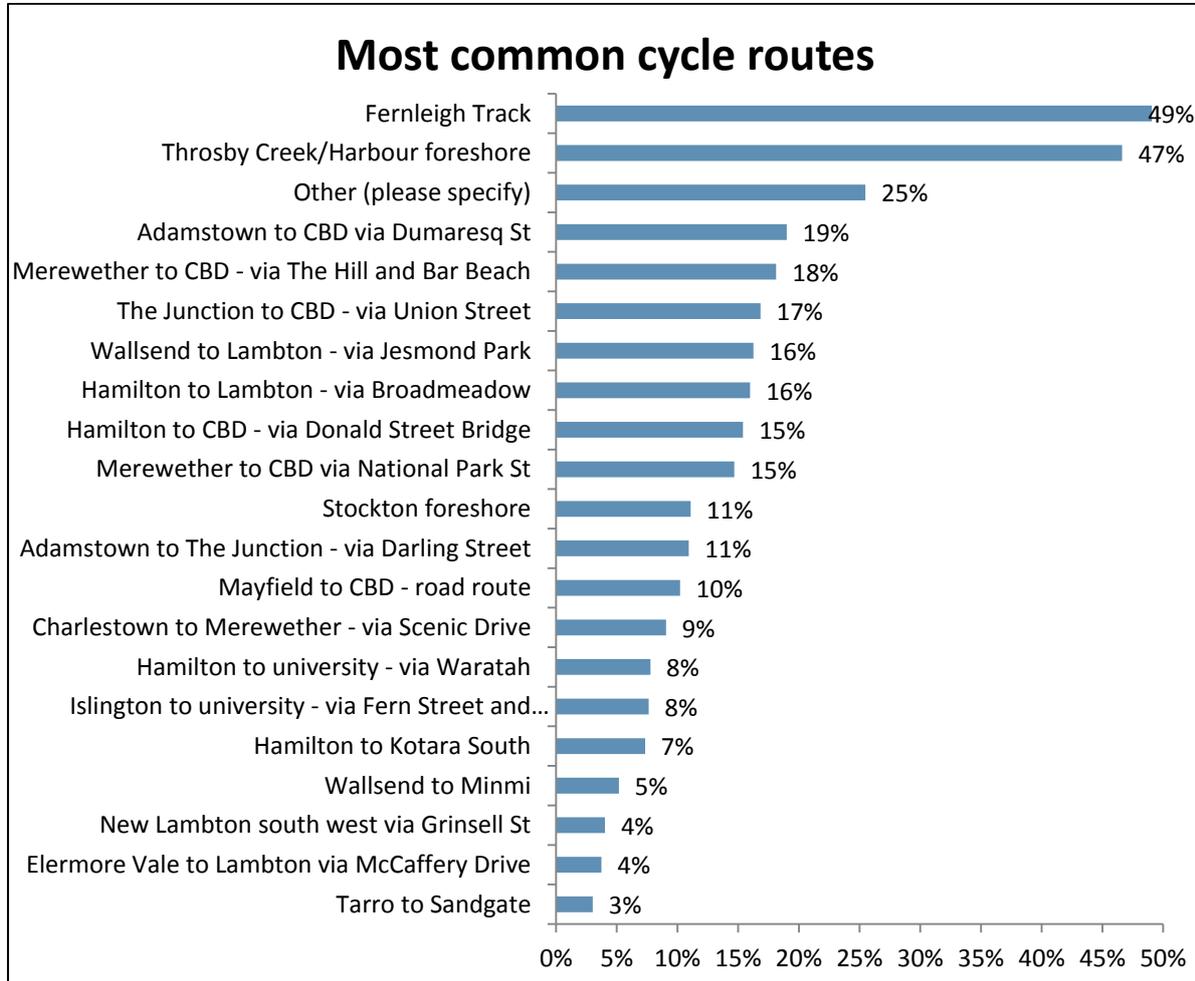


Figure 37 Most common cycle routes

N= 696

## Appendix - II

### Survey Questionnaire

### Cycleways Survey

The City of Newcastle has an extensive off and on-road cycleway network. Council adopted the Newcastle Cycling Strategy and Action Plan in March 2012 with the overall objective of making cycling in Newcastle a safe and attractive option.

In this survey we would like to hear from cyclists and non-cyclists to better understand the cycling experience in Newcastle and to gather information to enhance the cycleway system. Council aims to understand current cycling participation, barriers for non-cyclists, and safety enhancement needs.

We encourage you to take about 5 - 10 minutes to fill out this questionnaire. Please note that any additional comments you have can made at the end of the survey.

Please return in the enclosed envelop before the **12<sup>th</sup> November 2014**.

Here are a few definitions of some of the terms used in the survey:

Cycleway – a generic term used to describe a bicycle route, bicycle lane, bicycle path or that part of a separated path used by bike riders.

Separated bicycle lane – an on road bicycle lane with physical separation from other motor traffic. Separated bicycle lanes may also be referred to as protected bicycle lanes or kerb separated bicycle lanes. Separated or protected bicycle lanes located behind the kerb may be one-way lanes on both sides of the road (travelling in the same direction as the adjacent traffic lane), or two-way on one side of the road.

Off road – a bicycle path or shared path is said to be off road when it is located on a road-related area paralleling a road, or through parks or reserves or within public transport corridors and other public or private land not open to motor vehicle traffic.

On road – a bicycle facility is said to be on road when it forms part of the road such as a bicycle lane, a marked lane or a shoulder.

Shared path – area open to the public that is designed for use by both bicycle riders and pedestrians.

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#### **Q1: How often do you usually ride a bike?**

*Please select one response only*

- Daily
- More than once a week
- Weekly
- Every couple of weeks
- Monthly
- Every couple of months
- 6 monthly
- Yearly +
- Never

#### **Q1b: When did you last ride a bicycle?**

*Please select one response only*

- Sometime in the last 7 days (go to Q8 on page 3)
- In the last 2 weeks (go to Q9 on page 4)
- In the last 3 weeks (go to Q9 on page 4)
- In the last 4 weeks (go to Q9 on page 4)

- More than a month ago (complete yellow section)
- More than a year ago (complete yellow sections)
- Never (complete yellow section)

**Q2: What is the main reason that you do not currently ride on a regular basis?**

*Please select one response only*

- I do not have access to a bike
- I do not feel safe riding
- I am not fit/mobile enough
- I do not want to
- There is no safe route to where I want to go
- I don't feel I can arrive appropriately presentable
- Time constraints/ work/ family commitments
- Other (please specify) \_\_\_\_\_

**Q3: What are the main factors that would encourage you to ride more?**

*Please select all that apply*

- Access to a bike
- More off-road paths
- More physically separated on-road lanes
- More marked on-road lanes
- Slower traffic speed
- Access to shower and change facilities
- Secure bike parking at end of trip
- Bicycle skills training
- More information about cycle routes
- Disincentives for driving
- More considerate, courteous behavior by drivers
- Employee incentives for riding
- Nothing.
- Other (please specify) \_\_\_\_\_

**Perceptions of cycling in Newcastle**

**Q4: Please indicate the extent to which you agree or disagree with the following statements about cycling in the Newcastle Local Government Area (LGA):**

*Please select one response only for each category*

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't know
Newcastle LGA is a cycle-friendly area	○	○	○	○	○	○
Cycling facilities are well-maintained	○	○	○	○	○	○
There is enough bike parking in the public domain	○	○	○	○	○	○
Cycle routes are well-connected	○	○	○	○	○	○

Drivers are courteous towards cyclists	<input type="radio"/>					
Cyclists and pedestrians are courteous towards each other on shared	<input type="radio"/>					

**Awareness**

**Q5: Have you heard of or participated in any of the following events?**

*Please select one response only*

	Never heard of this	I have heard of this	I have participated in this
Ride2Work day	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bikefest	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Additional Comments**

**Q6: Please include any additional comments you have regarding cycling in Newcastle.**


*If you answered that you 'never' ride in Q1 the survey is complete  
Thank you for participating in the 2014 Newcastle Cycling Survey*

**Q7: What is the most common route that you ride?**

*Please select all that apply.*

- Stockton foreshore
- Adamstown to The Junction - via Darling Street
- Adamstown to CBD via Dumaresq St
- Mayfield to CBD - road route
- Throsby Creek/Harbour foreshore
- Merewether to CBD - via The Hill and Bar Beach
- Merewether to CBD via National Park St
- The Junction to CBD - via Union Street
- Hamilton to CBD - via Donald Street Bridge
- Islington to university - via Fern Street and Scholey Street
- Hamilton to university - via Waratah
- Hamilton to Lambton - via Broadmeadow
- Hamilton to Kotara South
- New Lambton south west via Grinsell St
- Charlestown to Merewether - via Scenic Drive
- Wallsend to Lambton - via Jesmond Park
- Wallsend to Minmi
- Tarro to Sandgate
- Fernleigh Track
- Elmore Vale to Lambton via McCaffery Drive
- Other (please specify)

**Thank you for participating in the 2014 Newcastle Cycling Survey**

**Cycling Behaviours**

*(Answer only if answered last rode "Sometime in the last 7 days" at Q2)*

**Q8: For what purposes did you ride over the past 7 days?**

- To or from work
  - To or from school, university or study
  - To or from shopping, personal appointments etc
  - For recreation or exercise
  - To visit friends or relatives or other social purposes
  - To or from public transport
  - Other (please specify)
-

**Q9: Please indicate how often you ride for each of the purposes listed below:**

*Please select one response only for each category*

	Dail y	More than once a week	Weekly	Every couple of weeks	Monthly	Every couple of months	6 monthly	Yearly +	Never	How far do you generally ride per week?
For <b>high intensity</b> recreation/exercise e.g. racing/training, high speeds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____KM
For <b>low intensity</b> recreation/exercise e.g. riding in family groups, with friends	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____KM
To or from work	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____KM
To or from school, university or study	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____KM
To or from shopping, personal appointments etc	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____KM
To visit friends or relatives or other social purposes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____KM
To or from public transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____KM

**Q10: What factors would encourage you to ride more?**

Please select all that apply

- More access to a bike
- More off-road paths
- More physically separated on-road lanes
- More marked on-road lanes
- Slower traffic speeds
- Access to shower and change facilities
- Secure bike parking at end of trip
- Bicycle skills training
- More information about cycle routes
- Disincentives for driving
- More considerate, courteous behavior by drivers
- Employee incentives for riding
- Nothing. I already ride as often or as far as my lifestyle permits/as I choose
- Other

**Perceptions of cycling in Newcastle**

**Q11: Please indicate the extent to which you agree or disagree with the following statements about cycling in the Newcastle Local Government Area (LGA):**

*Please select one response only for each category*

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't know
Newcastle LGA is a cycle-friendly area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycling facilities are well-maintained	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is enough bike parking in the public	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle routes are well-connected	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drivers are courteous towards cyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cyclists and pedestrians are courteous towards each other on shared paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### Safety

**Q12: How safe do you feel when riding on the following?**

*Please select one response only for each category*

	Not safe at all	Slightly safe	Moderately safe	Very safe	Extremely safe	Don't know
Quiet or low traffic streets	<input type="radio"/>					
Busy or main roads with no cycle lanes						<input type="radio"/>
Busy or main roads with marked cycle lanes	<input type="radio"/>					
Shared paths (e.g. Fernleigh track)	<input type="radio"/>					
Physically separated lane on road (e.g. John Parade at Merewether)	<input type="radio"/>					

**Q13: Have you had a collision while cycling, in the last two years?**

Please select one response only

- Yes (Answer Q13a-d)
- No (Go to Q14)

**Q13a: What did you collide with?**

Please select one response only

- Motor vehicle
  - Pedestrian
  - Cyclist
  - Stationary object
  - Animal
  - Other (please specify)
- 

**Q13b: Where did the collision take place?**

Please select one response only

- Path- intersection with road
  - Shared pathway
  - Road intersection
  - On road
  - Roundabout
  - Footpath
  - Bushland
  - Other (please specify)
- 

**Q13c: What was the primary cause of the collision?**

Please select one response only

- Motorist inattention
  - Inattention of pedestrian, other cyclist, other path user
  - My own inattention
  - Poor road conditions
  - Obstruction on pathway (bollards, posts, animal etc.)
  - Poor pathway conditions (debris, puddles, cracks etc.)
  - Poor lighting
  - Weather
  - I was hit by a car door
  - Other (Please specify)
- 

**Q13d: Was the collision reported to police?**

Please select one response only

- Yes
- No

**Facilities**

**Q14: How likely would you be to use a 'bike station' facility in the Newcastle city centre that provided enclosed bicycle parking and showering facilities?**

Please select one response only

- Not at all likely
- Slightly likely
- Moderately likely
- Very likely
- Extremely likely

## Awareness

**Q15: Have you heard of or participated in any of the following events?**

*Please select one response only for each category*

	Never heard of this	I have heard of this	I have participated in this
Ride2Work day	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bikefest	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Additional Comments

**Q16: Please include any additional comments you have regarding cycling in Newcastle.**

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**Q17: What is the most common route that you ride?**

Please select all that apply.

- Stockton foreshore
- Adamstown to The Junction - via Darling Street
- Adamstown to CBD via Dumaresq St
- Mayfield to CBD - road route
- Throsby Creek/Harbour foreshore
- Merewether to CBD - via The Hill and Bar Beach
- Merewether to CBD via National Park St
- The Junction to CBD - via Union Street
- Hamilton to CBD - via Donald Street Bridge
- Islington to university - via Fern Street and Scholey Street
- Hamilton to university - via Waratah
- Hamilton to Lambton - via Broadmeadow
- Hamilton to Kotara South
- New Lambton south west via Grinsell St
- Charlestown to Merewether - via Scenic Drive
- Wallsend to Lambton - via Jesmond Park
- Wallsend to Minmi
- Tarro to Sandgate
- Fernleigh Track
- Elmore Vale to Lambton via McCaffery Drive
- Other (please specify) \_\_\_\_\_

**End of survey: Thank you for taking in the 2014 Newcastle Cycling Survey.**

## Appendix - III

### Social Pinpoint Verbatims

Please note all comments are verbatim responses and have not been edited for grammar or punctuation unless the participant identified themselves or used offensive language. In such cases the removed text has been marked with X.

Created on	Type	Comment		Wards
2014-10-22 17:43:39 +1100	My Cycleway Idea	a dedicated bike lane on hunter street would be fantastic	Newcastle	Ward 1
2014-10-22 20:08:44 +1100	My Cycleway Idea	Bike path ends at the crown plaza. Making the ride into Newcastle on busy wharf road dangerous. The walk way along the harbor is very busy with pedestrian's. Cannot use Hunter street .	Newcastle	Ward 1
2014-10-22 15:21:03 +1100	My Cycleway Idea	Remove lane of traffic and install separated bike lanes along Maitland road in Islington (and Mayfield). Would have benefits for the local community and businesses as well as bike riders.	Islington	Ward 1
2014-10-23 11:35:17 +1100	My Cycleway Idea	There should be a dedicated bike 'lane' in the heavy rail corridor when they locate the 'light rail' there. It is 2.5Klms long from West End to railway station and could truncate from there.	Newcastle	Ward 1
2014-10-22 16:02:36 +1100	My Cycleway Idea	Ever tried crossing the Kooragang bridge on a bike? The bike path up the middle is hard to get to and quite dangerous. Taking the road is suicidal.	Kooragang	Ward 1
2014-10-22 18:17:31 +1100	My Cycleway Idea	My wish is a bike path along Maitland Rd through Mayfield to connect to the bike path from Islington to Maryville. Another wish is to improve the bridge over the rail at the	Mayfield	Ward 1

		Hunter TAFE.		
2014-10-23 03:58:39 +1100	My Cycleway Idea	An off-road track along New England Highway across ash Island Bridge to connect with eastern end of Kooragang with safe exits towards Stockton towards Mayfield. Ash Is a safe, beautiful place to ride.	Kooragang	Ward 1
2014-10-24 10:51:41 +1100	My Cycleway Idea	I avoid riding this path after dark. It would be great if some lighting or other illumination could be installed.	Maryville	Ward 1
2014-10-22 15:41:19 +1100	My Cycleway Idea	Crossing this bridge by bike is extremely dangerous due to high speed and reduced driver visibility (bridge hump). Riders choose danger or safe-but-illegal use of the c1m wide footpath.	Mayfield	Ward 1
2014-10-24 21:22:05 +1100	My Cycleway Idea	A bike lane going down (against the traffic) on york drive would be nice. There is room.	Newcastle	Ward 1
2014-10-22 16:57:49 +1100	My Cycleway Idea	Newcastle should look to Europe for its bicycle and transport solutions, separate bike routes where possible bike traffic lights to bring bikers awareness that they must stop at stop signs. council an	Cooks Hill	Ward 1
2014-10-22 15:40:53 +1100	My Cycleway Idea	How about a pedestrian/bike crossing here with boom gates like at Wickham station?	Newcastle	Ward 1
2014-10-30 22:20:19 +1100	My Cycleway Idea	This derelict road is frequented by cyclists to join the path to honeysuckle drive but the surface needs attention as its in poor condition.	Wickham	Ward 1
2014-10-22 15:45:35 +1100	My Cycleway Idea	Consider preventing Left turn for cars from Maitland Road into ferndale st. Have witnessed countless near misses of pedestrians and cyclists	Tighes Hill	Ward 1

		trying to cross to / from mayfield / tighes hill.		
2014-10-24 13:27:14 +1100	My Cycleway Idea	Riding on-road on Stockton bridge is too dangerous and should be banned (sign-posted). The access to the footpath over the bridge is not bad but needs a cycleway and much better signage.	Stockton	Ward 1
2014-10-23 22:09:55 +1100	My Cycleway Idea	Connect Newcastle West/Wickham with Junction/Merewether along cycle path following Cottage Creek	Newcastle West	Ward 1
2014-10-24 09:54:17 +1100	My Cycleway Idea	Consider installing 'Bike Hubs' like those recently constructed at the University's (Callaghan). These would provide end-of ride facilities for city workers & encourage more riding to work.	Newcastle	Ward 1
2014-10-22 21:02:27 +1100	My Cycleway Idea	Turn old heavy rail into green corridor with cycle path to allow pedestrian access east west through the city all the way to Hamilton. Could then connect to Broadmeadow for continuous loop to Wallsend	Newcastle West	Ward 1
2014-10-23 11:07:51 +1100	My Cycleway Idea	Remove the "bike lanes" on the road here. They are in the door zone and quite dangerous. Replace with bike symbols near the centre of the lane. This should be a low speed zone.	Newcastle	Ward 1
2014-10-22 15:51:30 +1100	My Cycleway Idea	Consider discussing taking bike route through the TAFE (signage) instead of (or as well as?) around the perimeter. Hubbard st and Chinchin (north) make cyclists feel very unsafe	Islington	Ward 1
2014-10-22 23:07:31 +1100	My Cycleway Idea	Trees intrude on cycleway here	Maryville	Ward 1

2014-10-22 15:35:51 +1100	My Cycleway Idea	A way to link the railway access road here with Maud st would take out the incredibly busy and pretty dangerous intersection with Prince st.	Mayfield West	Ward 1
2014-10-22 17:25:23 +1100	My Cycleway Idea	How about considering a segregated bike lane along industrial drive - it is a major commuter route. Eventually this could be extended as far as Hexham.	Mayfield	Ward 1
2014-10-22 15:55:29 +1100	My Cycleway Idea	A bike path along this reserve here would make a way to the Uni from Mayfield into Warabrook Blvd to the pedestrian overpass at Warabrook station work.	Mayfield West	Ward 1
2014-10-23 10:58:09 +1100	My Cycleway Idea	The road is too narrow here to fit parked cars, bicycles and a passing car. Paint bicycle symbols near the middle of the lane so motorists understand that is where cyclists need to be.	Newcastle	Ward 1
2014-10-23 10:59:04 +1100	My Cycleway Idea	Ensure the new coastal way plane has a good facility for cyclists travelling north through KEP.	Newcastle	Ward 1
2014-11-06 21:10:27 +1100	My Cycleway Idea	"Cyclists dismount" !!! Ha Ha - that's a joke - why not offer an alternative cycle route around the close confines of Queens Wharf.	Newcastle	Ward 1
2014-10-22 21:24:27 +1100	My Cycleway Idea	Remove these bike pictures on roads, they are confusing, dangerous, and unethical. Over 90% of people dangerously believe they must ride in narrow Newcastle "bike lanes" (2013 survey by bikelovecorral)	Newcastle West	Ward 1
2014-10-23 22:07:29 +1100	My Cycleway Idea	Connect through Islington/Hamilton via Wickham park and Railway Ln/Sation St to Throsby Creek	Wickham	Ward 1

2014-10-22 15:14:10 +1100	My Cycleway Idea	Separated cycle lanes along Young St and Cowper St North in Carrington. Carrington has lots of cyclists and this would help connect the suburb to the rest of the network.	Carrington	Ward 1
2014-10-31 20:45:33 +1100	My Cycleway Idea	Industrial drive has some sections of wide cycle lanes that do suddenly end or become so narrow that they are dangerous. This is not safe for this road. A consistent, dedicated cycle lane is required.	Mayfield North	Ward 1
	My Cycleway Idea	Industrial drive has some sections of wide cycle lanes that do suddenly end or become so narrow that they are dangerous. This is not safe for this road. A consistent, dedicated cycle lane is required.	Mayfield North	Ward 2
2014-10-29 20:09:34 +1100	My Cycleway Idea	Would be good to remove car parking adjacent to Civic Park so that bikes do not need to merge with cars. There is a car door lane currently, not a bike lane.	Newcastle	Ward 1
2014-10-28 16:58:11 +1100	My Cycleway Idea	There should be a bicycle parking hub near the new uni campus (limited car parks). Uni to provide showers. The heavy rail line should be maintained and civic station made bike friendly.	Newcastle	Ward 1
2014-11-07 19:59:14 +1100	My Cycleway Idea	A bike lane that was completely separated from traffic all along Hunter St would make navigating the city a lot better on a bike. The walkways and road are both quite wide, there should be space.	Newcastle	Ward 1
2014-11-06 21:02:36 +1100	My Cycleway Idea	Insufficient bike parking facilities. People (beachgoers) lock their bikes to the railings creating an obstruction and general eyesore on the seafront.	Newcastle East	Ward 1

2014-10-24 10:16:37 +1100	My Cycleway Idea	Consider adding a lot more bike racks and bike lockers at Hamilton stn. Would encourage commuters to use train + bike combo instead of car.	Islington	Ward 1
2014-10-30 22:16:01 +1100	My Cycleway Idea	The wooden walkway under the bridge has really seen better days, can this be improved so it's smoother?	Wickham	Ward 1
2014-10-30 22:13:14 +1100	My Cycleway Idea	This section of path is nice however the joins in several places poke up and make it uncomfortable to cycle on	Islington	Ward 1
2014-10-23 11:05:59 +1100	My Cycleway Idea	Remove the "bike lanes" in this area. These are actually in the door zone and are very dangerous to ride in.	Islington	Ward 1
2014-10-22 23:10:02 +1100	My Cycleway Idea	I'd like a pedestrian crossing here.	Maryville	Ward 1
		Clear debris, branches, broken glass from the road edge here. The space for bikes is already too narrow and dangerous without this additional danger. Cheers	Tighes Hill	Ward 1
2014-10-22 15:48:00 +1100	My Cycleway Idea	Clear debris, branches, broken glass from the road edge here. The space for bikes is already too narrow and dangerous without this additional danger. Cheers	Tighes Hill	Ward 1
2014-11-06 21:28:58 +1100	My Cycleway Idea	The time is ripe to make Darby street oneway only (for vehicles) with a dedicated (2 way) bike lane and 2-3 bike parking stations.	Cooks Hill	Ward 1
2014-10-28 16:49:00 +1100	My Cycleway Idea	I often ride along Darby and Beaumont Sts can be pretty unsafe with car drivers not paying attention parking/opening doors and not parking near the kerb.	Cooks Hill	Ward 1

2014-11-06 21:48:31 +1100	My Cycleway Idea	All new inner city apartment developments (like the one on Watt street) should have (as part of their development approval) dedicated bike parking arrangements	Newcastle	Ward 1
2014-10-29 20:19:24 +1100	My Cycleway Idea	This intersection is dangerous. Would be better if only 2 car lanes going west. Otherwise three lanes of cars and one bike lane quickly become two lanes, plus parked cars.	Newcastle West	Ward 1
2014-11-06 21:32:22 +1100	My Cycleway Idea	Bit confusing along here - one min your on a shared path - then a footpath - then the road - foreshore shared path (which works well) needs to be well connected with the new shared path from Nobbies	Newcastle East	Ward 1
2014-11-06 20:52:44 +1100	My Cycleway Idea	Needs Bike parking lock up rack here for people visiting beach	Newcastle	Ward 1
2014-10-22 22:48:29 +1100	My Cycleway Idea	Why hasn't Newcastle used the rail corridor for a bike path? There is room. It was done in Hobart and it is brilliant.	Islington	Ward 1
2014-10-24 10:40:46 +1100	My Cycleway Idea	This is one of many 50-60kph roads that run through 'village' centres. ALL of these need more cycle safety. Either reduce speeds or create protected bike lanes.	Mayfield	Ward 1
2014-10-22 19:15:30 +1100	My Cycleway Idea	Separated / protected on-road bicycle path connecting Waratah Station with Mayfield and to a separated bicycle path on Maitland Road connecting to Throsby Creek shared path	Mayfield	Ward 1
2014-10-24 10:36:52 +1100	My Cycleway Idea	Consider creating a bike path from Lichfield park to Woolies, following the creek / drain. [a fallback from creating a proper segregated bike lane along Maitland rd (from	Mayfield	Ward 1

		Islgton / Tiggers)]		
2014-10-23 09:50:04 +1100	My Cycleway Idea	parkway ave is a major link from bathers way to the fernleigh track.. Please look at the surfacing along the eastern section back to union street... It's been pretty bad lately! Thank you!	Newcastle	Ward 1
2014-11-06 21:22:16 +1100	My Cycleway Idea	Bike rack (like the one outside the Lucky pub) would be good here - they are stylish and practical	Newcastle	Ward 1
2014-10-31 14:10:54 +1100	My Cycleway Idea	Pave the southern side of Sports Field No. 2 from bridge to road. THis will provide good link to Market town and Newcastle West	Newcastle West	Ward 1
2014-10-28 17:31:30 +1100	My Cycleway Idea	With the revitalisation of the CBD we need to have short term Bike Rental Stations to allow those working in the CBD to cycle to other places of business or own workplace, etc	The Hill	Ward 1
		increase the connectivity between existing off road cycleways in Newcastle LGA via (1) on road cycleway(seperation by barriers from cars) or (2) off road cycleway only for bike riders	Newcastle	Ward 1
2014-11-07 18:38:41 +1100	My Cycleway Idea	increase the connectivity between existing off road cycleways in Newcastle LGA via (1) on road cycleway(seperation by barriers from cars) or (2) off road cycleway only for bike riders	Newcastle	Ward 1
2014-11-06 21:20:04 +1100	My Cycleway Idea	Needs a dedicated cycle path to connect the beach to Hunter Street	Newcastle East	Ward 1

2014-11-06 20:59:08 +1100	My Cycleway Idea	Very dangerous intersection for cyclists - this is probably the highest bike density bike intersection in the city and there is no protection or guidance for vehicles of cyclists	Newcastle	Ward 1
2014-11-10 12:06:39 +1100	My Cycleway Idea	First part of Pacific Hwy heading Sth-Wst after crossing King St is far too narrow for 2-lanes of traffic plus parking. PLEASE make the first 200m a clearway! This is a connector to Dumaresq/Fernleigh	Newcastle West	Ward 1
2014-11-06 21:26:06 +1100	My Cycleway Idea	Very narrow pathway and unsuitable road riding make the likelihood of a bike/pedestrian collision very high.	Newcastle East	Ward 1
2014-10-31 14:13:57 +1100	My Cycleway Idea	Add shared path along Paffic Hwy at Birdwood PArk. This will help families get from PArRY St to Share Paths at Hoeksuckle and Wickam. Cuurrently is wood chips are hard to ride on	Newcastle West	Ward 1
2014-11-06 21:17:41 +1100	My Cycleway Idea	Use the redevelopment of the Heavy Rail Terminus to properly connect Watt street to the foreshore cycle path	Newcastle	Ward 1
2014-11-03 21:24:41 +1100	My Cycleway Idea	Council recently completed a raised crossing on Wharf rd that makes cyclists merge with traffic. The available space allowed for a better solution like the speed humps in Teralba Rd Adamstown!	Newcastle	Ward 1
2014-10-30 22:23:10 +1100	My Cycleway Idea	A bridge between steel st and honeysuckle drive would be nice and really help the west end of Newcastle	Newcastle West	Ward 1
2014-10-31 14:26:49 +1100	My Cycleway Idea	Due to high traffic on weekends seperate cyclist and walker like at John St Merewether	Newcastle East	Ward 1

2014-10-24 09:43:15 +1100	My Cycleway Idea	Install as many bike racks and bike lockers as possible in the new Wickham rail terminal building. Good for Commuters!! [Similar railway stations in the NLs and Scandinavia typically have THOUSANDS]	Wickham	Ward 1
2014-10-29 20:00:43 +1100	My Cycleway Idea	Headed west, three lanes of cars plus a bike lane very quickly becomes two car lanes, parked cars and nowhere for bikes. It should be reduced to 2 car lanes before the intersection.	Wickham	Ward 1
2014-11-09 09:28:30 +1100	My Cycleway Idea	Extend the Bike Track to Young Street. Bike track ends abruptly and its dirt biking to reach Young Street or ride on the narrow Elizabeth street and miss the bike track until Hannell Street.	Carrington	Ward 1
2014-10-29 20:13:25 +1100	My Cycleway Idea	Cars should not be permitted to stop here. When cars stop here to drop off kids, cyclists are required to merge with the traffic to avoid car doors.	Cooks Hill	Ward 1
2014-11-06 20:54:07 +1100	My Cycleway Idea	Need more bike racks at Markettown - they are always full!	Newcastle West	Ward 1
2014-11-06 20:45:56 +1100	My Cycleway Idea	The road surface (westbound) is incredibly rough and dangerous for bike riding.	Newcastle	Ward 1
2014-11-09 20:58:54 +1100	My Cycleway Idea	Travelling along King / Parry St feels dangerous. Buses come too close. I want a separated cycleway.	Newcastle West	Ward 1
2014-10-24 09:48:13 +1100	My Cycleway Idea	Reconfigure roads / road markings lights and crossings around the proposed new rail terminus to prioritise by softness x no of people 1. Pedestrians 2. Bikes 3. Busses. 4. Other modes:	Wickham	Ward 1
2014-10-27 14:17:52 +1100	My Cycleway	Large trucks from the nearby hire company	Newcastle West	Ward 1

	Idea	often park on nth side near here. They are so wide it makes riding here dangerous.		
2014-11-06 21:08:00 +1100	My Cycleway Idea	Stockton Ferry only has facilities for three bike - these are always full on busy times - need racks for at least six bikes.	Newcastle	Ward 1
2014-11-10 12:14:12 +1100	My Cycleway Idea	This rail overpass is a death trap - especially heading East towards the CBD. There is a "pathway" but it's narrow, uneven, hard to access and always strewn with debris.	Tighes Hill	Ward 1
2014-10-22 15:32:12 +1100	My Cycleway Idea	Connecting the esplanade path to the Fernleigh Track through Glenrock would allow off road cycle path from Belmont all the way to the CBD!	Merewether Heights	Ward 2
2014-10-22 17:09:47 +1100	My Cycleway Idea	There are still significant safety concerns, especially for younger riders, traversing Glebe Road between Park Ave & Bruncker Rds.	Adamstown	Ward 2
2014-10-23 12:43:46 +1100	My Cycleway Idea	why not construct a separated ring road for bicycles along around the city to the western suburbs, esp the university, using old rail or tram cuttings, or public spaces.	Merewether	Ward 2
2014-10-22 15:33:22 +1100	My Cycleway Idea	A bike way through the tunnel at Broadmeadow station would link Hamilton, Coorumbung rd to Adamstown and bike paths past Hunter Stadium.	Broadmeadow	Ward 2
2014-10-22 15:50:08 +1100	My Cycleway Idea	A walking underpass using the stormwater drain to go under Griffiths road, only when dry maybe. Would mean less disruption of traffic at peak hours and a much faster commute for bike riders.	Hamilton North	Ward 2
2014-10-22 22:44:42 +1100	My Cycleway Idea	Glenrock desperately needs a drinking fountain at the trail head.	Adamstown Heights	Ward 2

		I've often had to ride down to Adamstown to get water.		
2014-10-22 15:24:31 +1100	My Cycleway Idea	this section of recently constructed path needs to be connected to something otherwise it serves very little purpose	Merewether	Ward 1
2014-10-24 11:04:04 +1100	My Cycleway Idea	This intersection dangerous. A widened footpath marked as a shared path between Chinchon (from Hubbard) & Clyde (to Emerald St) would provide the missing link to the the CBD.	Hamilton North	Ward 2
2014-10-23 11:09:40 +1100	My Cycleway Idea	This railway crossing is very dangerous for cyclists as cars try to squeeze by you when there is not room.	Hamilton North	Ward 2
2014-10-23 08:49:01 +1100	My Cycleway Idea	Beaumont St is heavily trafficked with slowly moving traffic, making it ideal for bike use. Some car drivers vent their frustrations on cyclists. There needs to be clear signage for sharing the road.	Hamilton	Ward 2
2014-10-22 08:20:13 +1100	My Cycleway Idea	better cycle connections are required from around here into cbd	Hamilton	Ward 2
2014-10-22 16:14:48 +1100	My Cycleway Idea	A cycleway along the rail corridor linking the Adamstown gates and Heddon Road/Dumaresq Street would be brilliant. Extending this past the railway station to Donald Street would be even better.	Adamstown	Ward 2
2014-10-23 10:56:16 +1100	My Cycleway Idea	Consider painting bicycle symbols near the middle of the road and roundabouts to indicate that cyclists belong there and they should not be squeezed into riding into the car door zone.	Hamilton	Ward 2
2014-10-22 15:22:19 +1100	My Cycleway Idea	I would be good to have an off road cycleway from the Broadmeadow Hockey Centre junction	Broadmeadow	Ward 2

		to Mayfield.		
2014-10-22 20:47:39 +1100	My Cycleway Idea	Need to provide/extend off road cycle way that comes from Wallsend to Broadmeadow. Current paths ends near entertainment centre and then requires onroad riding into the city. Poor connectivity.	Hamilton North	Ward 2
2014-10-23 08:53:36 +1100	My Cycleway Idea	finish painting the green safety lanes that are marked on scenic drive, also top of scenic drive please organise regular street sweeping to remove regular build up of rocks and tree branches from bush	Merewether	Ward 2
		finish painting the green safety lanes that are marked on scenic drive, also top of scenic drive please organise regular street sweeping to remove regular build up of rocks and tree branches from bush	Merewether	Ward 2
2014-10-23 21:22:00 +1100	My Cycleway Idea	Approach along Park Ave to the Fernleigh track could be improved.	Adamstown	Ward 2
2014-10-23 11:12:29 +1100	My Cycleway Idea	The new barriers here and the requirement of cyclists to dismount is very anti-cyclist design.	Broadmeadow	Ward 2
2014-10-23 14:17:31 +1100	My Cycleway Idea	There is no safe way to cross the railway over pass on Donald Street.	Hamilton North	Ward 2
2014-10-23 11:11:04 +1100	My Cycleway Idea	Add a bicycle light to the pedestrian crossing here.	Hamilton North	Ward 2
2014-10-27 13:43:52 +1100	My Cycleway Idea	The gasworks site is being remediated, and the Shell site is vacant with both likely to be sold. This is an amazing opportunity to purchase some of this land and along the drain and build a cycleway.	Hamilton North	Ward 2
2014-10-28 21:45:23 +1100	My Cycleway Idea	Turn Beaumont st into a shared pedestrian/bike/roadway . Or at least make it so bikes more welcome on	Hamilton	Ward 2

		roadway (not a cardioor deathtrap lane please).		
		Turn Beaumont st into a shared pedestrian/bike/roadway . Or at least make it so bikes more welcome on roadway (not a cardioor deathtrap lane please).	<b>Hamilton</b>	<b>Ward 2</b>
2014-10-28 21:13:02 +1100	My Cycleway Idea	Add cycleway through this section as there is very heavy traffic flow and it is hazardous on a bike.	Hamilton	Ward 2
2014-10-23 10:50:58 +1100	My Cycleway Idea	People regularly walk unleashed dogs along the shared path through the reserve which is dangerous. More regular ranger patrols might reduce this incidence.	Adamstown Heights	Ward 2
2014-10-23 10:46:11 +1100	My Cycleway Idea	Although the work done along here is mostly good, the narrow sections between the concrete barriers and gutter needs to be swept more often. Also cars are allowed to park too close to these.	Adamstown	Ward 2
2014-10-26 12:22:12 +1100	My Cycleway Idea	Extremely difficult to get across this intersection during peak hours	Broadmeadow	Ward 2
2014-10-23 09:45:17 +1100	My Cycleway Idea	please consider changing the orientation of the 'stop' signs along teralba Rd Adamstown so that bikes can cycle all the way through to heddon rd without stopping at 3 intersections. Cheap improvement!	Broadmeadow	Ward 2
2014-10-28 14:11:13 +1100	My Cycleway Idea	protected bike path along Denison (from King St to 9-ways) would be great!  Take cars off Tudor St	Hamilton East	Ward 2
2014-10-24 10:23:36 +1100	My Cycleway Idea	Drivers behave like bullies towards cyclists here, so many cyclists go on the footpath, in turn annoying some pedestrians. Perhaps pave and make a 'shared' street with	Hamilton	Ward 2

		pedestrian / bike priority.		
2014-10-28 21:32:03 +1100	My Cycleway Idea	There is plenty of room for cycleway along here, but traffic moving quickly. It would be good to have been connection from Islington, Maryville, Mayfield to South	Hamilton	Ward 2
2014-10-31 14:21:14 +1100	My Cycleway Idea	Add off road cycle path to link to train station	Hamilton	Ward 2
2014-10-30 22:09:17 +1100	My Cycleway Idea	Road surface here and the nearby area is poor for cyclists, cracks, debris, damaged and bumpy	Hamilton North	Ward 2
		Road surface here and the nearby area is poor for cyclists, cracks, debris, damaged and bumpy	Hamilton North	Ward 2
2014-10-26 21:50:11 +1100	My Cycleway Idea	Is this old railway still used? If not it could be a great little shared path to connect to Christo Rd. Also could connect to Austin St and provide an alternative to Route 6.	Hamilton North	Ward 2
2014-10-29 20:04:27 +1100	My Cycleway Idea	Bikes that are continuing along the Pacific Hwy should have a clearly marked right of way over cars that are turning left into Gordon Ave.	Hamilton South	Ward 2
2014-10-31 20:56:12 +1100	My Cycleway Idea	Cars can drive through the bike lanes around the speed bumps. Consider making the gaps narrower to prevent cars driving in the bike lanes.	Broadmeadow	Ward 2
2014-10-22 23:14:09 +1100	My Cycleway Idea	Cyclists and skateboarders use the footpaths in Beaumont street, and cycle/skate across pedestrian crossings. This should be banned, it endangers pedestrians.	Hamilton	Ward 2
2014-10-22 19:17:28 +1100	My Cycleway Idea	Off-road connections are excellent here in terms of connectivity, however the path alongside	Broadmeadow	Ward 2

		District Park is extremely bumpy owing to the effect of tree roots. Does not make for comfortable riding		
2014-10-27 16:18:26 +1100	My Cycleway Idea	road narrows here, parked cars make it difficult to navigate on a bike. It's not very safe, especially in the late afternoon heading out of town in peak traffic, the sun affecting drivers & cyclists.	Hamilton	Ward 2
2014-11-10 12:12:59 +1100	My Cycleway Idea	Accompanying children, particularly on bikes, to The Junction Primary School from the south-west, this intersection is the most obvious crossing point, and safety would improve with an island.	Merewether	Ward 2
2014-10-28 09:05:45 +1100	My Cycleway Idea	Widening the footpath making it a shared path would take bikes off this very busy road section	Adamstown	Ward 2
2014-11-09 20:30:28 +1100	My Cycleway Idea	The surface is bumpy here between the drain and the sports centre. There is also a blind corner where the fence curves so the path should be wider. Remove the wind warning. helicopters are no problem.	Broadmeadow	Ward 2
2014-10-22 15:41:51 +1100	My Cycleway Idea	This place is a nightmare to negotiate!	Waratah	Ward 3
2014-10-22 19:25:18 +1100	My Cycleway Idea	There are limited opportunities to connect to Lake Mac LGA via a direct, convenient route. A cyclepath within the rail corridor could provide an easy grade and connect with Lake Mac foreshore track.	Kotara	Ward 3
2014-10-23 09:33:43 +1100	My Cycleway Idea	mackie ave road surface is terrible for road bikes, this is a high traffic route that connects R6 to the fernleigh track... Smooth asphalt with cycle lane would be a huge improvement here!	New Lambton	Ward 3

2014-10-22 15:37:37 +1100	My Cycleway Idea	Intersection of Lambton road and Hobart road. A stop sign would be much safer here than a give way sign - car drivers are looking out for cars not cyclists.	Lambton	Ward 3
2014-10-23 11:16:46 +1100	My Cycleway Idea	Add a "bike box" at this intersection in front of the cars. Add a bicycle light at the intersection that goes green at the same time as the one for cyclists coming from the west.	Lambton	Ward 3
2014-10-22 20:44:52 +1100	My Cycleway Idea	Maintain connectivity of bush riding trails as part of JHH bypass. Current design will result in trails being severed.	Lambton	Ward 3
2014-10-23 11:15:21 +1100	My Cycleway Idea	Cars expect cyclists to ride in the door zone along here and will attempt to squeeze you into doing so. Paint bicycle symbols nearer the centre of the lane to indicate that is where cyclists should be	Lambton	Ward 3
2014-10-22 15:35:49 +1100	My Cycleway Idea	This crossing at Maud Street forms part of Route 6. Traffic Approaches too fast. The island is not actually wide enough. Protection Barrier needs replacing / upgrading. Consider lights for crossing.	Waratah West	Ward 3
2014-10-22 22:46:53 +1100	My Cycleway Idea	Very dangerous crossing. Needs a lot of work. Cars often block the footpath access on Prince Street	Waratah West	Ward 3
2014-10-22 15:37:11 +1100	My Cycleway Idea	This could be a link path between prince st and the cycle way to avoid maud/prince st dangerous and busy intersection.	Waratah West	Ward 3
2014-10-22 17:36:57 +1100	My Cycleway Idea	A cycle way from the city to JHH would be great thanks.	New Lambton Heights	Ward 3
2014-10-23 09:54:36 +1100	My Cycleway Idea	jesmond cycleway is great however the surface is deteriorating. Please re-finish surface, also the grading of the	Jesmond	Ward 3

		path currently collects water, needs a side drain like fern. Track.. thank you!!		
		jesmond cycleway is great however the surface is deteriorating. Please re-finish surface, also the grading of the path currently collects water, needs a side drain like fern. Track.. thank you!!	Jesmond	Ward 3
2014-10-24 16:12:22 +1100	My Cycleway Idea	It felt insufficient to just like the previous comment on this. This is the most dangerous intersection in Newcastle for cyclists. ~40% cars do not give way to bikes. A stop sign is required urgently.	Lambton	Ward 3
2014-10-23 11:23:01 +1100	My Cycleway Idea	Paint a cente line and walk/bike symbols to indicate people should keep left along this shared path - lots of internatinal students use this and walk/ride along the right.	Jesmond	Ward 3
2014-10-23 11:18:40 +1100	My Cycleway Idea	The plan of the route through the park and pearson st will only be used by families and slow cyclists. Too many wayward pedestrians and off-leash dogs for commuting cyclists, who will use Howe St	Lambton	Ward 3
2014-10-23 11:19:51 +1100	My Cycleway Idea	Remove the metal bollard at this end of the cycleway as a matter of urgency. This is very dangerous.	Jesmond	Ward 3
2014-10-23 11:21:40 +1100	My Cycleway Idea	The cycleway crossing the sliproad here is very dangerous. The visibility is poor for both cyclists and motorists. Consider placing speed humps on the road and mark the crossing.	Jesmond	Ward 3
2014-10-23 10:49:22 +1100	My Cycleway Idea	So many motorists speed through here, fail to stop at the red light, and block the crossing when the lights change it would improve safety to have a red light/speed	Kotara	Ward 3

		camera here.		
2014-10-22 17:07:20 +1100	My Cycleway Idea	Allow community gardeners to plant non invasive food plants along suitable bike paths. Rhubarb, blueberry bushes, corn, onions herbs bush tucker trees etc. Looks good and tastes good.	New Lambton	Ward 3
2014-10-22 22:47:48 +1100	My Cycleway Idea	The bike path here is very bumpy and uncomfortable to ride on	New Lambton	Ward 3
2014-10-22 08:16:20 +1100	My Cycleway Idea	crossing durham rd from cycle path ends is dangerous. traffic lights could solve this.	Lambton	Ward 3
2014-10-22 22:42:16 +1100	My Cycleway Idea	The suddenly disappearing bike lane is very dangerous, and there isn't a good way to access the path.	Waratah	Ward 3
2014-10-22 22:43:06 +1100	My Cycleway Idea	Bicycles can't trigger the traffic lights here because of the induction loop. A button to trigger the lights would be very useful.	Waratah	Ward 3
2014-10-22 20:54:19 +1100	My Cycleway Idea	It would be great to have a continuous shared path from Blackbutt shops, New Lambton shops and Lambton park	New Lambton	Ward 3
2014-10-30 22:04:06 +1100	My Cycleway Idea	This bridge is very narrow and with the pole and the end it makes it difficult to cycle over	New Lambton	Ward 3
2014-11-09 20:33:53 +1100	My Cycleway Idea	Connect up the new Wilkinson Ave path to the University. That is bad to just build the easy bits.	Jesmond	Ward 3
2014-10-24 10:10:36 +1100	My Cycleway Idea	Consider widening path (running adjacent to storm drain) and improving signage to indicate link to Mackie Ave (to south) + leading to Kotara etc.	New Lambton	Ward 3
		Consider widening path (running adjacent to storm drain) and	New Lambton	Ward 3

		improving signage to indicate link to Mackie AVe (to south) + leading to Kotara etc.		
2014-11-17 16:37:16 +1100	My Cycleway Idea	There is no safe spot for cyclists on the road at this junction. The way the road bends causes cars and bikes to be in direct conflict.	New Lambton	Ward 3
2014-11-09 20:36:59 +1100	My Cycleway Idea	Restore the connection from the John Hunter bush track to the traffic lights to cross Newcastle Rd. It has recently been blocked by landscaping work.	Lambton	Ward 3
2014-10-30 21:29:44 +1100	My Cycleway Idea	This path is too small and tight, needs upgrading to flow into Mordue Pde better	Jesmond	Ward 3
2014-10-22 20:57:17 +1100	My Cycleway Idea	Offroad path constructed nearby as part of Bunnings. Need to extend all the way to Maryland.....	Wallsend	Ward 4
2014-10-22 20:42:47 +1100	My Cycleway Idea	Provide connection between new Wallsend/Glendale path to Lake Rd. No connections available. Would be useful to commuters and children riding to school such as Macquarie College.	Elernmore Vale	Ward 4
2014-10-22 16:07:27 +1100	My Cycleway Idea	Ever tried heading north over the Hexham Bridge on a bike in peak traffic? You'll need balls of steel the size of grapefruits!	Hexham	Ward 4
2014-10-23 20:58:12 +1100	My Cycleway Idea	A dedicated bike path through Hexham/Sandgate would connect up with the highway and also promote a revitalisation of that area, encouraging people to walk and ride along the beautiful waterways. I	Sandgate	Ward 4
2014-10-22 20:40:46 +1100	My Cycleway Idea	Cycle path from Wallsend to Elernmorevale. Current path is narrow across bridges and there could be new paths constructed in parks to	Wallsend	Ward 4

		join elermorevale.		
2014-10-22 20:09:20 +1100	My Cycleway Idea	From elermore vale using bush at back of JHH to link up with Jesmond Park cycleway. Should be constructed as part of the SH23 extension thru this bush. No evidence of cycleway as part of this proposal	Elermore Vale	Ward 4
2014-10-22 22:40:43 +1100	My Cycleway Idea	There is no way to cross the road here as the Hungry Jacks traffic light is activated by induction loop. A button to trigger the lights would be most appreciated.	Hexham	Ward 4
2014-10-22 20:55:42 +1100	My Cycleway Idea	Wallsend to Jesmond cycleway has a gap missing in this vicinity. Requires cyclist to cross Nelson Street in dangerous proximity to Cowper St lights and also ride down narrow streets.	Wallsend	Ward 4
2014-10-22 16:04:47 +1100	My Cycleway Idea	This intersection has been re-built umpteen times and still has no consideration for pedestrians or cyclists - an accident waiting to happen.	Wallsend	Ward 4
2014-11-10 11:47:05 +1100	My Cycleway Idea	How about a pedestrian crossing here? It's very hard to cross with all of the high speed traffic coming from Sandgate.	Wallsend	Ward 4
2014-10-30 21:58:23 +1100	My Cycleway Idea	Similar to the glendale/Wallsend tramway, it would be a real icon of Newcastle to utilise the former rail corridor from Minmi to Hexham for cycling. This could link to the growing area of Fletcher.	Minmi	Ward 4
2014-10-30 21:48:10 +1100	My Cycleway Idea	The shoulder size on this road is great however the level of puncture causing debris is excessive. I suggest this shoulder should be swept more frequently. In conjunction with LMCC would make sense	Wallsend	Ward 4

2014-10-30 21:32:02 +1100	My Cycleway Idea	Would be great if a cycling bridge joined the old path to the new one currently under construction	Birmingham Gardens	Ward 4
2014-10-22 20:49:50 +1100	My Cycleway Idea	RMS is slowly taking away parking shoulders and turning these into travel lanes. No provisions for on road cyclists. Extremely narrow lanes.	Wallsend	Ward 4
2014-11-10 16:44:40 +1100	My Cycleway Idea	This S-bend is very dangerous as it is 'blind' due to a large non-native bush which obscures vision of oncoming cycle traffic which is often on the wrong side. The bush needs to be removed.	Wallsend	Ward 4
2014-11-10 11:51:03 +1100	My Cycleway Idea	With the new path being built here some bright spark has replaced the ramp onto Wilkinson with a kerb (ie. heading North from the Mordue Pde cycleway connector).	Birmingham Gardens	Ward 4
2014-11-10 12:36:57 +1100	My Cycleway Idea	Regular street sweeping is required here to clean up the Bogan confetti.	Wallsend	Ward 4
2014-11-02 17:31:09 +1100	My Cycleway Idea	Bike path from the back of Maryland across the wetlands to near Wilkinson Ave Birmingham Gardens. Would move a lot of traffic from Maryland/Fletcher to University safely.	Shortland	Ward 4
2014-10-22 19:47:17 +1100	Something I like	There needs to be consideration given to alternate bike path around Queens wharf. Current signage requires riders to dismount - this is not helpful as bikes take up more space when walked. Alternate?	Newcastle	Ward 1
2014-10-22 15:38:27 +1100	Something I like	The new lights on Hannell Street have made crossing this v busy & fast road much safer for all creek side path users - Thanks for this!!!	Maryville	Ward 1

2014-10-22 19:57:16 +1100	Something I like	Southbound, there is limited space at the rail crossing and little opportunity for bikes to utilise path on the other side. Vehicles often disregard bikes at this crossing.	Islington	Ward 1
2014-10-23 11:31:35 +1100	Something I like	Great work being done along here!	Newcastle	Ward 1
2014-10-22 15:44:56 +1100	Something I like	I feel safe on the path from Watt Street to where I have to join the road again around the back of the TAFE. Some aggro drivers around the TAFE.	Wickham	Ward 1
2014-10-24 09:27:56 +1100	Something I like	Thanks for the work to create a new / widened (separated?) bike path over the bridge here. It gives a safer off road option. Most of it is wide enough that sharing with pedestrians works well.	Mayfield	Ward 1
2014-10-22 19:50:59 +1100	Something I like	Awkward entry to new path from bike lane on wharf road. Sharp turn with narrow entrance is difficult to safely navigate.	Newcastle	Ward 1
2014-10-22 23:02:37 +1100	Something I like	Consider paving the southern end of this path from Islington Cricket oval to Maitland road. The dirt surface makes it tricky on a bike, especially after rain.	Islington	Ward 1
2014-10-23 11:04:45 +1100	Something I like	The extra set of lights at the service station here and the additional section of bike path has made this crossing much safer.	Islington	Ward 1
2014-10-23 08:11:00 +1100	Something I like	Love the new cycleway here!	Stockton	Ward 1
2014-10-22 22:59:56 +1100	Something I like	Thanks for the new additional path through Islington park. It made a bit more room for the many users that travel to and through the park, reducing risk of collisions with R6 bike commuters etc	Islington	Ward 1

2014-10-22 19:53:42 +1100	Something I like	Car park drain extends into shared path, dangerous grate and curbing gap needs remodelling.	Wickham	Ward 1
2014-10-26 21:28:45 +1100	Something I like	The new shared path was a godsend, I no longer have to share the road with heavy vehicles. Though it would have been good if the path joined up to Young St.	Carrington	Ward 1
2014-10-22 16:00:15 +1100	Something I like	Thanks for making this intersection (Industrial Drive east bound) safe for cyclists!	Mayfield West	Ward 1
2014-11-06 21:37:58 +1100	Something I like	Light rail (most eastern stop) needs bike hire station so that people coming into the city can enjoy the new coastal bike paths on a casual basis.	Newcastle	Ward 1
2014-11-08 18:37:19 +1100	Something I like	continue the cycle way around the foreshore asap	Newcastle	Ward 1
2014-11-09 20:50:39 +1100	Something I like	What a gem. The breakwater walk is busy at all hours. Keep it completely vehicle free for safety and enjoyment of walkers + skaters and cyclists and surfers and grannies with walking frames.	Newcastle East	Ward 1
2014-10-28 21:06:37 +1100	Something I like	Build fence between playground and park as cyclists speed along this section and when there are a lot of kids it can be hazardous.	Tighes Hill	Ward 1
2014-10-22 22:55:25 +1100	Something I like	Thanks for reducing the speed limit on most streets in Tighes Hill; it's made riding feel that little bit safer. Now just roll it out on residential streets everywhere else please!!!	Tighes Hill	Ward 1
2014-11-06 20:48:13 +1100	Something I like	Excellent work here - wish all cycleways were like this!	Stockton	Ward 1
2014-11-10 12:10:30 +1100	Something I like	Great work on this upgrade to Industrial Drive intersection -	Mayfield West	Ward 1

		MUCH safer!		
2014-10-15 15:02:23 +1100	Something I like	I love the Fernleigh Track. I think it is a great asset for Newcastle to have and enjoy riding on it all the time.	Adamstown Heights	Ward 2
2014-10-15 15:08:02 +1100	Something I like	I love the mountain bike tracks through Glenrock!	Merewether Heights	Ward 2
2014-10-22 19:22:12 +1100	Something I like	The new pedestrian and bicycle bridge here is fantastic. I use it to ride to IGA, prefer it to riding on Broadmeadow Road. Coming off the path at Curley Rd however is sometimes hazardous.	Broadmeadow	Ward 2
		The new pedestrian and bicycle bridge here is fantastic. I use it to ride to IGA, prefer it to riding on Broadmeadow Road. Coming off the path at Curley Rd however is sometimes hazardous.	Broadmeadow	Ward 2
2014-10-23 10:52:32 +1100	Something I like	This new connection between Scenic drive and Glenrock/Fernleigh is great.	Merewether	Ward 2
2014-10-23 10:47:20 +1100	Something I like	The new connection here to Fernleigh makes things much safer.	Adamstown	Ward 2
2014-11-07 21:38:40 +1100	Something I like	While on a ride this week at 6.10 am I passed the Council mini-sweeper on the new cycle link from Fernleigh to Scenic Drive. Great work guys! Much appreciated!	Merewether Heights	Ward 2
2014-11-07 21:18:21 +1100	Something I like	There are some road cracks causing cycle hazards southbound on Brunner Rd. Filling these in would be great. Not a common bike route though,?	Adamstown Heights	Ward 2
2014-10-28 09:12:28 +1100	Something I like	Install water bubblers for the use of both people and animals along Fernleigh track. A toilet stop along this path would be appreciated as well.	Adamstown	Ward 2
2014-11-10 11:59:55 +1100	Something I like	Cycle lane on Dumaresq headed West is	Hamilton	Ward 2

		excellent - thanks.		
2014-10-22 16:07:15 +1100	Something I like	The lights here are great, as are the pathways.	Broadmeadow	Ward 2
2014-10-22 16:06:05 +1100	Something I like	Thanks for the excellent connections around here!	New Lambton	Ward 3
2014-10-22 20:05:01 +1100	Something I like	The bike lane here is dangerous and unnecessary. There is plenty of space to widen the existing footpath to shared standard or run a separate path through the park.	Kotara	Ward 3
2014-10-24 09:30:01 +1100	Something I like	This new bike path is good, but some extra signs (for both cyclists and drivers) would help safety at the place where riders need to cross back to the other side of the road (when heading NW)	Waratah	Ward 3
2014-10-23 08:08:48 +1100	Something I like	If the cycleway was extended from glendale to speers point I would be able to reach my parent's place safely without using a car!	Elernmore Vale	Ward 4
2014-10-22 17:20:06 +1100	Something I like	I would like to see a shared cycle/walk way on Minmi Road (board walk) over the swamp for the safety of everyone, mainly the school children. I don't walk that way anymore because it is a death trap.	Minmi	Ward 4

## Appendix - IV

### Verbatims – Frequent riders

Do you have any additional comments you wish to make?
no
None

None
.
<ol style="list-style-type: none"> <li>1. Look at bike culture cities (i.e.; Amsterdam, Berlin etc) they are very busy and self regulated. They work! Why?</li> <li>2. Bike lanes that end at the middle of a busy intersection are dangerous.</li> <li>3. Major shopping centres (i.e.; Markettown) have facilities to park approx six bikes. Ridiculous for the inner city. Make shopping centres owned by big multi national companies install adequate bike parking facilities in the planning process - not as an afterthought.</li> <li>5. The current infrastuture means that to stay safe, cyclists have to jump from travelling along the road to travelling on the footpath several times in a journey. This encourages dangerous manoeuvres and is confusing for drivers.</li> <li>6. King Street is particularly dangerous (between the beach and Markettown). The road has so many patches and uneven surfaces I have almost been thrown from my bike.</li> </ol>
<ol style="list-style-type: none"> <li>1. provide free access to a fleet of bikes for riding between lock up stations located throughout the region. Riders could pre-register as a rider and get an access code to unlock the bike. Riders bring their own helmets. This is already in place in other bike-friendly cities overseas.</li> <li>2. focus on getting recreational riders to also bike ride to work, instead of focusing on getting car drivers to change to become bike riders to work (or to shopping areas, universities, etc)</li> </ol>
<p>A bicycle stamp in a car lane is a total waste of time and just a pretend cycle way to satisfy a target on paper. If council was serious traffic separation is the only option. The cyclway sections you do have are a credit and perfect for use but need better connection.</p> <p>Grinsel at in new lambton is rediculously rough to be on a cycle route. It's worse then dirt to bounce over</p>
<p>A properly integrated bike networks.</p> <p>Marking on the road would be fine to start with. There is no answer to the chicken and the egg question we just need to go on all fronts.</p>
<p>A really good option for a cycle path would be Denison St - all the way between 9-ways and King St. Its a very wide and fairly quiet street that would take bikes off Tudor St.</p> <p>I currently have to illegally cut across King St once Denison St ends to keep travelling into CBD. Crossing 9-ways is also problematic to get back on Tudor St going over the railway bridge.</p> <p>At both locations, I'd install lights that synchronise with the closest lights to allow bike riders the chance to cross. At the King St crossing, this would mean stopping cars travelling East here rather than at the intersection with ABC.</p> <p>Interaction with pedestrians not staying to the left on that bridge is also a problem.</p> <p>a safe link from the Fernleigh Track to Merewether Beach would be useful.</p>

A small percentage of drivers seem to go out of their way to endanger the lives of vulnerable groups such as cyclists and pedestrians. This stops many others means that some are too scared to ride. Poor attitude also seems to spill onto shared paths where a minority act like they own the path. Walking 4 abreast for instance. Dogs off lead or on lead but not under control for instance.

After returning from Amsterdam and other parts of Europe there is multi level bike stations at rail way stations, lockable bike stands and cycleways everywhere, with tramways and remarkably few cars I strongly agree that a more focus on bike ways and incentives to ride should be encouraged

Again NCC and Newcastle voice has missed a perfect opportunity to educate people about the confusion over the bike pictures on Newcastle roads. I specifically previously emailed about this and it seems the reason why it is not being focused on is NCC is unethical. This is NOT community consultation. This is community ignoring

On Newcastle roads wherever there is a bike picture on the road do not cycle over the top of it. The authorities usually recommend for your safety you should usually cycle just to the right of it. NSW Road Rules 153, 144 & 247 advise to ride the safe way (usually 1.5m away from opening parked car doors) RTA.nsw.gov.au.

Over 90% of people dangerously believe they must ride in narrow Newcastle "bike lanes" (2013 survey by and more safety tips at BikeLoveCorral.blogspot.com).

Remove these bike pictures on roads, they are confusing, dangerous, and unethical.

Although I haven't had any collisions, I have at least one near miss a week. Some have been extremely scary and often the driver hasn't even noticed what they did.

An end and ride facility at the John Hunter Hospital would be an important facility that would be used extensively. Like the one at the University.

An innovative approach by Council to improve and expand the impact of the cycle strategy will have a positive return on investment. Although the predominant journey to work is by car, Council should demonstrate future shared carriage of cycles and cars in a key arterial road into the city (hopefully not as divisive as the figs)!

Any expansion of off road cycle paths would be greatly appreciated. For such a relatively flat town it should be much more doable for a young family to ride around - not just seasoned cyclists - for actual transport not just as a recreational activity.

As a regular cyclist, I do not think Newcastle has an extensive network, shared lanes often suddenly end or narrow, or are filled with parked cars. Many drivers awareness of cyclists is limited and some are aggressive. shared paths are challenging even family riding groups go faster than walkers, People are not always courteous to each other and are pedestrians are often quite intolerant, walking and filling the entire width of the fernleigh track for example. I am often told by people would ride rarely or not at all, that they would if it was safer on the roads. definitely the speed of cars needs to be reduced on cycle routes. A priority should be a cycle path Newcastle to Maitland and should be constructed away from

the road, near the rail utilising the infrastructure already present and being created near Hexham

As a resident of the southern end of Gordon avenue I do not wish to see our parking removed from the front of our house. The road is extremely busy and parking is limited as it is. Cars quite often are going too fast approaching the lights and often try cutting the cars into parked cars in front of 127-131 Gordon ave. It is too dangerous a road for a bicycle lane or bicycles in general.

At the moment there is no consideration for cyclists at road works. Often road works makes cycling extremely dangerous since it puts you directly in traffic with inconsiderate drivers. Please consider lower traffic speed considerably or making a dedicated lane for cyclist during road works.

Please consider cyclists when making traffic intersections. It is hard to tell where the traffic light sensor is. A marking on the road as to where you put your front and back wheels would help cyclists at traffic lights considerably, especially in side streets where there is a low traffic volume to trigger the lights.

Better connections would be great eg Throsby Creek to Honeysuckle along the foreshore, From Islington through Hamilton to get to Hamilton and the Fernleigh Track. Throsby Creek into Mayfield.

I have children now and ride a lot less as now as I find drivers in Newcastle very intolerant and aggressive towards cyclists or simply don't look for them. So unless there is a dedicated protected cycleway I don't ride with them on the bike and consequently drive much more often than I would like. Especially to/from childcare as there are no cycle routes, even if you go out of your way there is no safe way to get from Islington to Hamilton on a bike.

Better education program's to promote safe cycling and also targeted at drivers on how to behave when riding near cyclist.

Certain busy/ main roads to be off limits to cyclists if no cycle lane especially in peak periods there are always alternative routes

Bicycle helmets are dangerously hot, even the best-ventilated ones. This trapped heat can cause heat-related illness, with effects including extreme headaches, temporary blindness from sweat in the eyes, drug-like impairment including progressive loss of judgement, balance, coordination and cognitive function, extreme aggression and violent behaviour, and death.

I love riding bikes but I do not want to die as a result of being compelled by law to overheat my head.

How is this safe? If some cyclist bashed you, vomited all over you, then died at your feet, how would this be safe?

Bike lanes where car doors open don't increase rider safety at all. Road shoulders are often full of debris and broken glass. Many lights don't change with the weight of even a group of cyclists. Shared paths are usually hijacked by walkers and really don't encourage the type of cycling that increases fitness or decreases car dependence.

Bike racks please - especially at the beach

Bike riders need to be considerate to vehicular traffic- I regularly see packs of inconsiderate bike riders in their Lycra creating traffic hazards.

They ride with an imperious attitude to other road users and need to be more accountable for the dangerous situations they create.

Bike riders who ride 2 abreast are a danger to traffic.

Single file only please.

Wider shoulders with definite markings would make riding a better option than cars.

Linking major centres with designated bikie tracks would be ideal.

Keep up the continuing good work.

Bike routes are improving. However they do not connect leaving open road between routes.

There is no Bike path from Newcastle out to bike paths or suburbs and with the high traffic movements it is dangerous riding out of Newcastle.

Bring on more cycleways - bring on the Cycling Revolution!

Can we have a cycle way along side the train track from Glendale Super center, (the place of the new LMCC interchange)through the tunnel under lookout Road to Newcastle train Station please.

car drivers to not generally treat bike riders with any respect

Carnley ave alongside blackbutt should have shared path all the way down the blackbutt side. Or shared paths within blackbutt like you used to be able to ride bikes on 10yrs ago.

Change rules so bikes can ride on footpath

Clean roads and improved rider safety should be the highest priority as this has the greatest Cost benefit for the ncc. Providing maintained cycle paths would provide this as driver behaviour in Newcastle is not particularly good and will take too much time and money to change

Thanks

collect the garbage and maintain the roads.
Connect Fernleigh track to bathers way at merewether to create a truly safe, scenic and enjoyable ride that can be enjoyed by Novacastrians and also be marketed as an active tourist attraction. What better way to explore some of Newcastle's best attractions!
Connect path from end of Fernleigh Track to follow rail line into CBD. Remove rail line from Wickham to CBD and create bike paths.
connecting the bike paths & educating drivers about cyclist safety would improve the whole cycling experience. we have a world class harbour foreshore that can be enjoyed best on a bike & should be better connected to the heart of the city.
Connecting the existing routes would be good
Connectivity of cycleways does not just include seal paths. Off-road dirt paths can provide adequate connectivity in many cases. This can often be achieved at a much lower capital cost than a sealed solution.
Council is doing a pretty good job to make the city bike friendly. The more cycle ways and marked lanes the better. Links such as pathway from Northcott Ave on Park Ave (towards Adamstown) are welcome initiatives.
Council MUST clearly signpost (and frequently advertise) cycling/pedestrian 'rules'(and provide enforcement officers) for shared routes; ie, ALL KEEP LEFT and NO HEADPHONES for either cyclists or pedestrians. Too many proclaim that pedestrians should keep right and cyclists left - while others meander in the middle or the pathway with double headphones plugged into their ears and cannot hear a cycle bell from 10cm away - even if they had a brain. Selfish and brainless idiots in both categories cause unnecessarily dangerous conditions for those doing the right thing.
Creating more cycleways such as the fernleigh track could only increase the number of bike riders...
Thanks
cultural change (attitude of drivers/cyclists) needs to accompany physical change to the landscape. 'Image makeover'= that it is cool to ride a bike especially for short trips, rather than take the car.
Cycle routes like the Fernleigh Track are a fantastic asset. More off road tracks like this, or separated bike lanes, would make cycling around Newcastle much more enjoyable and infinitely safer.
Cycle tracks like Fernleigh do not need wire and post fences. They are dangerous.
cycle ways away from roads are best, Adelaide is well known as a friendly cycle area --- it has cycle roots next to main roads and highways.
Cycle ways that come to an abrupt end at a corner or main intersection (or anywhere for that matter) are a waste of space!! It's seriously time to take a look at how the Dutch manage their traffic!

Cycleways are so important and need to be made much safer and separated from the general vehicle traffic. Thank you.

cycleways need to be constructed cheaper, 3 metre wide concrete is too expensive.need to find a cheaper option.

Cycling is a great way for older citizens like me to keep fit(thus saving health care expenses), cut pollution, and to appreciate the natural environment.

I have a brother living in the Netherlands, where cyclists in the regional city of Eindhoven have precedence over cars. I have spent time with him there, and love the pace of the city. From schoolchildren to the very elderly, most people cycle all seasons.

Hope these comments are useful

Cyclists and cycles are vehicles under the Traffic Act. Identical fines/enforcement should be the case for uniformity and safe use of our roads by all, whether by car or cycle. This is what is sadly lacking which in turn causes motorists to disrespect cyclists.

Dedicated bike lanes are the only truly safe option for riders. Main roads in other countries are built with separate lanes. How hard is it to plan for this? My main reason for not riding is that dedicated or shared bike lanes do not cover the whole route from my Mayfield home to the city. I refuse to ride on Maitland Road which is busy and narrow. I have been pushed, abused, and have come close to accidents with cars and buses many times. It remains a death-trap for all riders and the council could be sued for not providing alternatives. My work in the city, has plenty of bike parking but no showers so I only do it in winter and no, I would not use a public shower facility. I use public transport in the warmer months although this will now become problematic without the Waratah to Civic train. This city is backward and getting worse.

Disappointed that some people continue to ride without helmets.

Don't need to keep spending on roads, traffic and congestion make public transport & cycling more viable

Even the shared bike and pedestrian paths are dangerous when there are bikes and people and dogs going in both directions. Single direction for everything would be much safer.

Fear of swooping birds concerns me in Spring.

Sometimes fast riders can be discourteous on Shared paths, like the one at Throsby Creek.

Sometimes fast riders are not very traffic conscious; they need to work with other traffic, not assume their right above all others. Groups of fast riders often have a discourteous attitude in this, towards motorists, pedestrians and other cyclists.

Coming from Holland, I have grown up with cyclist being very much part of the traffic and take myself and others into account when sharing the road, by being sure to indicate direction etc. A lot of cyclists ride their bikes as if they're in a playground. Some advertising of good bike courtesy and common sense would be a good idea.

Feel alot safer mountain biking as there are no cars

<p>glass on roads is a major problem</p> <p>glass needs to be cleaned and removed immediately</p> <p>i spend to much time and money on maintenance due to glass on roads</p>
<p>Great to see Newcastle recognizing the need for more cycle ways etc.</p> <p>Theft is probably the worst problem. Ive had 4 bikes stolen and they were all chained up.</p>
<p>Have greatly appreciated Council's recent efforts to improve linkages - eg between Wallsend and University, but many key areas remain problems(such as Stewart Ave rail xing, Broadmeadow to Maitland Rd via Clyde St, foreshore approaching Nobbys).</p> <p>More promotion of MTB opportunities would be good.</p>
<p>Having recently lived in Brisbane where cycling is allowed on footpaths I would like Newcastle City Council to consider this as an option for greatly extending the ability to ride bicycles safely.</p>
<p>having ridden on European cycleways including shared path, on road, and on road separated the behavior of Australian drivers is appalling, cyclists are too often seen as targets rather than traffic. painted lanes on roads that disappear forcing cyclists back into full traffic lanes are a death trap.</p>
<ul style="list-style-type: none"> <li>-Helmets should net be mandatory (particularly when riding on shared paths or dedicated cycle ways)</li> <li>-Consider installing traffic lights that let cyclists go before the rest of traffic (similar to the bus lanes)</li> <li>-Do NOT introduce license for bikes (I'm sure many casual riders such as myself will stop riding because it will become to much effort)</li> </ul>
<p>How to stop thieves taking tool kit and pump attached to bike also had water bottle taken.</p>
<p>Hunter Street is a nightmare to ride a bike on. Put a separated cycleway along there.</p>
<p>Hunter street itself needs a bike lane..so when you do the return loop from the foreshore you feel safer. Especially with the inner city university coming.</p>
<p>I am 63 and retired from full time work--- I choose to cycle everywhere I can as a first choice on a daily basis----- I have always riden a bicycle in my daily commute to work over 30 years so riding day or night does not phase me---I wear hi vis gear and lights at night which I would encourage any cyclists to do--- hi vis is not a fashion statement but a life saver.</p>
<p>I am disappointed in the cycle lanes that just disappear, such at the east bound cycle lane near the rail overpass at the end if Hunter St/ start of Maitland Rd.</p> <p>For commuters to work many of the paths are not direct, which while scenic for weekend riders, are not practical for workers, especially to and from CBD.</p>
<p>I am new to Newcastle and am still getting to know the area. It would be good if I could lock my bike at say Bar Beach.</p>

I am very grateful for the work council has done.

I do think that there is more need for separate paths at dangerous intersections, rather than few very high quality paths. Incredibly over engineered and intricate paths (like at Waratah station) could be less over the top (why reo'? Why beautiful steel rails?) so that dangerous intersections like at Maud st and Prince st may be avoided (maybe using Rail access roads!).

The paths we have are great, but are all about recreation, except the Uni'. Examples like the run from the John Hunter to University are so excellent.

If bike paths went along the railways or stormwater drains, most of Newcastle could be safely and quickly traveled on bike. How about bikes on buses like they do in Germany? Look, I'm gonna ride anyway, I always have even in really dangerous places like Western Sydney. But, keeping bikes and cars separate AT THE DANGEROUS PLACES, and keeping up the great work with publicity and you could transform Newcastle, like they have London and Paris, or even Copenhagen, Munich, Portland etc

I appreciate that infrastructure. Is expensive however the separated bike path on City Road, Adamstown heights is an excellent example of what we should be striving for. This could continue down scenic drive to Yule road . The southern side of Scenic drive is ideally suited .

Fernleigh track is fantastic - continue it to Blacksmith to avoid having to go via the highway from Belmont to Pelican turn off.

Build it and they will come

I attended a cycleways forum a few months ago and was encouraged to hear that there are plans afoot to develop a more connected network throughout Newcastle and Lake Macquarie. I hope this happens.

I believe marked cycle lanes on main streets, e.g. King St would be more safely located between the parking spaces and the kerb as opposed to be between the outer marking of the parking space and the road. It is somewhat hazardous when riding in such streets/roads as drivers seem to feel they can open car doors without looking for a rider in the cycle lane. Additionally, they often pull out from a space without looking. Generally, I feel cyclists do not give sufficient and timely hand signals for motorists or pedestrians. I believe cyclists should use the same strategies when cycling as when driving a vehicle. That is, ride defensively but also assertively when it is your time to make a turn, etc. Hesitation is not a good practice when either driving or cycling. Motorists, pedestrians need to know what the rider is about to do in a timely manner.

I could write a long essay about the good and bad of cycling facilities in Newcastle. Overall the council is to be commended for their efforts in improving the cycling infrastructure in Newcastle. I can see a lot of great work has been done and that more is planned which I fully support.

A couple of quick gripes.

- the new treatment at the corner of Turton and Lambton is terrible. The new barriers across the path bring pedestrians and cyclists into conflict where previously there was none. The suggestion of cyclists to dismount at that point is ridiculous. You cannot put a cyclists dismount sign on a major cycle commuting thoroughfare and expect it to happen. While I understand that it is probably around safety at the pedestrian crossing, an alternative treatment needs to be devised.

- When placing new pedestrian and cycle crossing lights in, make sure the button is in a location that cyclists can actually reach. The new lights outside the stadium are a perfect example of poor design, where it is very difficult to position your bike so as to be able to reach.

- get rid of all the metal bollards in the middle of the cycleways. I am still suffering from the consequences a broken finger from colliding with one of those some months ago.

I cycle and walk. There are areas where as a pedestrian I feel threatened by cyclists. Many cyclist don't recognise or realise the impact damage they can do if they collide with a person on foot.

Shared paths are OK but areas used by the high or even mid speed cyclist need to have restrictions.

I don't agree with NCC approach of widening the bathers Way to accommodate more traffic either pedestrian or cyclist. The Shortland Esplanade traffic switch will be a disaster when flows increase . NCC are trying to create a signature project that will be utilised 4 months of the year. During winter autumn and early spring this facility /area is devoid of heavy usage.

I do feel we need to think about bicycle paths as being linked with areas for people instead of cars. And I think there are many opportunities to modify sections of roads/areas to make them not just car friendly but bike and people friendly too (happy to give more details here on request).

My numerous trips to Denmark, Germany and other bike friendly (and unfriendly) areas makes me realise NCC and Australia is planned for the car instead of a person on foot or bike (with valid reasons). So it is not just about seeing infrastructure from another perspective, but about building respect and healthy attitudes of bike and car users.

I think NCC is heading in the right direction, and I appreciate the work council is doing.

Thanks

I don't feel safe on the road,3 close shaves last 2 years in the short distance (1.5k) I ride each day to Towson oval.

I find Newcastle drivers are very courteous.

Painting bikes on the road does not make it safe for cyclists. Especially when these are in the car door death lane. separate bike lanes are safer. If its safer more people will ride.

I hate it when cycle lanes disappear or get so narrow it becomes dangerous.

More cycleways, more cycle hubs

Underpass at Maude St beside the railway line at Waratah would be great for cycling to the uni

I have not ridden my bike for about 7 months because I am currently pregnant. My last ride on the Fernleigh track ended with a near collision with a cyclist trying to overtake myself and a friend with 2 oncoming cyclists. There is not enough room on the Fernleigh track for 5 cyclists abreast. It was very unnerving and I have not ridden since. I would like to continue riding once I have had my bub however will be more cautious as to where I ride now that I have children. If there was a dedicated, safe cycleway for bikes only I would be more inclined to get back on my bike, however, in the meantime I will be riding my wind trainer at home until I feel there is a safe alternative.

I have on a few occasions felt unsafe on Fernleigh track with motorised dirt bikes doing hand stands on track & threatening to knock me off my bike by holding out his arm till almost upon me.

It would be helpful to older slower riders if lycra lizards could signal loudly that they are passing.

Generally there needs to be more attention to the keep left whichever mode of transport on track.

I haven't had a collision yet because I am a cautious cyclist, but I've had many near misses - mostly people opening car doors without looking (often children which probably can't be helped except to ride further into the road which annoys traffic), drivers turn out in front of me or overtaking carelessly. Mostly it seems that when drivers "look" they take a quick glance for other cars and not cyclists, animals or children. Ideally there would be designated lanes for cyclists on major roads - not the tiny little side lane that people open their car doors into and/or that suddenly terminate in the middle of a busy road. Also, it would make more sense for these lanes to be sandwiched between the footpath and onroad car parking spaces, so that parked cars provide a safety buffer between cyclists and traffic and not the other way around!

I like riding & also driving. I dislike the slow speed limits, it is ridiculous. 60km is fine on all busy roads at all times. I can stomach 50km but are always on the limit. Speed humps are not warranted anywhere but a car park. Any more nanny state retardation on traffic will only lead to disregard of the rules.

I live in Glendale and work in Thornton, spent over a year riding through Hexham but stopped due to debris on roadside and increased traffic risk. Would live to see work done on a path across the swamp and wish the rail terminal development had been used as a vehicle for funding this.

I lost my licence and have been to riding for almost 12 months - most weeks I have a 'near miss' in traffic.

I just want to get from 'a to b' safely - but right now with our culture and infrastructure I can't get from a to b (I

le from home to work or vice versa) without being in danger of serious injury most days I choose to ride.

Simply speaking- this is bullshit

I love cycling to cafes, restaurants & pubs around Newcastle CBD on weekends.

This is a great city to live in.

I love riding and it is a fabulous low cost healthy form of transport i support all efforts to make newcastle more cycle friendly

I love riding for pleasure and find most bike riders and pedestrians courteous; however, there are times when bike riders treat shared pathways as speedways spoiling it for everyone. I think all shared pathways should have a speed limit, enforced by the law.

I love the Fernleigh track and the bike path through Maryville from Islington.

On another note, I often ride over the bridge past the TAFE and do not feel safe on the portion going over the bridge. The lane is non-existent, drivers do not stick to their side of the road. This bridge, along with the bridge crossing the railway tracks between Mayfield and Tighes Hill needs to be widened, with a separate bike path entirely. There also needs to be a bike path along Maitland Road from Mayfield West along the main road to Islington/Tighes Hill to connect to the bike path. For where I have to go, taking Kings Street is not a safe route. Cars drive too fast, parked cars, etc. Bike lanes need to be separate from the main traffic on busy roadways.

I mostly ride on footpaths(illegally)as I refuse to entrust my life to car drivers even though there may be a marked bike lane and only ride on roads when cycle paths are not available.I have been spoken to once by police.

This limits where I can ride but I am alive and as I get older I will venture less and less onto roads that do not have a kerb separated dedicated bike path.

I nearly got run over by a truck Cnr Stewart and king.

Scared the hell out of me

I need to be able to put a bike onto the train because the station is 4km away from my workplace at Tocal.

I'm concerned about the railway station that I can access being cut and having to get on an inner-city bus with my bike. How is this going to happen?

I notice that there are now hire bikes near the Crowne Plaza, I think this is a great idea. I have recently moved to Newcastle from Sydney and I'm impressed with how many people ride bikes here. A lot of families ride bikes along the harbour front in Honeysuckle, it's lovely to see families having fun and exercising together.

I often ride with my children. I would love to see children taken into account when planning cycle lanes - a slow lane or a way for children to ride safely around my area and be more independent riders.

I plan on riding my bike to work each day next year when my work moves into the old James Fletcher Hospital at Watt St as I have no hope of getting a park.

I prefer to not be on the road. I think the green lanes are dangerous because of car doors. Most important routes I think are city to Uni, City to Charlestown, Charlestown to Uni. I really appreciate the parts where I do not have to share with cars. Some car drivers are hostile toward cyclists. A bit disappointed that the cycle way idea that Council had was put on hold while light rail plans were being done. I think with the new Uni campus we have to be smarter with keeping cars out of city - encourage cyclists as much as possible and one important strategy is not sharing with cars. We need to slow the hostility of some in the community toward cyclists. We kind of do that by keeping main routes cars and bikes separated. Some great initiatives by NCC - please keep it up.

I ride from Whitebridge to Honeysuckle, and have noted that Newcastle is becoming more bike friendly, eg the shared path recently installed between Adamstown and Teralba St, but there are still areas where it is unsettling riding a bike. Separated bike lanes are best.

Fernleigh track is excellent. If it wasn't for that track, I wouldn't be riding to work.

My workplace has good bike storage facilities, and a shower and lockers, so also encourages bike riding.

I still believe that the "shared" road & path model that NCC is using along the Bathers Way is a flawed model. Especially in busy times eg summer, I will confuse cyclists as to which path or road route to follow. It will frustrate pedestrians on paths when cyclists pass them unawares. It will frustrate car drivers having to slow down & share a one-way lane with cyclists. There was adequate space ie 3m to provide a separated two-way Cycleway from Merewether to Nobbys & beyond to Carrington if the right planners & designers had been involved. Where else has this "shared road & path" model been used & where successfully?

I strongly recommend that riders should pass a basic knowledge test.

Speed limits should be set and clearly marked on non-road cycleways.

For example, the new signs at the Yacht Club are a good indicator that Cyclists should progress slowly through that section.

Sections of the Fernleigh track that have poor visibility, or high pedestrian activity should be speed limited. The foreshore, and beach front shared paths should be speed limited.

I have been an extremely active cyclist for 25+ years, and the conditions today are significantly different than when I began: There is far more congestion, and significantly more bicycles of all types in use. Just like motor traffic, it is time for cycle traffic to be more managed.

I strongly support the funding of the Safe Cycling Network. I believe council has made great progress but need to invest in infrastructure which encourages less cars in the city and more family friendly environments for cycling

I strongly support the proposed CycleSafe network and believe that it would do great things for Newcastle and the community at large.

I live in Carrington and work in Honeysuckle, so have no excuse not to ride. The cyclesafe network would create the same incentive for a large part of the community.

I support actions to increase bike participation

I support Newcastle Cycleways Movement's CycleSafe Network proposal.

I think a bike path / walking path from hamilton station that went under / alongside the bridge and out the other side of the train tracks (parallel to --> connecting with the foreshore) would be a route to think about. It would help make the different parts of the city feel more connected and would be a much nicer option than cycling walking down mainland rd, hunter street and stewart avenue to get to the foreshore.

I think cars are respecting bikeriders a bit better but in saying that it only takes one car. I do know of 3 people who have been hit by cars in the last year - 2 have died and I think the other is going to have a long road to recovery...and I don't know the bike community that well. We need more off road and separated bike lanes. There are some bike lanes that stop abruptly .....one on King Street comes to mind...this is pretty dangerous and scary for novice riders. Please support separated bike lane plans. Maud Street underpass support is needed.

I think Fernleigh track needs to be made more family friendly and cyclists encouraged to slow down. I would not take small children riding on it as speed racers seem to think they get priority and it is just not safe. My daughter nearly got wiped out a few years back and the cyclist yelled at us saying she could have been killed. My daughter has good bike sense but kids are unpredictable.

I think it would be brilliant to have a connected bike network. Newcastle's such a liveable place. Let's plan and make it even more liveable. It will become the envy of cities all over Australia and this will draw people businesses and jobs

I think it would be much safer for both cyclists & pedestrians if cycleways were separated from foot paths and riders were licensed so they were more accountable for the danger they cause when cycling at excess speeds. Also on Honeysuckle Drive when I am a pedestrian I feel it would often be safer to walk on the cycleways as the footpaths are crowded by cyclists travelling in both directions on the one footpath, while the cycleways are unused.

I think the bikes lanes in the city are very unsafe. I often ride along king street and have had so many near misses with car doors. And all of a sudden the bike lane disappears. I now ride of the footpath which I am probably not supposed to do but I am not willing to risk riding on the road.

I think newcastle is the perfect city to develop separate bike paths in and around the city.

I think the cycleways are improving by separating drivers and motorists but if cyclists are riding to commute then some of the cycle routes are not direct enough, they take too long and shared paths with pedestrians are fraught with dangers for both parties. An awareness campaign to help change attitudes of drivers towards cyclists and courtesy encouraged between pedestrians and cyclists on shared paths would be of great benefit. A consistent criticism from drivers about cyclists is that they don't obey road rules, especially when in groups and in particular riding through red lights. As a driver and casual cyclist I would agree that occurs fairly regularly so cyclists need to be made aware of their responsibilities on the road also.

I think what track that do exist are fairly good just not enough and don't link maybe as well as they could

I use to live in Hamilton and rode to work in the cbd daily via quiet backstreets.  
I now live at minmi and find there is no safe path to work so I only drive now.  
There is no safe passage to ride to Thornton train station (freeway only) and the New England hwy is shockingly bad.  
If a dedicated bike path was built across the Hexham swamp from kurri kurri to Newcastle I would ride far more regularly.  
There should also be a physically separated path beside the hunter expressway, my wife and I would then on weekends ride to kurri etc and this would also connect people to ride into Newcastle cbd and foreshore.

I was a regular cycle rider for transport to work, social events, exercise and short commutes. In the middle of 2013 I had major surgery and so didn't exercise or ride afterwards for some months and then I got out of the habit. I have recently begun to take short rides and hopefully be more engaged with cycling in the coming months.

I was recently in Vancouver. I was impressed with their cycling facilities including many separated on road cycle lanes.

I wish i had more time for bike riding

I worry when riding on the road about car drivers opening their doors without looking. On the other hand I don't want to ride too far over so as to get in the way of cars driving past.

I would definitely ride to work from Stockton to JHH if there was a safe route. I have ridden this route once and once only because it felt very unsafe.

I would encourage the establishment of more bike ways and separate lanes on the road for bikes. The interconnection of bikeways both on and off road and clearer marking of bicycle friendly routes

I would like an engineer who is a regular cyclist to design the cycleways

I would like bike riding to be able to be combined with public transport options so bike riding can be part of work day and to make it more possible for more people to get to work without a car.

I would like the rules about riding on footpaths to be cleared up. I thought it wasn't legal, but lots of people ride on footpaths

I would like to have access to more information about marked bike routes throughout the city. I am very concerned about safety. I have ridden the R6 a couple of times from the CBD to the Uni and back and there are a couple of places that are quite dangerous. I would absolutely use a shower and changing facility for cyclists. One of the disincentives for riding to work is being able to shower, change and be presentable once arriving at the office.

I would like to see a ' Bike Network' in Newcastle connecting all existing cycle ways as well as connecting all suburbs. The majority should be off road bicycle paths for safety reasons. Any bike lanes on the road should stay clear of the 'door zones' of parking cars! The more safer cycle paths will exist , the more people will commence cycling.

I would like to see Council take on a facilitation role, building a major cycleway infrastructure plan from the bottom up, with a focus on user satisfaction and up-front engagement.

The Council could use in-house bureaucrats to design an ambitious strategy in line with a well defined community vision and then find funding through State and Federal grants in order to get much of this realised over a realistic delivery period (perhaps 10 years).

I think that weatherproofing is something that is overlooked. In Newcastle, heavy rain events are the norm and can discourage a lot of people from cycling on a daily basis. Perhaps more 'rain shelters' could be erected in places that have patchy awning coverage. This sort of thing could form be part of a community cycleway vision.

Why can't the Council copy successful designs and strategies from other countries? I feel as though NCC and the RMS try to reinvent cycleway infrastructure in their own way, and get it wrong a lot of the time, wasting precious funds and achieving little benefit for it.

I would like to see existing rights of way unused now turned into walk/bike ways but not concrete speed paths which are dangerous for pedestrians and dog walkers. More attention to walkers and dog walkers wanted!

I would like to see increased road markings for cyclists, especially in Newcastle CBD. Also, better connectivity between cycleway networks.

I would like to see more connection of bike paths so that there is not a gap with on road risks. The biggest threat to my safety on bikes has come from buses. There should be a bike lane on routes that have bus traffic or alternative routes without buses.

I would like to see NCC make concerted effort to connect the various cycleways that already exist and significantly extend the network. It should adopt and implement the CycleSafe Network proposal.

I would like to see the Honeysuckle to Marina section completed and extended to loop around Carrington.

I consider Newcastle Council to be cycle friendly but clearly marked lanes could be extended.

I would love newcastle to become the cycle city where you want to live. Which would in turn make us a healthy city. Cheers XXX

I would love to bike more with my children and for myself. We would also like to encourage out children to bike more by themselves, particularly as they get older. However the lack of off road/separated bike paths, poor connection between bike paths ( we live near Merewether beach and there are no really safe routes to get across to Broadmeadow/Lambton/Callaghan etc for young/teenage children) and the behaviour and speed of car drivers etc, deters me significantly from biking in Newcastle.

I'd love to bike to Wickham and catch the train to uni, however, I don't feel really safe on the route I ride.

Having lived and biked in Holland ( where there are many separated bike paths and car drivers are much more courteous ) I feel generally unsafe on the roads here. That said, some behaviour of bike riders contributes to this attitude - biking 2-3 abreast on narrow roads (with a reasonable amount of traffic making it very difficult to go around the bikers, resulting in drivers having to follow behind them) is incourteous to car drivers and not about sharing the road.

Please make Newcastle LGA bike routes more user friendly by connecting existing off road/separated bike routes with separated/off road bike paths. I'd guarantee you myself and my family would ride much much more!

I would love to cycle more often, as would my 10 year old son, but we just don't feel safe and always go on the footpath. When he gets to 12 years old and we can't go on the footpath anymore I am not sure how we will cylice.

I would ride a lot more for leisure/exercise if there were a lot more, connected, separated bike lanes and bike paths

I would ride every day if there were off street (or at least separated from traffic) cycleways. It is a huge problem that the existing cycleways do not link up. Cars are not routinely aware of bicycles & I feel very unsafe on main roads.

I really appreciate the work done so far (e.g fernleigh track & johns pde).

I would ride much more if I felt safe. I live in Mayfield East and hate the coal train overpasses. Industrial Drive loses its marked bike path on the overpass and the footpath is often covered in glass or other debris.

I would ride to work in the CBD if there are physically separated bike lanes from the traffic, otherwise its too dangerous.

If I have time I try to avoid riding directly from Hamilton to the CBD by road as it is scary to be squished between parked cars and moving traffic on a busy road (e.g. Donald/Parry/King St). I never ride such routes with my children attached to my bike (I take a longer route via Islington and Honeysuckle). I would be so much more encouraged to ride into the CBD if there were a safe route along Hunter or King St for example (a route that separated bikes from traffic without being squished between traffic and parked cars).

If the council is planning on asking for a rate rise from residents, they should desist from spending on unnecessary items, such as bike lanes and bike showering/parking facilities.

if you are going to have more cyc;es & cyclists, what insurance do you have for them & their machines, I have to insure my car etc, why dont this mob, who use or pathways and roads for their particular enjoyment etc.

I'm sick of Newcastle council stalling with their cycle plans. This network was supposed to start more than two years ago. Use Newcastle Cycleway Movement's plans - they have already worked out what needs to be done. Newcastle council obviously has no idea about these cycleways work and should engage with the cycling community more frequently as they have expertise.

Imagine a city which is renowned for the ease and safety of cycling. I support council spending serious money on cycle ways.

improve connectivity is required from main bike routes into cbd locations.

Improve footpaths for pedestrians!

In considering cycling access, consideration should also be given to off-road cycling such as mountain biking. Glenrock is being loved to death and alternate venues need to be found.

The NCC LGA has multiple areas (such as Blackbutt) where low impact single trail could be implemented.

Discussion with the NPWS and Glenrock Trail Alliance could help further mountain bike access in the area.

In most cases pedestrians and cyclists need to be separated. Sharing busy pathways just does not work. Pedestrians are all too often reluctant to share the space and don't 'control' children or dogs (and don't feel they should have to) to make it safe for cyclists and others. I have stopped using some shared areas because it is simply too unpleasant and the tension is not worth it.

It fails me to understand why the Council has spent so much money putting in a narrow shared path between Durham and Tyrone Roads Lambton. There was ample space along the road to put in a separate bike lane that would have been a lot cheaper and a much better use of the space.

In Newcastle the roads are full of cars and the lovely wide footpaths in the Hamilton, Merewether and CBD are empty as very few people walk anywhere in Newcastle!!! Not many joggers either except for the beach fronts. As I don't want to die young and car drivers are the rudest I have found world wide, most times I ride my bike on the empty footpaths preferring to negotiate the gutters for road crossings. If dedicated paths for cyclists are planned (for me by far the safest option) may I suggest some of the road and some of the footpath be allocated in a two way arrangement like at the back of the racecourse in Dumaresq St. Cyclists are very clever and easily able to negotiate same!

In such a car obsessed city with very poor public transport options and an uncaring policy position towards providing the best, most modern and convenient public transport, improving cycleways policy will not achieve anything of note, unless you genuinely and radically reshape the configuration of bike paths to separate them from cars physically for the entire length of the most frequent arterial journeys. The rhetoric around encouraging cycling is empty and selective.

Increasing cycling as a true means of transportation and lifestyle is not only about making better cycle paths and bike lockers available, it's also about changing the mentality where people would rather hop on a bike and know it's the smart choice(cheap, safe, doesn't pollute, gets you exercising)rather than use a car for small- medium trips.

The attitude of other drivers on the roads is simply rude and scary.

Industrial drive and road linking Newcastle to Airport requires improvement to ensure cyclist safety.

Industrial Drive is a major commuter route for cyclists but offers little in the way of cyclist safety.

Opportunities exist for segregated cycle path on this route or alternatively a cycle path along the river from Newcastle to Steel River and potentially Hexham.

It is extremely unsafe to mix mototrists in a rush to get to work as well as B double trucks with cyclists on this route.

The east coast cycle route crossing at Bruncker road is extremely dangerous at peak hours and would benefit from cyclist crossing lights

It is the intersections between off road and on road cycling lanes that are the most hazardous in Newcastle. These could often be better planned. I would preferentially continue to ride on road than go through some of these transitions.

It would be fantatsic if the Fernleigh Track was joined to a cycleway all the way into the city.

The foreshore is a nightmare any time after about 8am , especially from Crown Plaza to the beach. A separate bike path would be brilliant.

please keep building more bike paths :)

It would be great if it could be made safer for cyclists to cross Maud Street (beside the railway line) on their way to University from Waratah - either by putting in electronic cyling/pedestrian crossing, a zebra crossing or an underpass along the railway line under Maud street. This is the main point at which I regularly feel unsafe when cycling.

It would also be good if the cycleway along industrial drive could be made safer. At points it becomes so narrow as to be unsafe and it also seems to peter out rather than linking to any other cycleway.

it would be great to expand the network in line with recent recommendation by Newcastle cycleways movement? so that everyone has easy access to main cycle routes to encourage more cycling, less car use and reduce parking problems. It would also be a great idea to have more cycle access to trains and on trains to encourage people to use their bikes in combination with public transport.

It would encourage me to ride my bike more if the off-road track was connected between

Throsby Creek and Honeysuckle

It would enhance the area and the quality of life for all citizens and the tourist experience if dedicated cycleways were built instead of more roads or at least put cycle lanes on any new roads built from now on. We need to listen to the people not the economists about the way we want to live not be led by corporate greed. It should be the end of economic growth and the start of economic and natural sustainability. Bicycles must now become an integral part of local travel infrastructure.

It's clear that Council have cycling in mind, and they have done some nice things to improve cycle routes. I for one am grateful for that. And I believe the Council would know that there's a lot more to be done, especially "joining the dots".

Its easy to get the impression that cycling interests focus only on commuters and social rider who generally do very few kms per week. The needs of the training/racing groups are not so much about dedicated green paths but about 'clean' streets. Many roads have a cycle lane marked but I suspect have never had a street sweeper near them. This increases the risk of an accident and punctures. I reckon a commitment to dedicate a street sweeper service would be well received and allow cyclists to better assess the infrastructure we have already. Industrial Drive is a prime example.

Keep shared paths free of excess signs to protect amenity

Keep the developers out of the foreshore and harbour area, make it pedestrian and cycle friendly..... Be strong....

King St and Hunter St are both terrible for cyclists. I do not feel safe on either one, and have to get from Hamilton to Civic park frequently.

King St could have safer cycleways, simply by dividing the footpath.

King street is terrible to ride on the bike path is non existent dangerous.

Like to see dedicated cycle way along Stewart Avenue and City Road.

lower speed limits. remove free on stret car parking. Safe separate cycle lanes

Maitland rd mayfield & hunter st in cbd are 2 of the most dangerous cycling roads I have ever ridden on . The cycleway section between islington park & hannell st wickham desperately needs lighting as I have had many near misses with pedestrians in the dark here.painted cycle lanes are really dangerous due to fools in cars opening their doors without looking . The connecting cycleway section between the wickham marina & honeysuckle foreshore needs to completed as a priority.

Maitland Road, Mayfield to CBD, is a cycling nightmare. No marked lanes, parked vehicles, multiple traffic lights causing driver frustration and unsafe overtaking.

Make cycling safe and everyone will benefit.

Make pedestrians and children on bikes more aware on shared paths that collisions with cyclists even doing just 15-20kph can really cause some injuries. Keep children on foot or bikes under control.

Making Newcastle more accessible to bike use will increase the livability of our city.

It's a great way to get around. We just need more and better cycle facilities.

Many cycle lanes disappear when entering roundabouts.

There seems to be a growing trend for joggers & walkers to shun footpaths and use the road instead. Many times I am passing pedestrians on the road and being overtaken by cars while there are two perfectly good footpaths not being used. Maybe slower traffic speeds are giving pedestrians confidence to venture onto the roads.

Marked cycle lanes (suicide lanes) should have cats eyes to separate them from the traffic lane.

Marked lanes on roads are useless if they also allow cars to park in the bicycle lane. I have a smashed foot from an opening car door while riding in a bicycle along King Street. It has never healed properly and I have a deformed toe from the incident. I can no longer ride past parked cars without feeling very anxious and prefer to ride slowly on footpaths or down quieter streets.

Dedicated bicycle lanes are the only safe option and this would encourage me and the whole family to ride a lot more and leave the car at home.

Thank you.

Marked on-road cycle lanes make no difference to safety. I often experience vehicles including public buses and trucks entering the marked lanes I am riding in. A wide shoulder is better than a marked on-road lane.

Council should keep in mind its cycle network is not a closed system. I often ride from Newcastle to Lake Macquarie. There needs to be consideration of integration with neighbouring areas.

Great job on the improvements so far. Please continue and support the CycleSafe Network.

Merewether to CBD via The Hill - not safe enough on road.

Merewether to CBD via National - too much on-road traffic.

I drive to these places, then cycle for recreation. I would love to cycle more but feel it is unsafe to do so because of busy roads and traffic.

My family and I would cycle to school shops, entertainment, chores, if there were safer cycling routes.

I would like to see NCC and LMCC partly fund the implementation of the "cycle safe network" and strongly lobby state gov't to fund the rest - this can easily be funded from the proceeds of the sale/lease of Newcastle Port.

Missing link in cycling network between Broadmeadow and Newcastle CBD.

Mordue pde jesmond heading to wallsend, this path is too narrow and you cannot see others as the visibility is bad.

Flat cycling is good for recreational riders but advanced riders need more hill challenges however Newcastle council region doesn't offer much that's safe for cyclists.

Visit strava.com to find cycling hotspots in your district and evaluate the quality of these areas.

Would love a cycling lane from wallsend, Maryland, fletcher, minmi then link road

More awareness of car door death lanes.

Free helmet cameras for all cyclists so they capture nasty and negligent car behaviour, along with VERY heavy penalties for even minor harrassment by car drivers where there is no contributing fault by cyclists i.e. get the aggressive bike haters off the road.

More connected marked cycle lanes. All roads should have a mandatory shoulder of good size and maintenance to provide a safe route for cyclists. There are a large amount of cyclists in fringe areas such as medowie etc that ride into the city for work. Hexam interchange is dicey under heavy traffic and Stockton bridge has no shoulder. These are both barriers for me and others to ride to work (Wickham) from medowie.

More cycle tracks needed and joined

More dedicated cycle paths please. Greater signage reminding cyclists of the need to slow down and be courteous on shared paths.

More effort to improve and link cycle ways and shared facilities.

Widen Fernlea track (wouldn't be to difficult) and extend it through to CBD via Wickham and Honeysuckle

More info on bike routes would be appreciated. It would help with safe rout planning.

More loo stops and bubblers (for when you run out of water on really hot days)

More protected bike lanes that drivers cannot enter please.

The number of near collisions I have had with car doors is frightening (at least 3 in the last month).

more safe bike paths are required

keep the train into newcastle so the bike can be used

My biggest concern while riding is getting 'doored' (car doors opening in my path) while riding between Lambton and the CBD.

My biggest wish would be for existing tracks to be better connected. We live, work and have schooling all within close proximity, so safer cycling (not so worried about myself personally) would mean we'd do it more as a family and as our kids grow up.

Kudos to the current work Newcastle and Lake Macq councils are doing... watching with interest.

My commute from Macquarie Hills to Carrington takes me along various excellent shared cycleways.

I do believe that improvements could be made in respect to educating shared pathway users (i.e. keeping left, ringing bell before passing pedestrians, watching where you're walking, not congregating in the middle of the path, being aware of your surroundings if wearing headphones). The only hassles I've witnessed stem from pedestrians and cyclists who do not follow these simple rules.

I believe cycle lanes encourage drivers to allow safe distances when passing cyclists. Most motorists speed to overtake cyclists and cut them off when turning corners. This may be acceptable? However, further information should be made available to motorists and cyclists regarding rights of way (e.g. when cars are turning through cycle lanes, etc).

My primary concern regarding riding are the two routes to Newcastle - from Mayfield

1. Maitland Rd

2. Industrial Drive

both involve riding over very narrow bridges above the rail line (coal trains to Port Waratah) these narrow lanes do not allow for pedestrians to pass cyclists. I do not ride on the roads as Maitland Rd is too narrow and dangerous and although Industrial Drive is a possibility the bike path through Tighes Hill is accessible via the path and there are many double B trucks on the road so it doesn't feel safe.

Wider bridges or a separate bridge needs to be built to carry pedestrians and bikes across the rail line.

Also there is no safety fence for children riding along Industrial Drive. Trucks doing 80k and young children are a dangerous mix. My son 12 recently told me he could not ride on the path due to pedestrians and had to go on the road. We have found it frightening to ride with him when he was younger due to these two difficult areas.

It seems that people in Mayfield are very disadvantaged by the (coal) rail line which makes it dangerous for young families to access the great path available once we reach Tighes Hill.

My two most scary ride sections riding home from work in town to Kotara are: On Parkway Ave heading west moving toward the Stewart Ave intersection. There is a green marked cycle lane in the center of the road between the cars heading straight ahead and the cars turning left. As I proceed down Parkway Ave after the National Park St roundabout the cars wanting to turn left onto Stewart Ave will pass and move across in front of me to turn left. I feel quite anxious as I feel I have to stay in the center of the road to line up with green cycle lane ahead.

Again on the way home from work, heading west on St James Road just past the Adamstown Gates. The traffic is quite heavy and much worse after a train delay causes a bank up of traffic. Again I feel anxious with cars cutting in front of me as they turn left into Fairfield Ave at New Lambton South PS as I wish to continue my travel past the school with all the waiting parents potentially opening their car doors as I ride past.

Need better lane widths on Industrial Highway

Need more off road bike tracks.

On road is deadly and will never encourage more riders.

Need physically separate bike lanes - replace the suicide lanes
Need separated bike lanes on main roads situated between footpaths and parked cars. Similar examples can be found in cycle friendly cities like Vancouver and Amsterdam.
Need to have cyclists physically separated from vehicles - cars, buses, trucks. Then need bike routes that people can use to cycle to work or shops. One of the joys of cycling is bring closer to nature - grass, trees, water & away from traffic. Hence two groups need to be catered for. 1. Commuters - work, school, Uni, shops, friend 2. Recreational, for pleasure. a) family, social, with friends. b) sport, exertion, serious exercise.
Need to separate speedsters from dawdlers
Newcastle has the potential to have fantastic cycleways. Thanks for putting together this survey
Newcastle is a lovely place and I wish cyclin was more accepted by the bogans... Never have I been riding and hollered at, except here!  There should be a path for cyclists along the Hunter at mall as I often cycle against traffic and it can be a bit dangerous, however I feel safer cycling that rather than Scott St.
Newcastle is an excellent place to bike around - if more drivers were bike riders (as in Europe) I think there would be more understanding on the roads towards cyclists
Newcastle is becoming more cycle friendly and it is understood that this takes time to change. Perhaps its time for education of both cyclists and motorists to share the road, obey rules and remind them there is no need to be in a hurry to be stopped ...at the next red light. Thank you for work that has been done to improve cycling.
Newcastle is the perfect place for a bike rider. There should be a much higher innitiative by everyone including the people and the council to get more people onto bikes. Dan at the bike ecology centre should be advertised about much more because the work he does is amazing and not enough people know about him. I personally love riding my bike around newcastle
Newcastle needs safer cycling routes. Separated bike lanes and dedicated cycle paths are critical for cycling to thrive in Newcastle as a means of transport and recreation.
Newcastle should look to Europe for its bicycle and transport solutions, separate bike routes where possible bike traffic lights to bring bikers awareness that they must stop at stop signs. council and state must legislate to stop sale of sections of old colliery train routes so they can be recycled into shared bike paths and maybe tram corridors in the future, must be stopped being sold as has been in the past to developers, e.g. civic park to junction, kotara gully line and others. all future subdivisions have bike routes built in to development plans, separate routes not just painted white lines that are a very poor excuse for a cycleway.

Newcastle's topography and road layout make it an ideal cycle friendly city. The use of one way road systems in busy areas and utilising roads parallel to the rail corridor and drainage network should be key priorities to get the best bang for buck spending.

Passive recreation trends (walking cycling) continue to rise and I wouldn't be surprised if the numbers of users who undertake these activities exceed the users of organised sports. Spending of facilities for passive activities such as shared paths should match usage and trends.

During construction of the Jesmond to Rankin Park inner city bypass there will be an opportunity to enhance the existing mountain bike trails in Jesmond park.

No high rise in the Newcastle CBD

no thanks

No.

Not a week passes on my daily commute without a near miss of some sort. Having now installed a 600 lumen front light which I use during daylight hours has greatly reduced this problem. I have witnessed a friend die after being driven over while we were riding so this might explain my severe mistrust of motorist behaviour. I do not recommend commuting to work for people new to cycling.

Not applicable

Numerous shared paths are covered in glass and rarely cleaned and as a result causes punctures. Recent Hunter Expressway has resulted in dangerous amounts of traffic on Newcastle Rd with little or no provision of cycle paths.

often people who walk on the Fernleigh track or other bikepaths will walk 3 abreast and refuse to share with anyone. such types do not merge at all. sometimes pairs of women or trios of women will walk with double prams and refuse to merge with anyone else despite the line markings. I have often had to swerve out onto the grass areas for such types on the Fernleigh. other pedestrians walk into the traffic on the road beyond the parked cars where cyclists ride on the road and these pedestrians do not merge for oncoming cyclists. the pedestrians in such instances refuse to use the beautiful grassy footpath and instead walk headlong into the traffic and cyclists refusing to share public space.

Older riders and female riders just need to feel safe on the road to use it more

On cycling lanes built onto roads, I believe if the cycling lanes are a different colour to the dark asphalt, as opposed to just being seperated by an unbroken white line, this serves as a more effective psychological barrier to drivers not to cross into the bike lane.

On shared paths quite a few pedestrians do not understand the walk to the left policy, the need to share and not walk in groups shoulder to shoulder, that they do not own the path, that being rude is not nice, that dogs need to be on controlled leeds not left to amble, basically some education would be very helpful and more signage on the path, the pavement.

thanks for running the questionnaire, well done

<p>One of the main hindrances to more cycle use in my opinion is the lack of dedicated cycleways. While the cycleways existing in most cases end, and you are left on a public road.</p>
<p>Overall attitudes of drivers towards cyclists is pretty good but there are some idiots on both sides of the equation. Unfortunately the best answer is dedicated bike paths but unfortunately they end up getting taken over by walkers like the Fernleigh Track. The behaviour of some of the walkers on the FT is ridiculous, strung out across the track, walking dogs on long or no leads, stopping in the middle of skinny parts of the track for a chat, trying to teach VERY young children to ride their bikes or scooters and then they get upset when any cyclist goes near them. Unfortunately the "Share the path" and "Keep left" messages are lost on them.</p>
<p>Pedestrian/cycle island in Stewart Avenue to assist crossing at Turnbull St, linking to Darling St and Fernleigh Track. Off road link harbourside to Nobbys</p>
<p>Pedestrians and cyclists do not mix. It is important to segregate.</p>
<p>pedestrians need to know that the paths are SHARED and there is a line in the middle of the path for a reason instead of walking 4 across chatting and looking at the bike rider with a silly look on their face as if to say whats the problem</p>
<p>People training at high speeds on the Fernleigh track need to be aware of other riders and to use bells as a warning. Or they could be subject to a speed limit. Pedestrians and bikes should not be together on any path.</p>
<p>Pictures of bicycles painted in the car door lane significantly reduce my feeling of safety. I would much prefer nothing! It is not safe to ride where a car door may open, but those pictures often make drivers think that cyclists should ride there, leading to anger when you don't.</p>
<p>Please create more cycle lanes and paths and make them wider than the fernleigh track!!! this will help more people to ride more often.</p> <p>More driver education is required for cyclist safety.</p> <p>I would suggest looking Copenhagen cycling system, it is awesome and i felt really safe riding there.</p> <p>Thanks for this survey</p>
<p>Please don't forget to include the Tarro, Beresfield and Hexham area in any possible bike lanes.</p>
<p>please get rid of bike icons painted at the edge of roads. they mean nothing and allow drivers to shout at us that we should be 'using our own lane' when they have cars parked on them making them completely unsafe and useless for cycling.</p>
<p>Please get rid of railway line and make it a place to ride bikes safely on</p>
<p>Please improve conditions to make cycling an easier choice for Novacastrians.</p>

Please review recommendations and priorities from the last cycling survey - there were MANY recommendations which have not yet been acted on. EG separating traffic along the foreshore all the way from Honeysuckle to Nobby's and across into East Newcastle.  
Thank you

Please spend your money on mountain bike trails and linking existing path,s in that order.  
Thankyou

Please, please consider improving roads to accommodate the ever increasing number of cyclists.  
I have said goodbye to too many friends and have spent too much time in hospitals visiting traumatised, broken cyclists, please make the streets cycle friendly.

At the very least, some community service ad campaigns to educate drivers. It often feels like a war zone out there.

Police response to video-evidence of motorists' abuse and provocation towards cyclists.

Promotion and support of bike culture is the way to go in Newcastle. We have great mountain bike areas. We should try to promote a city of cyclists.

Put a cycle path along the rail corridor from end of Fernliegh at Adamstown into the city.  
All major new roads should have a cycleway / pedestrian path either side.

Improve driving skills in the Hunter - especially cycle awareness. Currently they would be the worst in the world.

Recently visited Noosa in Qld - drivers very cycle aware and courteous - so it's not impossible.

Get heavy vehicles off the road by putting rail freight bypass around Newcastle and charge heavy vehicles more for using roads.

Put a cycle-path along the railway line from town to Maitland. Get the state government to use some of that money from the sale of the harbour to put this in.

Cycling on the road is very dangerous, and I don't want to go on the roads after dark. I cycle first thing in the morning to avoid the traffic.

Put bike lanes on hunter st! :)

Put cycle ways in and people will use them.  
More bikes, less cars!

Putting a cycle outline on a road does not make a cycle lane. Cyclists must be physically separated from other traffic to ensure safety.

Really need some safe cycling routes from Merewether St Honeysuckle up to Nobby's.  
Every option at the moment squeezes people between parked and moving cars.

Really love cycling off road. More connected routes are necessary.

Riding on Kooragang Island is the most dangerous cycling experience I have ever encountered.

So many cyclist have been killed and absolutely nothing has been done to mitigate risk. I work in heavy industry and there is no way my employer would let me engage in an activity with such a high level of risk in my workplace as what I experience commuting to work.

It is a disgrace on the part of council and the NSW Government.

riding on marked lanes in between parked cars and traffic does not feel safe at all - there are risks from vehicles on both sides. If it feels like this I elect to ride on the footpath and always give way to pedestrians.

Bike paths would be better if they were in between footpath and the street parking, so that parked cars are on the right side and pedestrians on the left.

A big improvement would be to have better ramps/curbs so that coming on and off pathways is smoother and safer, rather than clanking over curbs from crappy cracked up pathways.

Road maintenance/construction crews need to be cycle aware when placing barriers and signage - leave a gap otherwise cyclists may be forced into the traffic lane.

Traffic control devices such as concrete curbs protruding into the roadway cause a serious cycling hazard!

Advertising campaigns urging car drivers and occupants to check mirrors before turning left or alighting are essential. Being "car-doored" has catastrophic consequences! How about a small "Look Bike" sticker on EVERY car door mirror?

Cyclist need to take responsibility for their actions too - obey road rules, be courteous and considerate of cars and pedestrians, don't arrogantly force their right-of-way, don't hog the traffic lane just because they can.

**BAN GLASS BEER BOTTLES - FOREVER!!!**

Rode my bike everything day in. Christchurch

Felt secure And healthy!!

Would love to ride my bike to work in Newcastle but IT is not safe

Need to Go on Pacific highway from Merewether to gateshead or Merewether towards maitland

I do some mountain biking as ridons on the street son Newcastle is not safe!

Roundabouts are a hazard to cyclists due to drivers not taking time to "see" us.. Hannel street Wickham, East side hazardous due to car parking lane not being wide enough forcing cyclists onto traffic lane.

No safe linkage from Adamstown end of Fernleigh track to Teralba Road.

I do not ride the main traffic routes around the city because a painted bike logo on the road does not make it safe. Traffic needs to be physically seperated from cyclists on main traffic routes to make it safe for cyclists.

Parked cars, potholes, grates and bumps add to the hazards.

The main cycle ways are not linked with safe routes.

There are few places for competitive cyclists to train.

Roundabouts are very dangerous for cyclist.

The car door death zone is very dangerous.

Fernleigh Track needs to be extend from Belmont to the lake and Adamstown to the foreshore.

Safe crossing needed at Robert Street and Hannell Street, Wickham from west to east. The road there is extremely dangerous particular for children during times of heavy traffic.

Safety is an important issue. I ride a lot and have not had any accidents yet, but a few very close calls. An awareness campaign and separate cycle ways would be useful. Also, I would like to praise the two bike hubs at the University of Newcastle, they are truly amazing.

Seniors like me must do a proportion of riding on the footpath.

Separated bicycle lanes and off-road paths are the key to improving bicycling in Newcastle. The literature and experience strongly supports this, noting bicycling behaviour is a function of both the bicycling experience and perceptions. A network of connected separated on-road facilities such as the Copenhagen street design model of split pedestrian/cyclist/vehicle modes is the crucial first step in improving the uptake of bicycling and improving everyones safety, and people's perceptions of cycling safety.

Separated bike lanes/crossings need to be put in for dangerous areas and problem areas on busy roads. Maud street crossing on route 6 needs to be fixed, it is too dangerous. Park st approach to fernleigh track could use improvement. I don't think the separated lane in Merewether by the beach is a place that warrants this, a marked lane would be better. Separated lanes are better placed in the CBD and high vehicle traffic areas/problem areas.

Separated paths are by far the best idea, i come close to accidents every week from people opening there doors without looking and people walking out to there cars without looking strait into a bike area or not !!!! "EVERY WEEK" i put the fact that i have ridden streets for 30 years and have the savvy to watch mirrors a help in my rubber side down track record,

Thanks  
XXXXX

shared path required from Wallsend cycleway to Maryland,  
From Jesmond cycleway exit to Lambton Park the ride is fraught with danger. Cars are generally parked along the side of the road and cycleway is non existant

Should be encouraged for health reasons

Some bike riders taking up whole lanes on some roads, give other cyclists bad name. Same goes for non-helmet wearing cyclists and simple hand signalling R or L, obeying traffic signs and lights

Some drivers are very courteous. Other are extremely impatient, rude and dangerous.

Improved safety would be great. Good work at scenic drive and highway

Some of the old concrete streets are poorly maintained and can be difficult to ride on a bike. The cycle way next to Hunter stadium has bad root damage that hasn't been rectified for over a year.

Some small improvements on linking existing paths and routes eliminating the really dangerous areas - eg Maude St, Clyde St would increase cycling a lot and make it much safer

Something MUST be done on the Mackie Ave/Jellicoe St link between Gully line and Adamstown station.

This must be the roughest road in Newcastle---old concrete full of gaps .I spent 4hrs taking a friend to hospital who fell off a bike as their front wheel got caught in one of the gaps between tar side section and old concrete road.

This is top priority in my opinion.

The path along past the harness track at Broadmeadow is extremely dangerous as the wire mesh fence hangs onto the track at eye level. It is a wonder no one has been seriously injured ,

This needs to be seen to as well.

Specific cycle way from Adamstown to Carrington for transport to and from work.

Studies have shown that, of those people who do not cycle, over 60% would do so if they felt safe. A safe cycle way network benefits not just cyclists, but the community at large, by decongesting roads and improving health outcomes. It is also immensely empowering for the disabled and for those with mobility impairments. I support the CycleSafe Network proposal, and see the renewal of Newcastle on a "people scale" to be the prime opportunity for the immediate future.

Tarro Park area needs action ASAP as path has become grown over

Thank you for doing this survey - more and better riding paths will be a great benefit to the community

The bike lane separator curb is dangerous, I have seen a child fall off his bike after hitting the gap in the curbi at Merewether beach.

The bike lanes next to parked cars need to be eliminated from the town as they have potential for serious accidents and also to cause aggravation between motorists and cyclists. All share paths need a centre separation line and signage to educate about cycling and walking etiquette. All roundabouts need to be modified to be like the one near the fish coop. All cars need to be eliminated from the city centre to be replaced by cycle facilities and public transport. Promote Newcastle as a cycle tourism destination. This could be promoted by the opening of the Richmond Vale cycle track.

The bike lanes on Donald Street from Hamilton North to CDB and return are useless due to all the park cars. To be safe you need to ride in the normal lane anyway. The Jesmond Park shared path need to be fixed as it has too many cracks.

Minmi road is a bad joke. Good around Bunnings then very poor between Bunnings and the High School, then good around the High School Lights. Between the High School Lights and Maryland Drive lights the bike lanes full of glass and stones (don't think the road

sweeper been through for a long time). It's like this all the way between Wallsend and Minmi good then bad then good then bad.....

The CBD and residents may agree that there would be a better uptake of cycling if more and safer separated bike paths were available along with more lockup stations. Also, cycling rules need to be addressed as they are overkill for local cycling, e.g. helmets. Other cities across the world have better uptake of cycling. Their rules should be revised and implemented.

the connection between bike paths is an important investment. The bike path between Islington and university is amazing but it is the very small and very dangerous 'missing sections that make this less attractive especially for commuting with kids. Same goes for one missing section before Honeysuckle from Islington to Newcastle.

the creation of bike lanes that suddenly disappear then reappear is very dangerous. the majority of drivers are not educated to share the road with cyclists...it may take a generation to change... separate lanes wherever possible will encourage more cyclists to leave the car at home...they will feel safer

The existing cycle path network has come along way and there are really good sections such as the Fernleigh Track but is fragmented and needs to be connected

The Fernleigh Track needs better connection to the CBD and foreshore. I saw a proposal that connected the Fernleigh Track to Merewether Baths (and then to the existing path that connects all the way to King Edward Park) through Glenrock which would be a great idea!

The Honey suckle shore line should only be for people walking and slow family riding. I find too many bikers racing along this area with children racing here and there. As they say 'lycra free area' please.

The improved cycle facilities in Newcastle are great, but there needs to be far more interconnectivity to promote safe use and encourage commuting. Consultation with cyclists is essential.

The increase of cycleways as proposed for the Newcastle and Lake Macquarie areas would be most welcome and would enjoy substantial use. Baby boomers as a demographic are into cycling for fitness and recreation in a huge way, as it is low impact and can increase fitness very quickly. I upgraded my bike quite recently and the three other couples in the shop were also 50+. Injury is more catastrophic to the older body, so if cyclists can feel safe, and able to go a good distance without resorting to roads, the sport would only spread to the wider population. Better mental and physical health will decrease the strain on health and community budgets. Seriously, this is worth investing in. Thanks for conducting this survey.

The linking of cycleways so that they become major arteries should be the principle planning aim

The main issue is connectivity. Bike lanes close to parked vehicles is also an issue.

The majority of 'bike lanes' I see on roads are not safe in the slightest and, in fact, create more of an issue for cyclists than assistance.

These bike lanes are merely the area for a car door to be opened. They are too narrow for a cyclist to travel safely between parked cars and moving traffic. Plus, cat's eyes reflectors

are often placed just to the left of the painted white line, which are another potential hazard.

If a person opens their car door without checking for cyclists first, they cyclist will either run smack-bang into the door or swerve to miss it and end up in amongst traffic.

<http://www.theherald.com.au/story/476210/injuries-from-newcastles-cycling-death-traps/>

<http://newcastlecycleways.org.au/archives/1039>

The culture of calling these 'bike lanes' creates the expectation that cyclists will be contained to that narrow strip of the road ONLY and have no right to take up space on the actual road.

There's an 'arrogance of space' in this city skewed towards cars and vehicles that could be redressed with commitment (and plenty of trees):

<http://www.copenhagenize.com/2014/09/the-arrogance-of-space-paris-calgary.html>

There's so many reasons why Newcastle should have thousands of cyclists criss-crossing the city every day, from all age groups, all speeds, all distances:

- 1: the physical environment is fairly flat
  - 2: the winter is quite short and mild
  - 3: distances are not too great
- etc

To understand our city's potential, here's some good examples of what other cities have achieved:

Copenhagen marks out bike lanes in 1915 and builds separate, dedicated lanes in 1930:

<http://www.copenhagenize.com/2008/06/copenhagen-lanes-celebrate-25-years.html>

[http://media.npr.org/assets/img/2012/08/31/denmark\\_bicycle-295be1c865f5332d6dceb2a2c6c043dae3f52dfd-s40-c85.jpg](http://media.npr.org/assets/img/2012/08/31/denmark_bicycle-295be1c865f5332d6dceb2a2c6c043dae3f52dfd-s40-c85.jpg)

<http://www.copenhagenize.com/2014/10/nantes-city-getting-it-right.html>

<http://media.treehugger.com/assets/images/2014/02/amsterdam-bikes.jpg>

<https://www.flickr.com/photos/clolabaule/15289861987>

(this would need trees for the Newcastle summer!)

The marked bicycle lanes alongside parked cars/trucks on Newcastle Road from Hamilton to CBD are a danger. I've nearly been doored a number of times so I prefer to ride parallel residential streets even though they are not marked

-Cleary St is a good alternative to Newcastle Road heading west to the railway line ... but there is no easy to access an equivalent on the way east in the same patch.

- backstreets of Georgetown are a good alternative from the University to the Showground though some of the intersections are a bit unsafe visibility wise.

The Newcastle CBD is dominated by cars with limited parking and limited venues to go to. Cycle paths are disconnected, and cycle unfriendly. On my recent visit to Berlin half the population rode bicycles everywhere in the CBD, sharing the roads with trams, cars, taxis, whatever, with free parking and it seemed to work very well. There were a multitude of cafes, bars, music venues, shops, food markets and locals and tourists alike found many places to go to. Every thing was within walking or cycle distance.

The number of shared footpaths in my area (e.g. around Lambton Park) is improving. The paths around and to/from Lambton pool are great, especially for children and their parents. It is still tricky however crossing from Lambton park at the Durham Rd/Hobart Rd/Howe St intersection across Durham Rd to the new shared path alongside Hobart Rd to Tyrone St/the cycle paths at New Lambton Park. There is a lot of vehicular traffic to/from Howe and Durham Rd. It's tricky to cross both as a pedestrian (even with the zebra crossing) and a cyclist. It is also challenging to turn from the parkside of Durham Rd onto Hobart Rd whilst in a car due to the bend in Hobart Rd around the park(decreased visibility). The whole grid of roads in the area (Hobart/Howe/Lambton from Durham Rd to Tyrone possibly Avondale Rd) could probably use some rerouting (e.g. roundabouts?), as I've seen a few accidents occur in the area. There is a lot of cross traffic. The new roundabout at Rugby and Lambton roads is helpful.

Ramps at all city footpath intersections with roads would be beneficial. For instance, I have trouble crossing Regent St in New Lambton whilst cycling on the St James Rd footpath with my young son to/from his school because only 1 corner of the intersection has a footpath slope to the road. The nearby intersection of Cromwell St and St James Rd is also lacking ramps from the footpaths to the street. It would also be nice to have a pedestrian crossing to Regent Park across Regent St so families can get to/from the park more safely. Waste/recycling bins near the play equipment/picnic tables in Regent Park N.L. would also be helpful.

Increasing the standard footpath width from ~1m to 2+ metres to accommodate both foot and cycle traffic (especially along busy roads) is a good idea. Some of the footpaths along Bridges Road from St James Rd to Lambton Rd were redone recently, but were replaced with the same very narrow footpaths. It was a lost opportunity to increase the safety of pedestrians and cyclists (e.g. young children going to St Therese's or New Lambton South schools) walking/cycling on Bridges Road footpaths. It is also too dangerous I think for most cyclists to use Bridges Road. I would be cycling on the footpath (illegally, but this is

another issue. Some roads are just too dangerous (without separated cycleways) for cyclists; the footpath should be used instead).

Meadow Rd New Lambton (on the cycling network) is very bumpy, and would benefit from resurfacing. Crossing from the Turton Rd cycle way across Lambton Rd (to the cycleway heading towards Jellicoe Rd) is made difficult because cars often block the roadway (left hand slip lane) whilst they are making the left hand merge from Lambton Rd to Bridges Rd (heading south-ish). There is no pedestrian (zebra) crossing here, nor is there a sign to not block the way for cyclists/pedestrians crossing the slip lane. A wider ramp at both sides of the slip lane would make it easier to cross by bicycle when cars block the slip lane. [It would be better still to ask the cars to leave a gap on the slip lane for cyclists (e.g. 'do not block intersection'), if we think we can trust the car drivers to look before they cross the gap....]

The new bicycle/pedestrian crossing from the Stadium cycle way across Turton Rd to New Lambton Park is great--- much improved. It is still dangerous crossing the stadium car park entrances/exits however. It is hard to see cars turning right across

The proposed Cycle network is a great concept and needs to be pushed. I've ridden quite a few rail trails whilst living in the US, and Fernleigh track is up there as a great asset.

The railway crossing on industrial drive near George St mayfield East is terrible as cyclists are supposed to leave the rd and ride along the path which is too narrow and always covered in broken glass. Staying on the rd is scary and not advisable in peak hour. but it is my most direct route out of here to the city, the beach and my sports club.

There are no marked lanes in Maitland rd which is where I shop.

I would use the bike a lot more if these were both fixed.

The reason I have not put anything in the storage or work area is I work from home and I don't need to store my bike.

Getting better isolated cycleways would encourage lots of people to use their bikes. When I lived in Mayfield I'd often use the Throsby creek cycleway - it is used a lot by cyclists and exercising pedestrians, often quite busy so it is a good example of put in a safe cycleway and people will use it.

Thanks for asking

the route from hamilton to the uni is ok.....

i live at hamilton south and ride down past merewether high and the under broadmeadow station and through waratah oval and then out to the uni....

two things that could be improved....

1. a cycle way under or over broadmeadow station so i dont have to get off my bike and walk/carry it through the walkway and down steps etc....

2. coming from uni to waratah the cycleway is good but then when it gets to maud st you have to cross a busy road and also the hill there is very steep....better if the cycleway continued along next to the rail line.....and linked in with the newly improved bits closer to waratah station.....if this could be done it would be much better.....

The work done along the Pacific Hwy to lead into the Fernleigh track is AMAZING - thank you!! It would be really wonderful if this portion of safe cycleway could continue along Scenic drive to allow cyclists to get safely from Fernleigh to the beaches. I don't currently feel safe taking children along this section which is such a shame.

There are already so many spaces in newcastle that could easily accommodate a separate cycle way that would have very minimal affect on drivers and roadways. For example the width of parkway ave would be perfect to run a cycle way where families could ride from Hamilton to bar beach without worrying about drivers. Parry/ king st is much the same - the space is there that is otherwise useless to the community. There are many wide median strips that could be utilised as cycle ways that would leave the roadways uninterrupted and therefore not affect the stereotypical anti-cyclist driver.

There are some good separated or off road paths (eg Fernleigh, Throsby Ck) but they are rendered less useful as they are not linked, in particular into the CBD.

There is no incentive for kids to ride to school as the roads do not feel safe for novice riders. I would love options for the kids to ride one way and have bike transportation on the way home for their bike.

There need to be more pedestrian crossings at major intersections that children can dismount and cross safely at because many routes do not fully connect.

There needs to be a campaign encouraging cyclist to use their bell when on paths for all path users. I would like to see the widening of footpaths along busy roads to allow shared use.

There needs to be a limit (enforced) on the speed of cyclists on shared paths eg Fernleigh Track. Some cyclists have been seen to travel at 50 - 60 kms/h downhill. This is very scary and dangerous to both pedestrians and more docile cycle enthusiasts.

There seems to be a big disconnection with "cycle friendly" road access for bikes. For example, you may be riding in a bicycle lane on the road then it will disappear. Pedestrians generally don't want a bicycle on the path and I understand this. But, there appears to be a lack of facilities for cyclists in Newcastle. I would encourage a bicycle lane across the entire city (just as Melbourne has done). This would take the unpleasantness out of the harassment I receive from motorists, bus drivers, trucks and pedestrians. Everyone else seems to have "rights" to the roads and paths and sadly the enviro conscious cyclist gets kicked to the curb (or hit, which often in the City). I really hope the Local Government jump on board a healthy Newcastle. P.s the rental bicycle on Honeysuckle are an awesome addition! Thanks

There should be more bike lanes/better marked lanes on Hunter Street

There should be more tracks out near Cardiff John Hunter area

To encourage more people to ride, the traffic on some existing roads in neighbourhood areas can be changed to one way with a separate bike line and the adjacent road can also be made one way with a separate bike path. Thus, you get 2 way bike paths with minimal interruption to the car traffic flow. Extra bike paths should be constructed adjacent to the existing railway lines where there is unused land and also when the train line is going to be terminated from Wickham.

too many riders flout the law. they ride through red lights and stop signs also many don't have lights on their bikes at night.

We live in Carrington and our children (13 and 11) go to Hunter Christian School This a 5 minute drive but we want to encourage the children to ride to school. We have tried various ways but there is NO safe route for them to ride to school :(

We need a bike track down the heavy railway corridor where they SHOULD place the light rail line. Big trouble for Newcastle if they build on this facility.

we need a safe bicycle route in and through the city, not just a marked bicycle lane on a busy road

We need bike/ bus links! Secure parking and protected routes to the bus hubs. Indeed, we need a better bus service!

We need more cycle paths with more dedicated separate lanes for bikes.

We need to promote bike riding as a healthy exercise.

If more people rode bikes we would have less cars on the road.

Bike riding is a good recreational sport.

We need physically separate bike lanes. The new bike lanes on Scenic drive are NOT SAFE.

When I lived elsewhere I cycled every day, commuting to work etc in Canberra, Melbourne and Amsterdam. I would love to do the same here but I don't feel safe. E.g. there is no safe way to ride from Mayfield/tighes hill to Charlestown. Also, cars here use the on road bike lanes eg on Hubbard st as an extra car lane

When we lived in Sydney, the Sydney City Council implemented a bike lane on Kent St in the CBD. I happened to work on Kent St, and also cycled to work from the Eastern Suburbs (about 5-10kms). The cycle lane caused major traffic jams as it closed off one of the lanes headed to the Harbour Bridge. Please consider how creating new or special lanes for bikes against how it might impact drivers, as cyclists around Newcastle are certainly a minority. Drivers need to have input into cycleways as well.

When you develop new areas like the areas around honeysuckle, please include bike paths.

While I was in Paris last year I noticed a clever bike lane which seemed very practical would seem to cause less cycle collisions from opening car doors into a cycle lane. In order from footpath to the road it was.

Footpath 3m,  
cycle lane 1.5m,  
reverse car park 5.5m  
road

This allowed cycles & motorists grate vision of on coming traffic by both parties.

While visiting Melbourne recently, I was happy to see bikes in secured street side parking areas, and some were rentals. This encouraged people to use the bikes on cycleways to move around the CBD.

In Sydney recently, I saw the separated cycle lanes, and was happy to see people using them. The issue I saw was that quite a number of people were weaving in and out of traffic, not respecting the traffic lights, and causing drivers at peak times lots of distress.

I can see why biking gets a bad reputation (same as 4Wding and camping). It is the small minority who wreck it for everyone.

I don't want to see extra charges etc for drivers of cars, but would like to see some bike rides fined for riding in a bad manner. This, and an education program, would be ideal for showing people how biking is safe, fun, family oriented, and health. Imaging the foreshore area with limited cars, bikes and pedestrians enjoying what Newcastle has to offer on weekend, holidays etc.

We don't need to reinvent the wheel. Other cities in Australia and world wide have done this and it is accepted.

Regards

Whiles some drivers are hostile towards cyclists, the majority of dangerous manoeuvres cars perform (e.g. passing to close or cutting off) appear to be from people oblivious to the damage they could do or the speed at which a bicycle travels.

There appears to be a great impatience for come drivers to pass cyclists dangerously simply to stop at the red light about 30 metres ahead.

I ride regularly on major roads commuting to work and probably maximise the riding I do myself. I take as much care as I can to maximise my safety on these roads.

I have a young child and a bike trailer, but would not risk riding my normal routes with him. Therefore I do not travel as frequently with him as I would like due to the lack of safe cycling routes.

With what ever happens to the rail, they needs to be connection of Union St to Honeysuckle.

Paving the southern side of Sports Field No. 2 will give a good off road link to Market Town.

Parents are always more comfortable with off road hence off road helps breed the cyclist of the future.

would like connectivity between bike tracks

Would like to see a bike path in lambton gardens

Would live for council to get proactively & positively on board & spend some of that SRV \$ they promised for cycling during a 10 yr period. It was originally presented as being equally between multiple projects. With priorities on each.

Route continuity via safe routes should be a priority for infrastructure expenditure.

Cbd traffic congestion will continue regardless of what people or council staff want - plan for newcastle's future growth smartly now while corridors & opportunities exist.

Don't allow any losses in connectivity (eg that precious rail corridor, back lanes, etc.) this is a planing responsibility of council & other gov/quasi gov agencies.

There are lots if inexpensive things council could also be working on in the interim, while infrastructure program's are in planing/design/budget back-burner eg:

- \* signage & maps

- \* support innovative initiatives like 'bike buddy program's',

- \* targeted program's that promote better cycling / pedestrian / driver behaviour & relations eg. Look at city of Sydney's program (night rides to promote riders fitting themselves out with lights, ring your bell campaigns to promote riders fitting their bikes out with bells, using them more often to alert pedestrians, let pedestrians better understand why riders ding & how to be more courteous, riders reducing speeds on shared paths.

- \* would like to see council parking officers do regular targeted campaigns to promote better driving/parking practices (eg. where bike 'car door lanes' adjoin eg, park with dotted line & leaving a safety zone between parking & cycle lane; looking before opening doors; leaving a metre clear when driving beside cyclists.)

- \* encouraging employers in cycle accessible areas to encourage their staff to ride (eg. Info/incentives re corporate city rider skills training packages; info packages with route maps; secure bike parking & showers at places of employment - DAs, retrofit incentives; info about bike purchase/accessories/gear /mechanics that make commuter riding more attractive/accessible/feasible; corp fitness incentive that encourage riding; info about how much money they'll save, how hot they'll look, how good they'll feel & how much more productive they'll be at work with a bit of regularly exercise).

- \* etc etc (there's lots more but I'm going to bed..)

Would love a cycle way on rail corridor from Newcastle to Ferleigh track, plenty of room there ,perfect gradient and at least a little compensation for loss of our rail line and increase in bus traffic(if the rail line cannot be saved). Buses are the scariest things when they roar past very close ,stopping and pulling out again .much worse than car doors opening.i have had so many near misses with buses.

Yes there is nothing about pedestrians and cycles in this survey especially on footpaths and shared tracks. As usual the City council designs surveys to get the answers it wants and does not get a proper community perspective This survey is just regarding Cyclists and not important areas such as Pedestrians who have to share with cyclists who use footpaths and share pathways.

Yes. My recommendations- increase the # of km's -off road cycleways (not shared with walkers or people pushing prams) in the Newcastle LGA and increase the connectivity between CBD and existing off road cycleways in outer CBD suburban areas including Cooks Hill. Hamilton, Hamilton South, The Junction, Broadmeadow, Adamstown, Wickham, Maryville, Bar Beach. Like to see (1) off road cycleway put in or (2) on road cycleway put in (separation by barriers as well) @Beginning King Street in East End, Newcastle to Broadmeadow (Parry Street, Tudor Street, Belford Street and linking @ Broadmeadow Railway Stn) and to Hamilton (King Street, Parry Street, Donald Street, Beaumont Street and linking @Hamilton Stn)

you need to get away from thinking as cycling as a recreation and get serious about making safe cycling routes that connect workplaces a higher priority,

### Verbatims – Infrequent riders

Verbatim Responses
no
<ul style="list-style-type: none"> <li>- Safety for bike riders</li> <li>- Poor visibility of bike and riders - need reflective panels on bike and clothing</li> <li>- Encourage riders to wear helmet</li> <li>- Lights are needed late afternoon and night</li> <li>- Bikes on shared paths/footpath - travel slowly - expect 'walkers' to get out of their way</li> <li>- Walk bike if crossing road in pedestrian crossing.</li> </ul>
<ol style="list-style-type: none"> <li>1. Improved off road connectivity to provide safe routes from suburbs to city would greatly encourage me to cycle. There are some great cycleways available in different locations but it would be great to see them joined up to prevent having to mix with traffic.</li> <li>2. A comprehensive cycleway map of Newcastle would assist with promoting and planning bike trips.</li> <li>3. Completion of Lambton park shared path would provide great opportunity to promote riding by families</li> <li>4. Congratulations to council on the Stockton cycleway. It is a fantastic resource for the city, particularly for family rides.</li> </ol>

After visiting Denmark 2 years ago and observing how disruptive and dangerous bike lanes and riders can be, I would hate to see "bike riding" have predominance over other forms of transport in our area.

1) The majority of the region's population DONT ride bikes..but riders are having a lot of influence on Council decisions. This is very "one sided".

2) Motorists PAY to use the roads while bike riders get off 'scott free" while demanding more bike lanes etc.

Bike registration fees, should be introduced ..after all EVERYTHING else we do is on the basis of "user pay"...why not the bike riders.?

3) Bike riders consider because they are "exercising" that the majority of vehicle drivers.. should give way to them instead of SHARING the roadway.

4) I would like to see all bike riders OFF the main roadway, used for other vehicles and have separate bike ways. There is ample parks, land that could be shared this way.

5) Roads and traffic volumes are increasing all the time and will continue to in the future. Forget the "Green Dream" of bikes replacing cars etc...It isnt going to happen ..thank God ..Not everyone can or is interested in riding bikes.

6) In Denmark I observed what regularly did happen, when cars etc shared a common road with bike riders.

Pedestrians were in more danger of getting hit or knocked over by "maniac " bike riders than hit by a car.

I can see Newcastle heading in the same direction...if the bike "lobby" keep pushing.

Speaking for all the elderly, disabled, mothers with toddlers etc who wont be "peddling" ...DONT let bike riders "reign supreme" in our city !!

All bikes and bike riders should be licenced and financially contribute to the assets and maintenance.

Council should show the way by introducing the rules. If a dog needs a licence then so should a bike. If you need to pay to swim in a pool then so should bikes

\$25 per bike per year and \$10 per rider.

Penalty for not complying \$500 first time then doubling each time there after

Any improvements and encouragement for people to use bikes as they do in Sydney now must be a good thing

As a city area pedestrian I find the lack of courtesy some riders give to pedestrians on pathways and shared areas very distressing ,I have been verbally abused and chased by riders on shared areas, Many donot use a bell to let you know of their presence and ride very close to you if you are in their pathway when travelling from behind you it seems for some riders that good manners leave them and they assume ownership of the pathway. many riders travel too fast on shared paths and are a danger to pedestrians, small children and dogs on lead.

As a cyclist I would prefer to ride on the footpath rather than on the road. As a driver, cyclists should not ride side by side on the road Getting to the Fernleigh track from Cooks Hill Via Merewether is difficult.

As a driver, cyclists need to be conspicuous, and ride defensively on the road.

as a pedestrian, cyclists are silent assassins on shared pathways. very many do not indicate they are behind you before overtaking

cyclists choose to ride on footpaths when there is a bike lane marked on a road. they expect pedestrians to get out of their way on the footpath. This makes me very very angry.

As I live in a western suburb, it would be very difficult for me to ride safely to work or recreation in the inner city.

Ban all cyclists from any road that is a main road, highway or expressway. No cyclists should be near any vehicles that are in the speed limits areas of 70, 80, 90, 100 & 110 K/p/h per hour. Until you have driven semi trailers, and experienced how cyclists react when they ride along the fog or edge line on the roadway the forces generated by the semi trailer can draw the cyclist under the vehicle. The higher the speed limit the wind turbulence can make the rider unstable and can cause serious injury or death of that cyclist whether inexperienced or experienced as statistics can show. All cycle ways should be built independent of all main roads, highways and expressways. I would gladly support any funding program to build and maintain these cycle ways. A traffic law should be introduced to make an offence for cyclists and pedestrians to be on the above roads. Back in the early seventy's and eighties it was an offence for cyclists and pedestrians to be on the F3 Sydney to Newcastle Expressway now know as the M1.

Because of the historic planning of newcastle ie the roadway system its not practical to ride a bike on our streets, its not wide enough to allow such.

Beresfield to Newcastle has no safe and suitable cycleway

Better to spend council money on good cycleways than on spending millions that we do not have on a bigger art gallery that we do not need. Produce something useful for the massive number of rate payers who would use and benefit from better cycleways.

Bicycle-riding should be encouraged amongst the young. Healthy and cost-effective.

bike paths are a good idea - even on roads - which could be closed to cars

Bike riders are idiots

Bike riders make me nervous on the road when I am driving especially when they ride in groups some of them riding 2-3 abreast.

Bike riders need to be more courteous and especially encouraged to use a bell or whatever to alert pedestrians as to their presence.

Bike riders should be licensed.

Bike riders should have to help pay for their riding facilities

Bike riders using shared paths as speed trials or ride in groups across the whole of path XXX walker get off the path- dangerous especially if walkers have children or dogs or both unpredictable. Also, toilets on walkways would be good.

Bike riding is important and gaining in populaity. Newcastle City Council should support it in every way.

Bikes are the future

Bikes for hire in Newcastle CBD would be a great idea, I first saw bikes for rent in Brisbane CBD which was a fantastic way of getting around. They had a number of sites where you could rent one and lots of areas to return the bikes when finished. I believe that Newcastle foreshore and Stockton CBD is the ideal place to start with rent a bike.

Bikes safety is a concern to me as I drive my car around the Newcastle community when bikes and cars share the same road space. Avoiding bikes is a safety problem for me as a driver of cars.

Build a path alongside the railway from Adamstown all the way into town.

While there is a cycle route to the CBD along Dumerasq St (next to the racecourse), once you get to Gordan Avenue, it is a nightmare for cyclists!!

A completely separated path along side the railway would provide a SAFE option to get into town. If this were done, I would ride to work every day

City of Newcastle is WAY behind other capital and regional cities of the world in encouraging, promoting, supporting Cyclists which I believe is APPALLING!

connected bike path to uni from town would be great

Council has done an excellent job so far in constructing the existing pathway system. Keep it up.

I do not cycle but walk regularly using these pathways.

However I am frequently amazed at how dangerously selfish a small number of (usally adult male) cyclists are.

As with many community activities more education is needed to make joint pedestrian/cyclist pathways safer and more enjoyable.

I accept that Council has budget restraints at this time and funds for education are a problem.

Could Council request the support of Rotary, Lions, School P&Cs, Sport Clubs and such to host lectures, distribute Council produced publicity on this topic?

Costs to Council would be minimal.

Perhaps Federal/State Departments may fund production of a TV "Commercial", which Networks would run for free as a Community Service.

Federal Gov't should accept this is really part of Public Health.

Remember. No askee- no gettee.

Regards, XXXX from Kotara

Council needs to get its priorities right. I was badly flooded in the Pasher Storm. Nothing has been done to prevent a repetition in my area. I have lived in the same house all my life and about every 19 to 20 years I have been flooded. Each time is worse than the time before. Fix this sort of thing then worry about non-essentials like push bikes.

Council should strongly support the idea for \$75 ml. to be spent on bike paths throughout the area.

create more dedicated bike paths to take cyclists off dedicated footpaths

Cycle lanes that are on the road shoulder where cars park are incredibly dangerous. I will not use these as I have seen and heard of too many injuries to cyclists caused by car doors opening or lack of visibility.

I feel footpaths should be widened to create shared paths that cyclists can use as this will also be appealing to families and children.

Cyclists and pedestrians don't mix. Problems on both sides. Attempts should be made to separate the two.

Cyclists are a hazard on main roads

Cyclists deserve separate bike lanes, they should never be hugging the edge of the bitumen with cars passing them centimetres away.

Cyclists don't always obey road rules - fail to stop at traffic lights and ride across pedestrian crossings. Cyclists who ride two or three abreast are a hazard on road. It's hard to have any respect for cyclists who expect to have all the rights of road users but none of the responsibility to observe road rules or the costs of road usage.

On cycle paths shared with pedestrians some cyclists travel much too fast for the safety of foot traffic and many fail to sound their bells as they come up behind walkers. They seem to resent sharing the path with non cyclists.

Cyclists on fernleigh track can be discourteous to young children riding bikes and scooters.

Cyclists please use hand signals whilst on our roads and when sharing a cycle path with walkers, please use your bell to let the walkers know you are behind them.

don't make bicycle routes for the exclusive use of bicycles, allow for walkers

Excellent for younger generation

Fine cyclists for breaking road rules and slowing down traffic. Especially riding 2 or 3 wide.

What's with where scenic drive meets pacific hwy?

Put a speed limit on them on warners bay walk way

get cycle riders to pay the same registrations and insurances that I have to for the privilege of using the roads. Persuade cyclists to observe the rules of the road and heavily fine those that don't. make them wear helmets as I have to when riding a motorcycle.

Get rid of light rail. Heavy rail can carry bikes then bikes take over for short trips.

Get the bikes off the roads! Make cycle ways not ways for bikes to be ON the roads. they are a danger to car drivers. they weave in and out of traffic, think that they do not have to obey road rules and generally scare me when I have to share a road with them. It isn't that I think it isn't a good idea to ride a bike but that the sheer volume of traffic nowadays on the roads plus the slow, slow speed with which bike riders move means that they are not compatible to share the same space. Let's face it, we no longer allow horses on roads. if people wish to ride they should be on designated bike tracks, NOT the road. Dropping the speed of motorists to satisfy bike riders only causes bad feelings and does nothing to address the real issue that cars and bikes are not compatible in the one space!

How do you eliminate cycles from in town foot paths.

I am 67 and have not been able to ride a bike because of balance issues. I go to exercise classes 3 times a week to rectify my fitness issues and have done for 2 years. That gradual improvement is why my responses are mainly negative. Sorry.

I am a walker, and have found cyclists both rude and their couldn't care attitude is unpleasant when on shared cycle ways. I have been ridden into and knocked to the ground, the person continued on as though nothing had happened.

On the road they take no notice of road rules, ride through lights. Wrong side of road often when they do not want to stop.

If you dare to say anything you are abused, for daring to say anything.

So no I am not a fan of the rude cyclists that frequent this city. Like all things there are some really nice law abiding ones, that do give everyone respect and a fair go.

I am not interested in riding a bike, because I have car. In the car I can carry a lot of shopping. I can keep dry when it is raining, and I am a lot safer than traveling on a bike. Also, a big turn off are those stupid helmets which bike riders must use.

If people want to stay healthy by riding a bike it would be much better for them to do so outside the cities which are full of car exhaust fumes.

I am of the opinion that cyclists risk injury every time they take to the Newcastle roads, that there is scant planning that considers cyclists

I believe this is a federal issue although I understand it will be dealt with at the local level.

I believe to implement an effective strategy, the culture on the roads has to change. More priority has to be given to riders for it to work or they need to be given more space. At the moment riders have to work around cars and that is a recipe for disaster with ignorant drivers.

Also on shared pathways, riders need to be informed that it is not a race track and that to expect pedestrians. To many instances of near misses.

I did see that there is a new facility near the foreshore area where you can use a pushbike from a pushbike station this sounds like a good initiative.

I do believe council is trying to improve cycle ways around the city, but I see the biggest problem is the attitude of other road users towards cyclists.

I don't ride as I have young kids and it's just not practical to ride with them (yet). I look forward to riding with them in the future as they grow up and are able to ride on their own.

I feel that a certain part of the cycling community (they mostly wear lycra) make it hard for those cycling for fun and fitness. They are rude-buzzing you on the Fernleigh track and then complain about drivers doing the same on the road. We all need to share the track. I would also comment that the compulsory stop sign at Dibbs Street on the fernleigh track is a joke to all using the track. The situation is extremely dangerous with cars stopping to let riders across nearly causing crashes on numerous occasions. Cars have right of way there. The ridiculous stop sign when turning left onto the track from Brisbane Water Road has caused so many near misses as the car at the opposite side turning right tries to sneak in will cause a major accident there one day. You have been told and you will be responsible NCC

I feel with more cyclist on the road riding in an unsafe manner there will be more accidents. There needs to be more education or maybe traffic fines for cyclist.

They ride at night without lights, ride on the line that separates the road from the bike lane, ride far too fast down hill and do not anticipate other cars, ride through red lights, turn in front of you, ride up on the left hand side when you are changing lanes.

I have found shared paths and even footpaths to be quite dangerous for pedestrians at times, some cyclists can be intimidating and are less than careful when it comes to pedestrians. I have been nearly knocked over a couple of times on the foreshore promenade and on Nobby's breakwall.

I have no comments either for or against cycleways

I have no interest in riding, but I think it's something that ought to be encouraged. Anything that helps cycling to be a safer activity ought to be promoted

<p>I have previously commuted by bike &gt;100km/week. I found drivers discourteous and impatient, but also found pedestrians on bike tracks to be just as rude and inconsiderate. I believe that some tracks, such as the Fernleigh track should be bike ONLY.</p>
<p>I have some concern re cyclists exiting roadways and riding across pedestrian crossings &amp; on footpaths, riding through red lights/stop signs past standing traffic, hence putting themselves at risk and breaking road rules.</p>
<p>I have watched hundreds of cyclists disobey road rules. Most do not stop at stop signs, ride on road till traffic lights, if red jump up to footpath ride across in front of stopped cars then rejoin traffic on the other side of intersection without looking or observing traffic or safety. they also ride on wrong side of the road and a lot show no consideration of anybody else. Many of them verbally abuse drivers pedestrians and other cyclists if they a slowed or somebody comments on there attitude, if a driver sounds the horn regarding their safety or to warn of danger i have seen riders become physically aggressive. Bikes Should be registered and the laws policed. I have not been involved in any of the above so far and hope it never happens.</p>
<p>I haven't ridden a bike for many years. I have a bike but struggle to find somewhere safe to re-learn. I'm nervous about cars, pedestrians and other more competent bike users. I would love to be able to ride to work safely from Islington to Mayfield West.</p>
<p>I live in The Junction and would prefer to ride around town but I won't share a path with cars</p>
<p>I personally am too old &amp; unfit to ride a bike.</p>
<p>I think it is great that there are so many people who are riding bikes but as a driver, I am always amazed that so many bikers travel in tandem on often quite narrow roads often because they are so busy talking that they don't notice. I always try to show courtesy but it is hard when courtesy is not exchanged!</p>
<p>I think too much money is spent on cycleways. It is disproportionate to the amount of cyclists in the population.</p>
<p>I tried to engage management at John Hunter Hospital to support ride to work day 2 years ago. Support was minimal and resistance was high. Council needs to show major local employers the way forward and what is expected of them by engaging employers, businesses and the community in cycling. We could easily be Australia's premier cycling city, if we get the right people involved. Council should orchestrate links between the cycling for transport community and public health professionals to address the health of our local population. We could be a centre for a landmark study of public health outcomes when cycling is introduced as the normal form of transport, safe cycling facilities are provided, and end of trip facilities such as parking and change facilities become mainstream.</p>
<p>I walk frequently. Ought to try and ride.</p>
<p>I walk the shared paths frequently, the vegetation (trees) intrude in places restricting the usable path and making it difficult for bikes to pass two people side by side.</p>
<p>I wish it was safer</p>
<p>I wish it was safer.</p>

I wish that bike riders would respect pedestrians more, particularly at the fish market and the mariner area of our foreshore. one has to continually look over one's shoulder to avoid being slammed into a speeding bike driven by both genders and all ages. My wife was very lucky not be seriously injured by a high speed woman biker missing her by inches as she sped through the marina walkway. can we have speed humps installed on high pedestrian usage walkways before we have a serious collisions between people and the totally inconsiderate actions of, I'm sorry to most. bicycle riders on our so called shared walkways.

I work about 5km from home. I would ride a bike to work if there was a bike path the entire way. As it stands, there is a bike path for about 50% of the way. The rest of the way I would need to ride on the road. I do not feel that is safe.

I work in the City, but am not fit enough to ride all the way from home. routes from limited parking near the city are awkward and traffic congested / dangerous

I would feel much safer with separated off-road bike paths

I would have more incentive to ride a bike, if there was a northern route from Broadmeadow Hockey Centre junction through to Mayfield say.

I would like to see some third party insurance taken out by cyclists who may be the cause of an accident.

I would love to ride my bike more. The two things holding me back are the comfortability of the available routes and their connection with each other. I am happy to see so much attention being given to this issue in the Novocastrian community.

I would support bike riders more if they didn't run red lights. If they held their position in a line of stationary traffic, if they were on the road and not footpaths and generally obeyed traffic rules. I might then feel a little more inclined to ride as motorists would then have more respect for riders.

I would to see more flashing lights on bikes

If a vehicle /driver cant do the posted speed limit, whether that be a car truck bike or any other means of transport, then they shouldnt be on that road

If I was more physically confident, I would ride a bicycle every day for exercise and fun. I would like to try riding an adult trike, but can't find the opportunity.

I am 68 years of age and I am concerned for other cyclists and pedestrians as well as for myself.

I often observe cyclists do the wrong thing, whether on the road ignoring traffic rules, riding at night without lights or endangering pedestrians on shared pathways. Most cyclists are law abiding but many are lawless.

I'm in favour of bikes and of proper provision for them. I favour encouraging more people to ride bikes. NCC, I'd like to see, foster cycling.

I'm a bit too old but I think that cycling is a great pursuit.

I'm interested in buying a decent bike. If decent bike lanes are provided / extended, I'll do it. Fantastic idea. Good for all parties as long as drivers show respect. However, if decent bike lanes are set in place there should not be issues with drivers. There are many in Sydney. If they can do it, we can.

I'm quite happy to catch a buses but would ride if all the buike paths were flat and not hilly. Also, I'm getting old so safety is at issue as well as whether I can negotiate bikes etc...
Improved access to bike paths from Mayfield would be good. To get to the start at Tighes Hill is a precarious ride along Maitland Road
In heavy,(fairly normal) I think it is dangerous
Investment in cycling infrastructure is vital if we are to be a more liveable city. Cycling could set Newcastle apart as a tourism feature: a place where it is safe and well connected to ride around and enjoy the "villages" of the inner city. As the city becomes more densely populated, cycling will become an ever greater mode of transport particularly if coupled with public transport choices (train to the city centre anyone?!).
It is important to separate high speed cyclists from pedestrians and make sure shared paths are wide enough to accommodate both.Hopefully the new works from Nobbys will satisfy this.
Just that in general I find the Fernleigh Path very good as a shared pedestrian/cyclist facility.Cyclists sometimes ride a little fast when passing walkers but appear to appreciate it very much if walkers keep as far to the left as possible.Please encourage sensible walking and cycling courtesy as much as possible-more LARGE signs to that effect would help.
Living in the Tarro/Beresfield area I would not ride on the New England Highway, EVER.
Making bikes and bike paths park of connection other councils like Lake Macquarie, Port Stephens and Maitland would be great and would be something the NCC can capitalise on as a draw card for people wanting to come to Newcastle. There are more people that ride bikes within town now however most offices do not provide adequate shower or locker facilities.
Minmi is still forgotten just promises by council who only want to put ON Road cycle ways on roads that are to narrow and dangerouse for vehicles already
Most Bikeways on roads are very unsafe for cyclists and should be removed.
Most cyclists are discourteous to pedestrians. On a daily basis I encounter cyclists on footpaths in the CBD, Joy Cummings Boulevard and Scott Street who refuse to cycle on the road. There appears to be an extreme lack of knowledge of the road rules by cyclists. They also ride their bikes on pedestrians crossings, where it is clearly signed they are to walk, and ride through red lights. In my opinion cyclists are amongst the rudest and most inconsiderate of citizens
Most cyclists are stupid gits. they do not obey the road rules. All bikes should be registered. Cars etc pay for the roads ignorant cyclists do not.
My son rides a bike and I have encouraged him to do so as it is a cheap and healthy alternative to driving everywhere - he is over 20. I have however refrained from encouraging my daughters from riding as I do not feel it would be safe for them to do so. There are a number of reasons for this which include lack of knowledge about connecting bike paths, a very poor uptake of bike riding in Newcastle so little support from peers, and also not enough "safe" dedicated bike paths in general. I do not consider spray painting an image of a bike on the side of the road to be a good alternative to providing proper bike paths. The whole culture of choosing a bike over private transport has to change before anything else will change as well as safe, dedicated bike paths for riders.
need to ensure bike paths allow access to other local government areas - the world doesn't end at the Newcastle LGA.
Newcastle needs more physically separated or off road cycleways

No mention of Insurance or Registration.
No, thank you
Older people (and remember everyone gets old) do not cycle, therefore there is a need for equality with motorists. Nobbys to the Newcastle Surf Club is a no brainer. This is a useless survey for older people.
On shared paths, pedestrians can meander into the pathways of cyclists while chatting to friends and cyclists often ride very fast, approaching or passing without warning. I'm concerned that I may be knocked over. Could shared paths be widened?
On shared pathways ie pedestrians and cyclists , I think it should be mandatory that cyclist have a working bell to warn pedestrians that they are behind them.
Options that do not involve cycling "on road" are preferred. I would only ever be willing to cycle "off road". Areas where the cycle way duplicates the road (like the M7) and bicycles are forbidden on the main road is, I believe, the safest option.
Physically separated bike paths are the preferred,safest way to go. What happened to this in the Honeysuckle project???
Please make cycling safer! It makes sense to invest in our cycleways. I would ideally like my children to be able to ride safely to school and for me to be able to ride safely to work everyday. At the moment it does not seem possible. Thanks for the investment made already but please we need more!
Please promote cycleways in Newcastle more
Please stop cyclists riding across pedestrian crossings. It's dangerous.
Retain the rail and add a cycle track beside it!
Riding on footpaths are unsafe for riders with cars backing out of driveways and pedestrians are not safe as hey don't know what side the bike will pass. Elderly people are frightened of this.
Several cyclists think they own the road and the rest of us on foot or in a car should get out of their way. Drivers pay road tax. Cyclists use the same road and pay nothing.
shared paths - When a cyclist comes to a place where a collision with a child, pram or dig is imminent he/she should head for the responsible adult. Cyclists and pedestrians should unite instead of fight and urge responsible authorities to provide separate tracks. Shared paths don't walk and tram rails and deadly!
Shared walk and bike pathways are a danger at the current time as many of the cycle users are expert riders that like speed and hogging pathways. At the moment I walk more than cycle and find that the cyclists I encounter on tracks such as Fernleigh are often pushy and hog the pathway, this is of course not always the case. It would be nice if the tracks could be wider, rules maintained and expert cyclists encouraged to use the road ways rather the paths or encouraged to stick to the rules
Sorry for my lack of bike knowledge. I am no longer a bike rider, as I was once. Too old now, but always alert when driving which is nearly everyday. Some of the cyclists take risks as I believe they think that they always have right of way. I was nearly knocked over by a cyclist riding through the pedestrian way opposite the Great Union in King St. as we were crossing to the cinema. There will always be a percentage who ignore road rules etc.

Thank you.

The council needs to embrace the importance of encouraging more bike riding in the Newcastle area.

The new biking initiative on the foreshore sounds great, but is WAY too expensive. In Japan I hired a bike all day for about \$6. And you don't have to wear helmets there because it is a lot safer on the roads. Maybe safer roads and lower cost would be a good place to start.

The new separated cycleway between Fernleigh track and Merewether is a great improvement for bicycle safety. Good work!

The ring your bell as you approach a pedestrian is often used as a tactic to startle walkers. I find it offensive and very annoying that some cyclists find it funny and amusing to ride extremely close in the attempt to frighten pedestrians. I have had it happen to me on more than one occasion and also on more than one occasion by the same cyclist. I have especially noticed this on nobby's break wall.

Please also advise cyclists to use the excellent maintained and safely designed cycleway instead of the walkway along honeysuckle for riding. Council has gone to great lengths to make connecting cycleways for enthusiasts. It is much safer for both cyclists and pedestrians if the cyclist use the designated area specially set out for them, instead of impeding on the walkway designed for pedestrians. Everybody can and should feel safe when exercising, especially when the beautiful foreshore, marina and eventual memorial walk of Newcastle are becoming fantastic motivators for those wishing to improve their well-being physically and mentally in a friendly and inspiring environment. Everybody just needs to respect one another.

The speed of the bikes coming down the hill in King Edward Park into South Newcastle Beach is a hazard.

there is a lack of safe connectivity from residential areas to off road routes. ie Junction to bathers way, Adamstown to Fernleigh Track, hamilton to east west and north south cycleway.

there are short unconnected off road paths that are appearing with no connectivity ie along Glebe Road at The Junction. Whilst the pathway is excellent for its 500m it is unsafe for cyclist to join it from either direction. The funds used should have been redirected to paths that physically connect to other safe routes and progressively extend out and away so once you join a on or off road path you can follow it to a destination.

The current laws re helmets are opposed to that in European countries and more should be done to see if there is a real need for the compulsory use to be continued

There needs to be a Cycleway plan for the city with integrated routes.

There needs to be more off road or separated cycle ways. Some of the wide roads like Morgan Street and Gordan Avenue would be good places to start and through or next to National Park. There needs to be a track linking the new Scenic Drive / Pacific Highway cycle way to Merewether and The Junction as taking kids, even teenagers down Scenic Drive to the beach is too dangerous, therefore, Sunhill Drive, Hatfield Street and Morgan Street is a good alternative to link to the new Railway Street cycle way.

There needs to be much stronger penalties fro bike riders who go too fast on shared space or who ride on footpaths particularly in retail areas. Their behaviour is becoming unacceptable in many areas.

A child or someone with limited mobility will be badly hurt soon.

There is also a new fashion for dashing across at lights, regardless of cars or right of way.

There should be a publicity campaign to tell cyclists to warn walkers they are approaching by ringing their bell. That gives walkers time to keep to the left of the footpath/cycleway. Also signs re ringing their bells would be helpful

To be truly safe for all road users there needs to be a system of totally separate cycle tracks- cycle tracks should not be part of on road lanes, especially on existing roads that are too narrow and have no way of being widened.

Unless cyclists are strongly policed to obey the road rules, even more so than motorists, they are a great danger not only to themselves, but to pedestrians and other vehicular traffic, in that very few ever stop at the red at traffic lights, never at stop signs, ride on footpaths to detriment of pedestrians, ride against traffic flow, very few have bells or other warning devices, ride between vehicles stationary in lanes, rarely ever give hand signals, only about 50% have appropriate lighting for night riding etc, to name a but a few.

Walking on Shared Pathways is dangerous for the pedestrians. Bike riders that travel at speed in groups appear to do time trials for particular routes. They are so competitive against the clock (I believe) that they resent pedestrians getting in their way. Getting in their way means walking in a normal manner on the pathway but bike riders behave as though they solely own the Pathways. They cut so close to pedestrians that they could cause major injury if they actually hit the pedestrian. Many riders missed me by less than 5cm. Bloody scary!!! No bell warning, just the wind caused when they shaved past me. So I don't even walk on the pathways any more!!!! Too dangerous for us walkers.

we need more connected (physically separated from motor vehicles) cycleways in Newcastle

We need safe, connected cycleways that encourage cycling and cyclists, and minimise the conflict with motorists.

Safe paths for kids to ride to school are needed.

Safe paths for both commuter and leisure cycling are needed.

We have a great city for cycling - relatively flat, many potential paths, lots of people keen to do more cycling - we just need more leadership (and \$\$) to get it done.

We need separate bike routes - from both pedestrians and traffic

When bike riders have to pay a registration fee and study for a lisenice then I will respect them more until then, get off the road

Whilst motorists should continue to be encouraged to be courteous and accommodating towards cyclists, cyclists, in their turn, need to be reminded to be courteous and accommodating towards pedestrians.

Whilst my own participation is currently limited, I consider provision of off-road networks the most important priority for Council in terms of capital works - beats everything else hands down.  
Fantastic way to increase health, decrease stress and increase social participation - all of which have medium- to long-term economic benefits for the city.

Why was the bike friendly project for Hunter St shelved?

Without physical separation from cars, you can't create a bike culture nor expect it could be a viable mode of transport. I know people who've been shattered riding bikes on roads in Newcastle.  
Shattered pelvis = 6 months of rehab, never going to be as he was. Check out how Denmark managed its bike-train-pedestrian-car transport systems. Start in the places most likely to make a difference and then CONNECT them SAFELY.

Would just like to be able to get to the Fernleigh Track more often - usually get to Adamstown when a friend with a bike rack offers, and go from there and back.

Would like to see more open space cycle ways connected  
I would prefer to ride on sidewalk than ride on road & I do not care if it is illegal - better to arrive alive.(I have been run off the road by a motorist in the past)  
Maybe we could look at using current railway corridors as cycleways as well as for trains.  
Traditionally unkempt corridors would then be beautified, & they are usually fairly direct access.  
That would be innovative!!!!

Would not feel safe riding. Drivers cop flack but cyclists are foteden rude - ie cycling 3 across (into traffic) and also speeding past you on walking paths (in a dangerous manner).

Would ride CBD to Junction, CBD to Hamilton if safe off-road bike path..;

Yes - don't use the city of Sydney as an example - their LM has completely stuffed the place up with her one eyed attitude towards cyclists.

Yes please put more footpaths in areas like warabrook that still doesn't have all footpaths made.  
Also spend more money on fixing broken and damaged footpaths before anymore cyclepaths

Yes there other users of park pathways ,where no respect is given to walkers Runners and dog walkers and they invariably exceed even road speed limits ,also taking to removal of dual usage signs , .

Yes!!! I walk in Lambton Park with my blind husband every day and have been run off the path by bike riders on a number of occasions. One of these occasions put me in hospital to have knee surgery. I don't mind them riding on the path around the park if they would do it safely and considerately. There should be occasional checking on how cyclist behave when in close proximity to pedestrians. Cyclist tend to complain about motorist not being courteous to them but they really need to look at their own behavior.

You keep narrowing the roads yet you want to put more designated cycle lanes on these roads.  
You are endangering the riders. My son was knocked off his bike by a truck turning left. He turned over the top of him.  
More education is needed for both sides.  
It will not alleviated the traffic problems. More showers are needed at work first.  
more car pooling would also help.

you left out any mention of how aggressive, rude and inconsiderate the vast majority of those panty-girdle wearing psychopaths are to pedestrians and drivers. None of them have warning devices as required by law, I have been spat on and kicked by them when they have gone through give way signs and red lights and when I have been walking along a "shared" path. I was knocked flat on the footpath coming out of the Sydney blood bank by a courier. If you could register bikes, once off like pets, they might be a bit more responsible and more folks, who don't wear their fat little sister's undies instead of shorts, might use the paths and cycleways

You won't increase cycle usage unless you create cycle corridors which minimise contact with motor vehicles, both in terms of reducing the need to ride on a road or stop traffic to cross a road eg you put. Cycle crossing outside Hunter stadium with 50m of another set of lights. Poor use of resources and another reason to make drivers irritated. A cycle corridor should be more than a strip of concrete. Provide stopping stations where people rest, have drink, go to toilet. Even lock up and access a local business then return. Make it an energised space and it will be used.