

# Newcastle Voice Cycling in Newcastle



May/June 2010

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## Executive Summary

Council resolved in 2009 to prepare a cycling strategy and action plan: to increase cycle use, to improve cycling infrastructure, safety and awareness across the local government area. Through Newcastle Voice, consultation was conducted to assist with understanding current cycling habits – barriers to participation, current routes and their conditions, safety concerns and future improvements sought. Consultation was conducted with the community to gather insight from both cyclists and non-cyclists.

This report summarises the results of the consultation conducted within the Newcastle local government area through the Newcastle Voice community reference panel. The strength of community opinion for this subject is reflected in the volume and quality of responses received through an on-line survey from 784 people representing the entire city. The survey had a 44% completion rate (784 out of 1776).

Almost half of respondents (44%) indicated that they rode their bike within the last week or month – the regular cyclists. The top six reasons given for cycling are as follows:

1. Improve my personal health and fitness (85.08%)
2. Scenery/general recreation/leisure (65.01%)
3. Reduce my carbon footprint (37.75%)
4. Convenient, easy (including ease of parking) (31.49%)
5. To go to work (29.1%) *tied with* shopping/errands (28.55%)

Respondents who indicated that they infrequently, rarely or never cycle (56%), were asked to indicate what would encourage them to start cycling or to ride more frequently. The top five aspects that would encourage more cycling are:

1. Availability of bicycle dedicated lanes and off road routes (60.18%)
2. Safer, better lit cycle paths (47.37%)
3. Better road/traffic conditions (37.99%)
4. Increased driver awareness of bicycle safety and sharing the road (35.47%)
5. Improved, continuous marking of shoulder lanes (32.95%)

A snapshot was sought for the most common cycling routes taken at present – out of a possible list of 20. In a striking response, the routes with strongest infrastructure elements emerged as first and second, followed by busy commuter routes:

1. Throsby Creek/Harbour foreshore (54.33%)
2. Fernleigh Track (53.04%)
3. The Junction to CBD – via Union Street (23.57%)
4. Merewether to CBD – via The Hill and Bar Beach (21.92%)
5. Mayfield to CBD – road route (18.05%)

Respondents were then asked to nominate only one of those routes to provide more information about its current condition. The top six routes selected were the five selected above and Wallsend to Lambton via Jesmond Park (officially known as the East West cycleway).

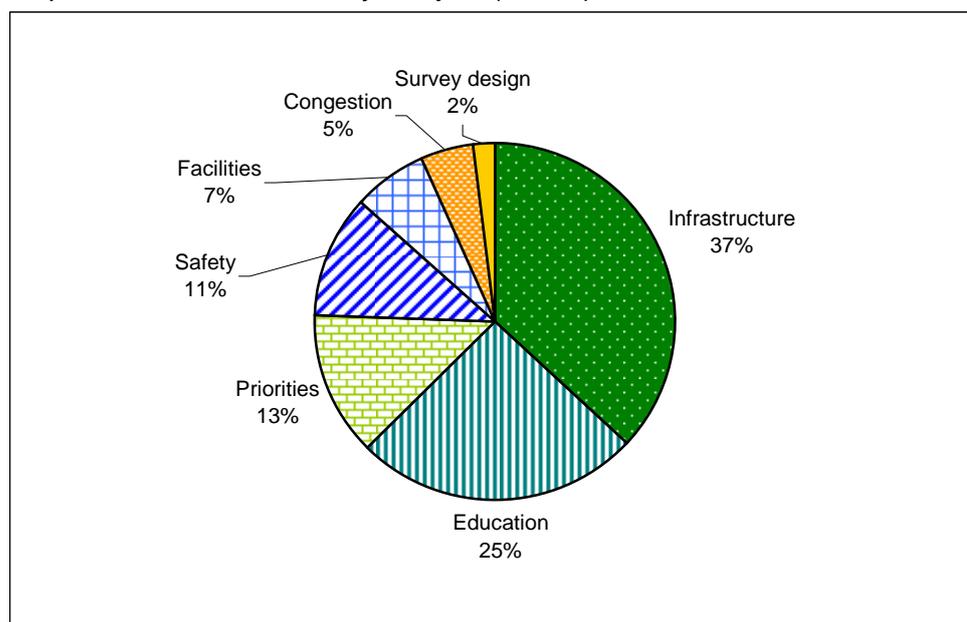
Respondents were asked to comment on route design, quality, continuity, and perceptions of safety. Over 42% indicated that they felt 'unsafe' or 'extremely unsafe' when riding their bicycle on Newcastle cycleways and routes.

The top five future cycling improvements to enhance riding in Newcastle ('extremely important' and 'important') are as follows:

1. More on-road routes physically separated from traffic (94.29%)
2. More off-road routes (90.42%)
3. Increased driver awareness about cyclists (87.30%)
4. Marked routes with pavement markers (bike logo, route number, and direction arrow) (81.03%)
5. Bike parking at public transport nodes (77.90%)

The enthusiasm for this subject was reflected in the number and tone of comments received in open-ended questions. A total of 1079 comments were received, with 356 final comments indicating where current community priorities lie:

Graph 1: Final Comments by Subject (n=356)



The largest proportion of respondents commented on the need for Council to provide more infrastructure to assist everyday cycling, as an aspect of transport rather than recreational strategy and activity. Comments discussed whether to integrate or separate cycle routes across the city. Examples of both are provided in community responses, with much more support for separated bike lanes, or routes, sought. There are several major 'hot spots' for improvements sought – at roundabouts, on rail bridges and at major road crossings. The busiest locations in the city are identified for most immediate improvements – the university, John Hunter Hospital and the central business district.

The comments reveal that there is currently a degree of resentment between cyclists, pedestrians and motorists. Information was provided which can guide the development of education about shared paths, cycling, walking and driving etiquette where there is congestion between modes of transport.

In addition, there is ongoing potential to extend the willingness and ability of public transport providers to support more trips made by bike – bike racks, lockers, carriage design and a greater willingness of public transport staff and providers to support cyclists.

Many respondents commented on the relative priority of cycle ways in the mix of council activity – with some noting that this is a most important initiative and others doubting the expense for a small proportion of commuters.

Specific web links were submitted with the completed surveys to provide additional information. A multitude of cities and countries which provide positive cycling infrastructure are named: Amsterdam, Paris, Copenhagen, Vienna, Munich, Chengdu, Jinqiao, Tokyo, Vancouver, Whistler, Stanford, Bogota, Christchurch, Canberra, Melbourne, Perth and Sydney.

Actions towards some of these improvements can commence in the short term; others will require more comprehensive planning. There will be the opportunity for further community consultation once a draft Newcastle Cycling Strategy and Action Plan are on exhibition later in 2010.

## Introduction

People are taking up cycling in cities for a variety of reasons. Cycling is becoming more important to city administrations to ensure sustainable urban development, including reducing congestion in urban centres. The benefits of cycling continue to be promoted across NSW, with the government's State Plan expecting five per cent of all trips to be made by bike in 2016.

The City of Newcastle has an extensive off and on-road cycleway network. The Council aims to make cycling an equal transport choice for residents, workers and visitors. The Newcastle Cycling Working Party was convened in September 2009 to develop and implement a Newcastle Cycling Strategy and a five year Action Plan, aimed at improving cycle use, infrastructure, services, awareness and cycling safety in the Newcastle local government area – leading to increased cycling activity as a transport alternative in Newcastle, in accordance with Council resolutions of 17 February 2009 and 19 May 2009.

## Report Purpose

This survey is designed to gather information from cyclists and non-cyclists (walkers, motorists, etc.) to inform development of the strategy and action plan. Council aims to understand current cycling trends, barriers to participation, benefits, and safety enhancement needs. The consultation seeks to increase Council's understanding of:

- current cycling behaviours - frequency, purposes, participation
- incentives for increased cycling (recreational and commuting)
- barriers for non-cyclists
- safety issues, accidents and reporting of injuries.

The survey addresses the following:

- attitudes towards cycling
- cycle safety
- current experiences and
- desired improvements.

The information gained from this consultation will inform the Newcastle Cycling Strategy and Action Plan which is being developed by the Newcastle Cycling Working Party.

## Methodology

### Data Collection

A survey using a structured questionnaire with a total of 24 questions was sent to all active online Newcastle Voice members. Where appropriate, questions were built with the options 'other, please specify,' 'unsure' or 'don't know.' There were two open-ended questions to record additional comments. To control order bias, the system automatically rotates the presentation of items within certain questions on a random basis. A copy of the survey is provided in Appendix I.

A survey invitation and link to the on-line survey was sent on 24 May 2010. The survey was sent to online Newcastle Voice members only. Electronic reminders to those online members who had not yet completed the survey were sent on 1 June 2010, and 4 June 2010.

The survey closed at midnight on 6 June 2010.

### Survey Area

Residents and ratepayers from the Newcastle Local Government Area (LGA) were consulted, through the Newcastle Voice community reference panel. The breakdown of the demographics by suburb is provided in Appendix II, which includes data for the sample group and the respondents group.

### Sample Selection

A total of 1776 Newcastle Voice members were surveyed. This number represents active, on-line panel members who have previously completed the Profile Study. They exclude members who own property in Newcastle but reside outside the local government area.

### Representation

Although sampling 1776 panel members represents over 1% of the Newcastle LGA population, the sampling frame for this survey was not statistically representative of the population.

This is due to the fact that only active, on-line Newcastle Voice members were surveyed. With the exception of Inner City South, Inner City North and Hamilton, the other planning districts are under-represented. Responses are over-represented from Ward 1 and 2, while they are under-represented in Wards 3 and 4. Furthermore, panel members in the 16-24 age bracket are also under-represented.

## Participants

The breakdown of the demographics by gender, age and employment status is provided for the sample as well as for the respondents in Appendix II. The demographic information is managed in the software. In brief, results show that:

- 11.35% of respondents live in Merewether, 5.48% in Cooks Hill, 5.10% in Mayfield, 5.10% in Newcastle (CBD) and 4.97% live in New Lambton
- A relatively even proportion of respondents were 25-39 years old, 40-54 years old or 55-69 years old (27%, 36%, 29% respectively)
- 46% of respondents live in the Inner City South and North planning districts
- 75% of respondents are employed full or part-time; a higher response from these groups than in past surveys
- 62% of respondents have lived in the Newcastle LGA for more than 10 years
- The gender split was 48% male and 51% female.

## Data Handling and Analysis

The data handling and analysis was carried out using Sparq software by staff in the Customer Service, Communication and Consultation service unit. The approach used during the consultation is designed to generate data for analysis into themes.

The full topline report – quantitative results - is in Appendix III.

Trend analysis was conducted from the open-ended question responses. All responses are treated in confidence to ensure the anonymity of respondents, and edited only for grammar and spelling if inserted as comments into the body of the report. The complete record of all comments received is included as Appendix IV.

## Response Rate and Survey Design

The survey had a 44% completion rate (784 out of 1776) and a 47% participation rate (833 out of 1776). That means that 47% of respondents started the survey, but 3% did not complete it (49 out of 1776). Of those who chose not to complete the survey (4%), 43% dropped out before reaching the second question. Of those who chose not to complete the survey (4%), 14% (7 out of 49) dropped out because they were unable to locate their preferred cycling route in the options available.

Four additional answer options were added to the question *“Please choose just one of these routes to give us more information about its current condition”* on 25 May 2010.

- Represents 66% of the total responses (517 out of 784 total responses were received after the change)

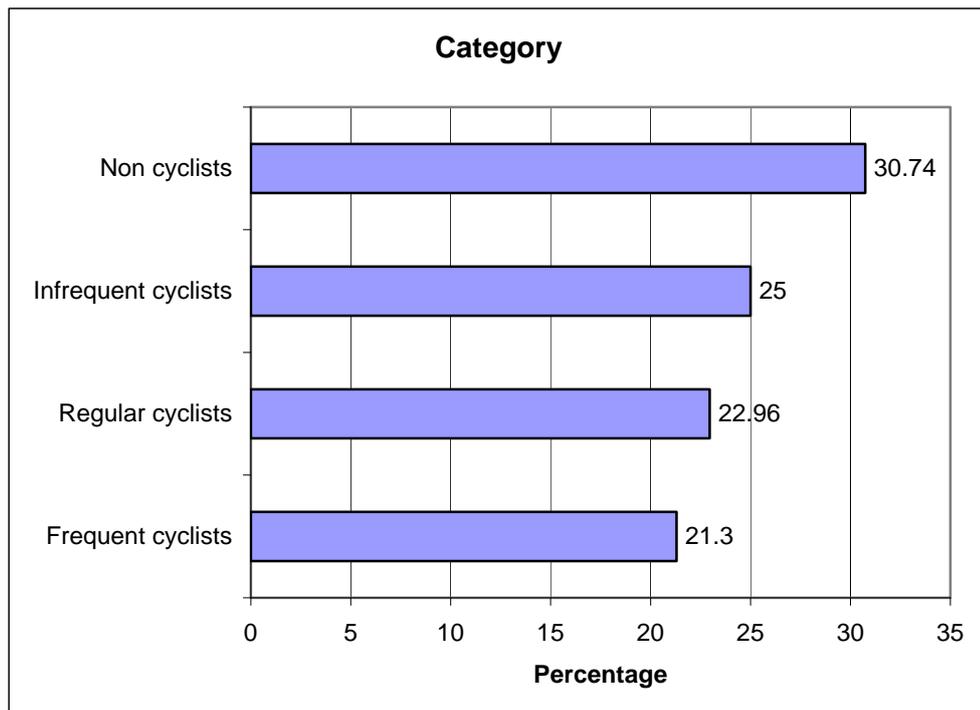
## Findings

### Current Cycling Habits

Almost half of the respondents (44%) indicated that they rode their bike within the last week or month, and 56% indicated that they hardly ever or never ride.



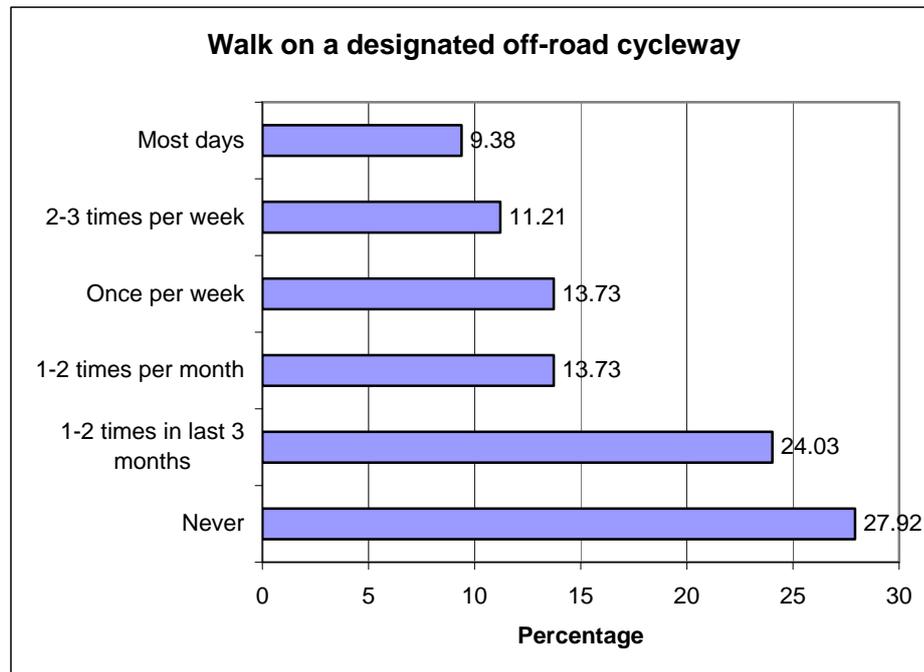
Graph 2: Category of cycling frequency



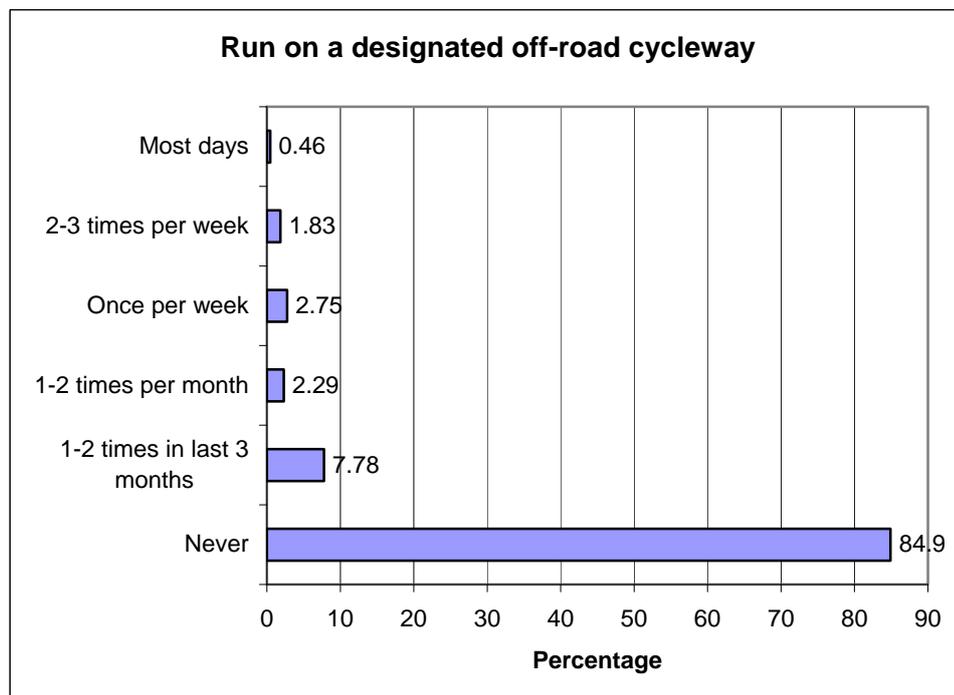
Respondents who indicated that they infrequently, rarely or never cycle (56%), were asked how often they used a designated off-road cycleway for either walking or running within the last three months. Results reveal that respondents in these two categories walk rather than run on off-road designated cycleways.

Over half of the respondents (52%) indicated that they walked on a cycleway (where it is a shared pathway, separated from road corridor) only '1-2 times in the past 3 months' or 'never' with the overwhelming majority (92.68%) indicating that they ran on a cycleway only '1-2 times in the past 3 months' or 'never'.

Graph 3: Walk on a designated off-road cycleway



Graph 4: Run on a designated off-road cycleway



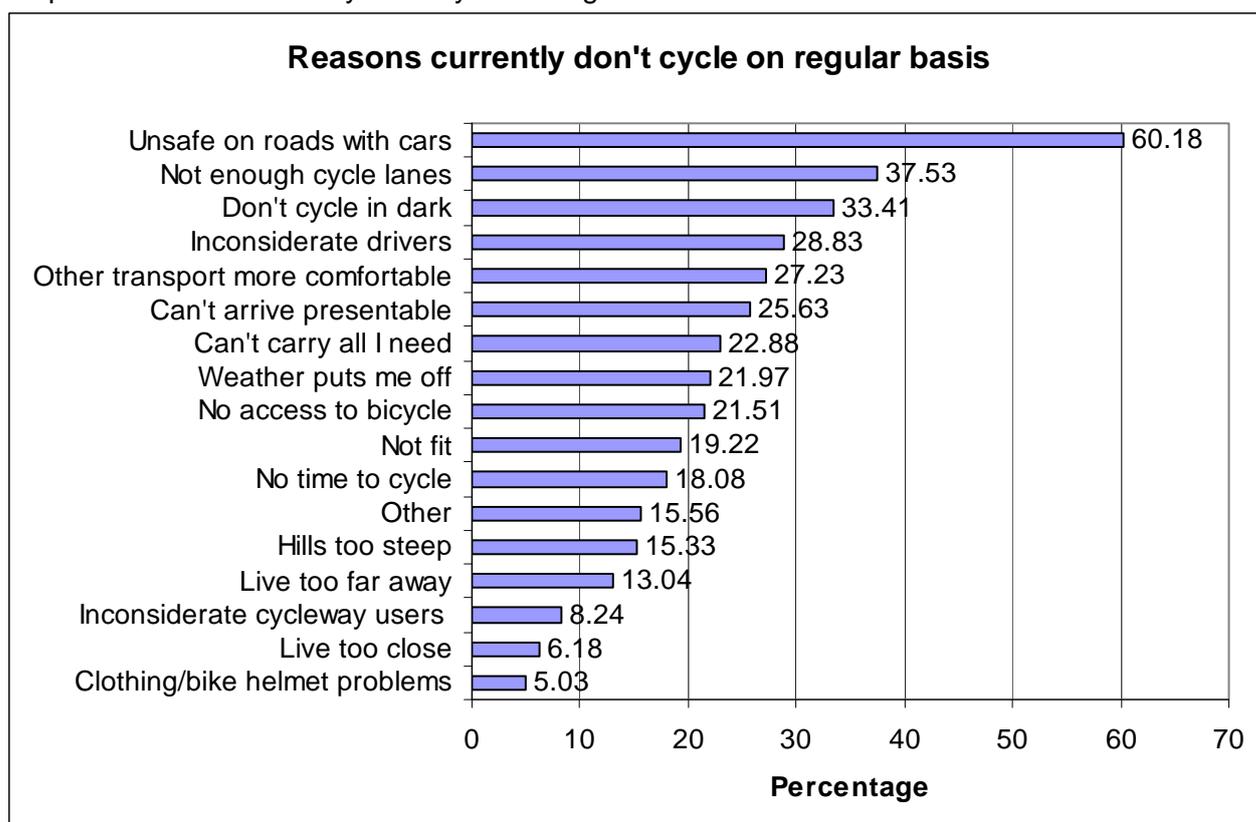
Respondents who chose either the non-cyclists or infrequent cyclists category (56%), were asked to indicate the reasons why they do not currently ride on a regular basis. The top five reasons were received as follows:

1. I don't feel safe on the road with cars (60.18%)
2. There aren't enough cycle lanes (37.53%)
3. I do not like cycling in the dark (33.41%)
4. Drivers are inconsiderate (28.83%)
5. Other types of transportation are more comfortable (27.23%)

The graph below shows the reasons why non-cyclists or infrequent cyclists do not currently ride more often. On examination of the 'other' category (15.56%) in Graph 4 below, it is apparent that these respondents have their own circumstances preventing them from riding: advanced age, small children to accompany or pregnancy (27 respondents). Most of the people selecting this option state that this form of transport holds no interest for them, and a few state that they perceive it as an unsafe activity.

The overall results add up to more than 100% as survey respondents were able to select all the reasons that apply and many have multiple reasons for not cycling more often.

Graph 5: Reasons currently don't cycle on regular basis



Respondents who chose the non-cyclist or infrequent cyclist category (56%), were asked to indicate what would encourage them to start cycling or to ride more frequently.

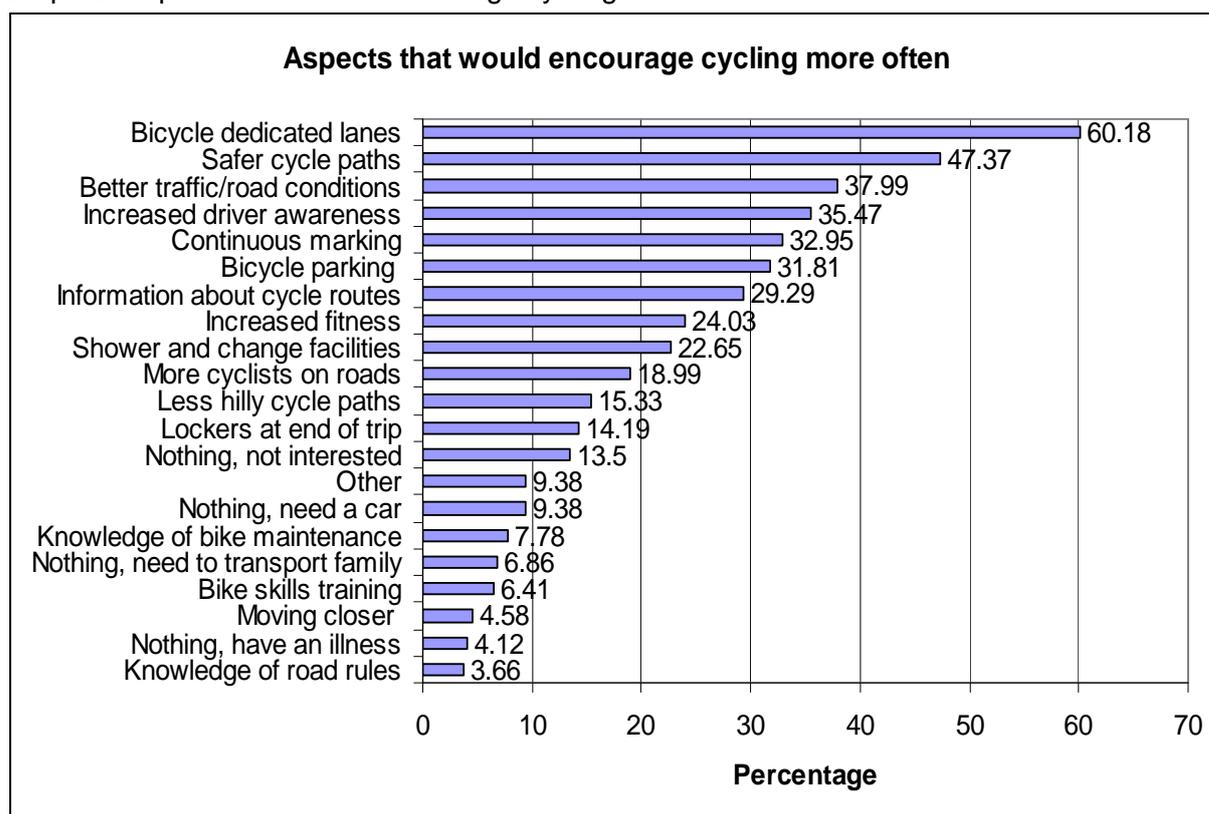
While a solid number of steadfast respondents state that nothing would increase their interest in cycling, the top five aspects that would encourage the remainder to ride more often are:

1. Availability of dedicated bicycle lanes and off road routes (60.18%)
2. Safer, better lit cycle paths (47.37%)
3. Better road/traffic conditions (37.99%)
4. Increased driver awareness of bicycle safety and sharing the road (35.47%)
5. Improved, continuous marking of shoulder lanes (32.95%)

Of those who chose 'other' (15.56%), respondents describe the provision of safe cycleways separated from car lanes, improved health or regained youth; children growing slightly older to be safer on their own bikes; and owning their own bike as factors that would encourage them to cycle more.

The overall results in the chart below add up to more than 100% as survey respondents were able to select all aspects that would motivate them to ride more often.

Graph 6: Aspects that would encourage cycling more often

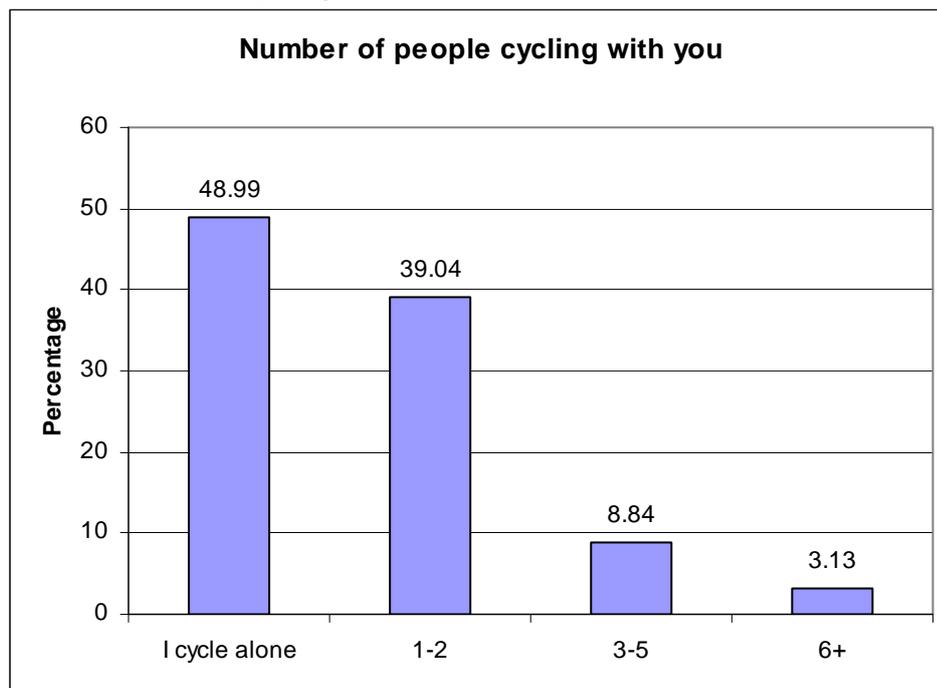


Respondents were asked if they were a member of a cycling club, organisation or group. The majority of respondents (90.06%) do not belong to a club, organisation or group. Nonetheless, the following clubs were identified by respondents:

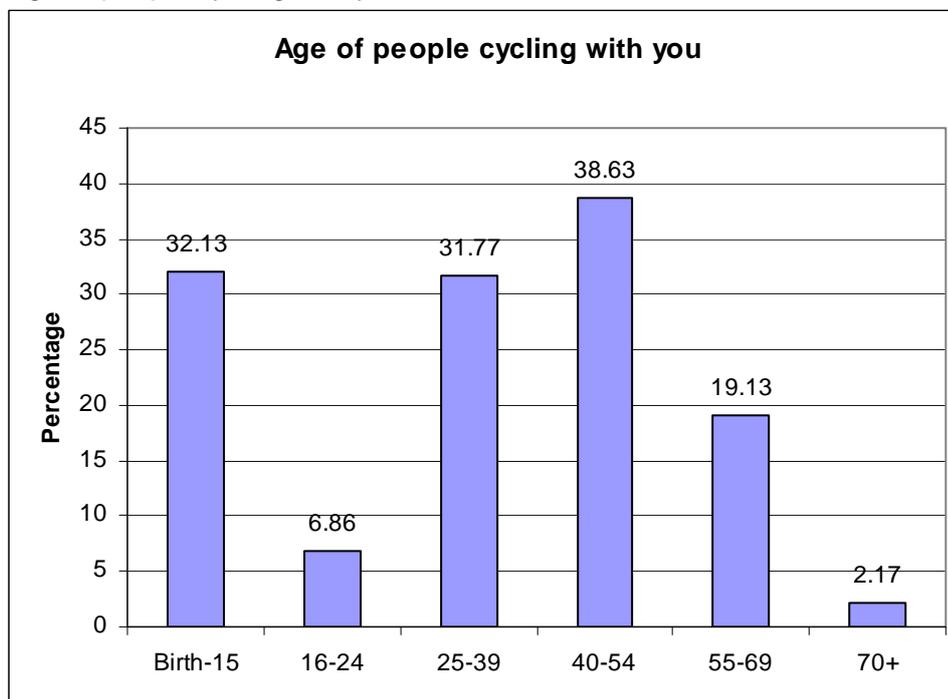
- Bicycle NSW
- Geriatrics Playgroup
- Hunter District Cycling Club
- Hunter Mountain Bike Association
- Kooragang Open Cycling Club
- Lake Macquarie BMX Club
- Newcastle Gentlemen's Bike Polo Club
- Newcastle Cycleways Movement
- Omega cycling group
- Newcastle Triathlon Club
- Newcastle University Bike Users' Group (NUBUG)

The majority of people cycle either alone or with one to two people (88.03%). Of those who indicated that they cycle with others (51.01%), there is a mix between people cycling with their young families and those cycling with other adults, as the charts on the following pages illustrate.

Graph 7: Number of people cycling with you



Graph 8: Age of people cycling with you



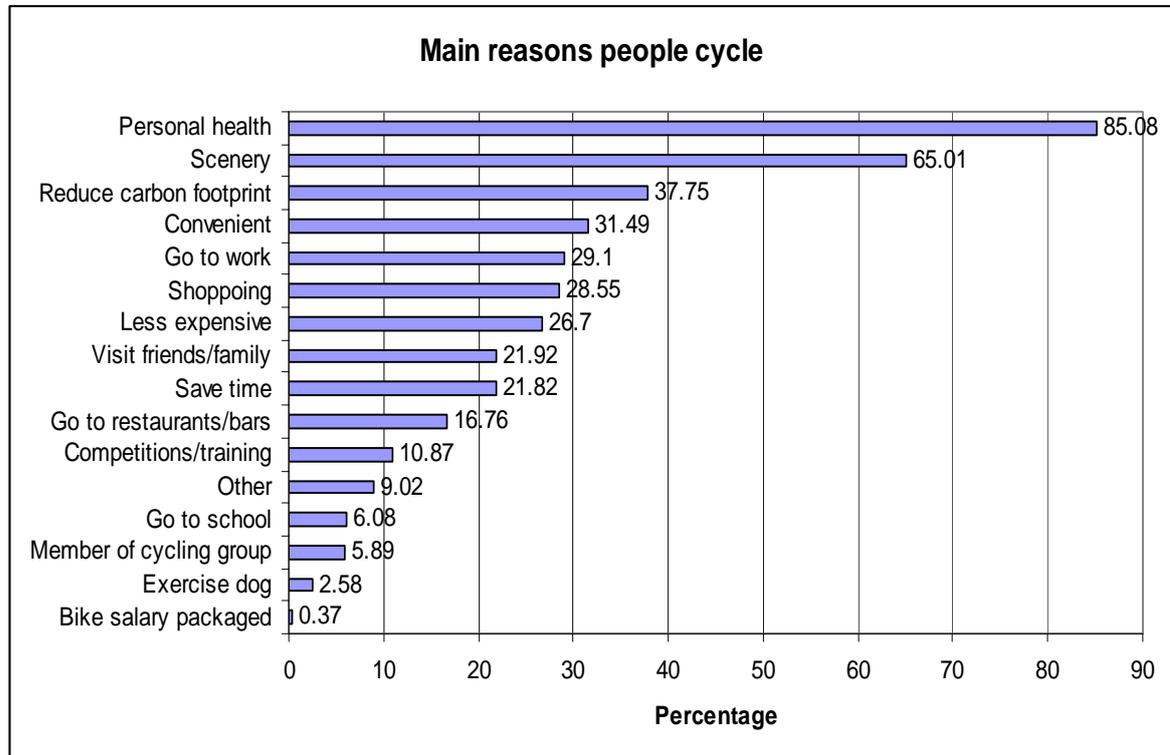
Cycling attracts people for a range of reasons which is illustrated in the spread of responses in the two graphs above. The top five reasons given for cycling are as follows:

1. Improve my personal health and fitness (85.08%)
2. Scenery/general recreation/leisure (65.01%)
3. Reduce my carbon footprint (37.75%)
4. Convenient, easy (including ease of parking) (31.49%)
5. To go to work (29.1%) *tied with* For shopping/errands (28.55%)

On examination of the 'other' category (9.02%) in Graph 8 below, there is an even split between respondents cycling for the fun or sport of it and those riding with their family – again either for recreation or as a transport choice. A small group of respondents name their bikes as their transport of choice. In this, the responses from the small set in the 'other' category match the top five reasons given above.

The graph below depicts the main reasons people cycle. The overall results add up to more than 100% as survey respondents were able to select all reasons that apply to them.

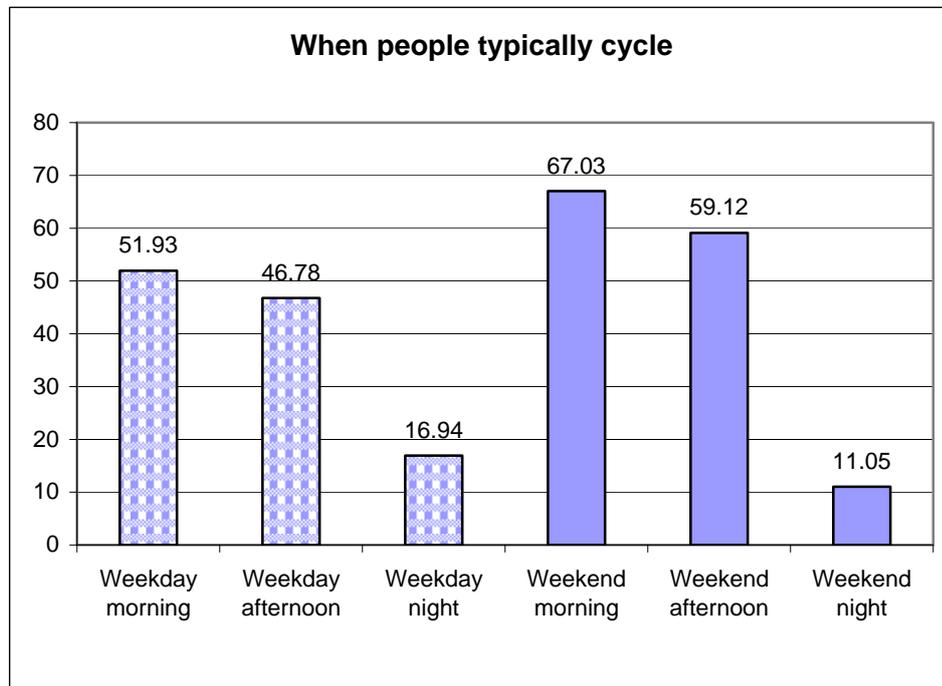
Graph 9: Main reasons people cycle



Of the 69.26% of respondents who fall into the infrequent, regular and frequent cyclists categories, more respondents typically cycle on the weekend versus the weekday, and a slightly higher proportion ride during the morning versus the afternoon. The results indicate that nearly half (46%) may be commuting to work or school during the week. Furthermore, 59% of respondents enjoy riding their bikes during the weekend with family and friends.

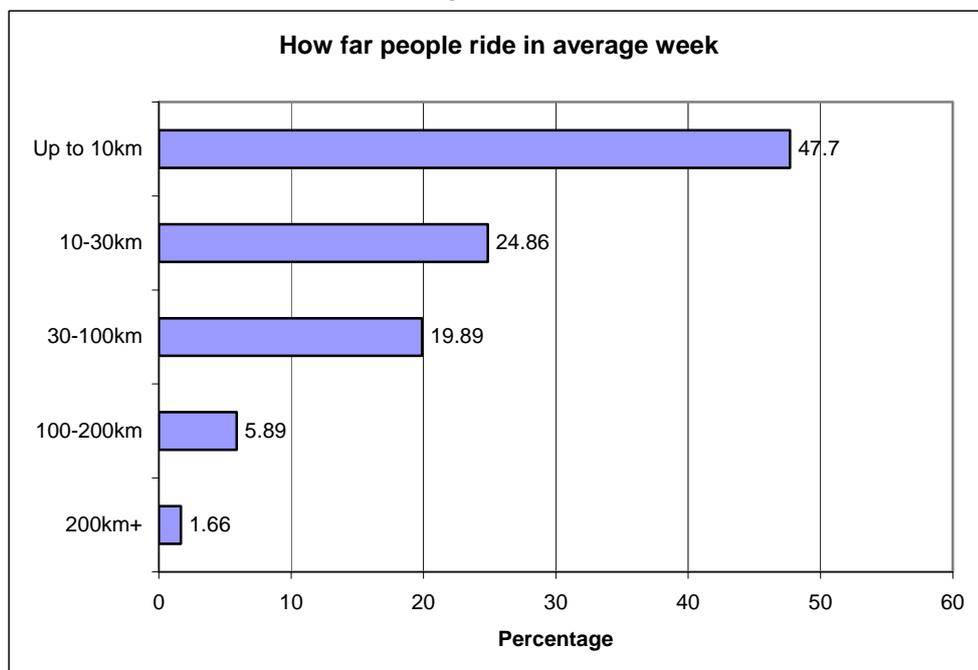
The graph below depicts when people typically cycle during the week. The overall results add up to more than 100% as survey respondents were able to select all responses that apply to their cycling routine.

Graph 10: When people typically cycle



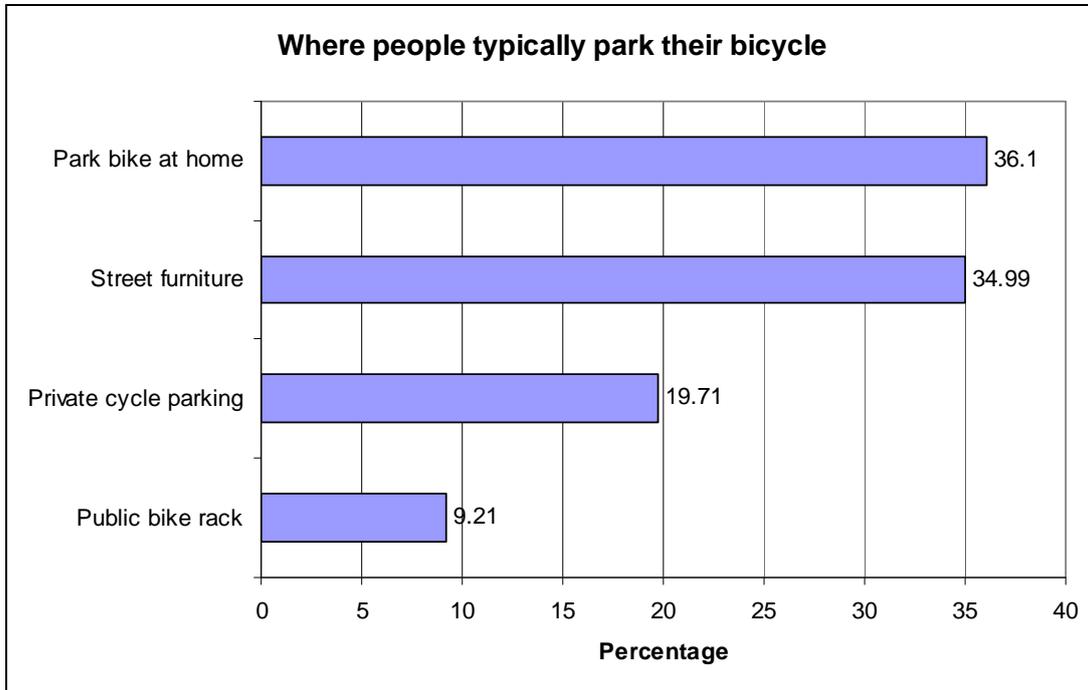
Respondents were asked how far they ride in an average week. Over 72% ride up to 30km, with another 19.89% cycling between 30km and 100km. Less than 10% of respondents (7.55%) indicated that they rode more than 100km.

Graph 11: How far people ride in an average week



Respondents were asked where they typically parked their bicycle. Over 36% stated that they did not park their bikes in public but rather came back home to store them, followed by 35% indicating that they used street furniture such as benches and street lights.

Graph 12: Where people typically park their bicycle



## Current Cycling Routes and Locations

Understanding that riding a bike allows people to go almost anywhere, respondents were asked to identify their most common cycling routes out of a possible list of 20. They were able to select multiple routes.

Table 1: Cycle Routes list

Cycle Route	Cycle Route Name
Cycle Route 1	Stockton foreshore
Cycle Route 2	Adamstown to The Junction - via Darling Street
Cycle Route 3	Adamstown to CBD via Dumaresq St
Cycle Route 4	Mayfield to CBD - road route
Cycle Route 5	Throsby Creek/Harbour foreshore
Cycle Route 6	Merewether to CBD - via The Hill and Bar Beach
Cycle Route 7	Merewether to CBD via National Park St
Cycle Route 8	The Junction to CBD - via Union Street
Cycle Route 9	Hamilton to CBD - via Donald Street Bridge
Cycle Route 10	Islington to University - via Fern Street and Scholey Street
Cycle Route 11	Hamilton to university - via Waratah
Cycle Route 12	Hamilton to Lambton - via Broadmeadow
Cycle Route 13	Hamilton to Kotara South
Cycle Route 14	New Lambton south west via Grinsell St
Cycle Route 15	Charlestown to Merewether - via Scenic Drive
Cycle Route 16	Wallsend to Lambton - via Jesmond Park
Cycle Route 17	Wallsend to Minmi
Cycle Route 18	Tarro to Sandgate
Cycle Route 19	Fernleigh Track
Cycle Route 20	Elermore Vale to Lambton via McCaffery Drive

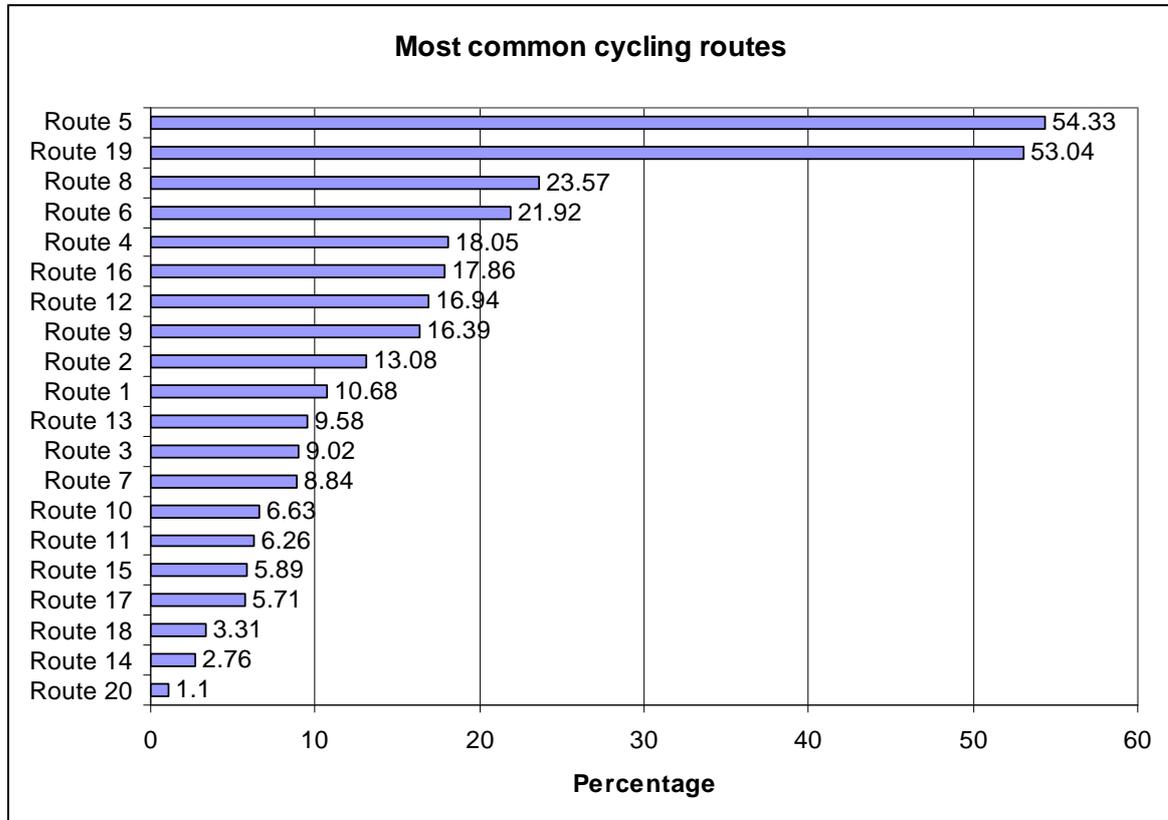
The top five routes were identified by respondents as follows:

1. Throsby Creek/Harbour foreshore (54.33%)
2. Fernleigh Track (53.04%)
3. The Junction to CBD – via Union Street (23.57%)
4. Merewether to CBD – via The Hill and Bar Beach (21.92%)
5. Mayfield to CBD – road route (18.05%)

Of these, the top two are dedicated, built cycleways, fully separated from vehicle traffic. From comments received, it is obvious that these two routes are used by commuters and for recreation, while the other three – marked road routes – are primarily used as commuter routes as people go about their daily lives.

The high proportion of employed respondents indicates the support for increased infrastructure for cycling as a transport option, rather than a recreation option – and the volume of responses further supports this notion.

Graph 13: Most common cycling routes out of the list of 20 possibilities



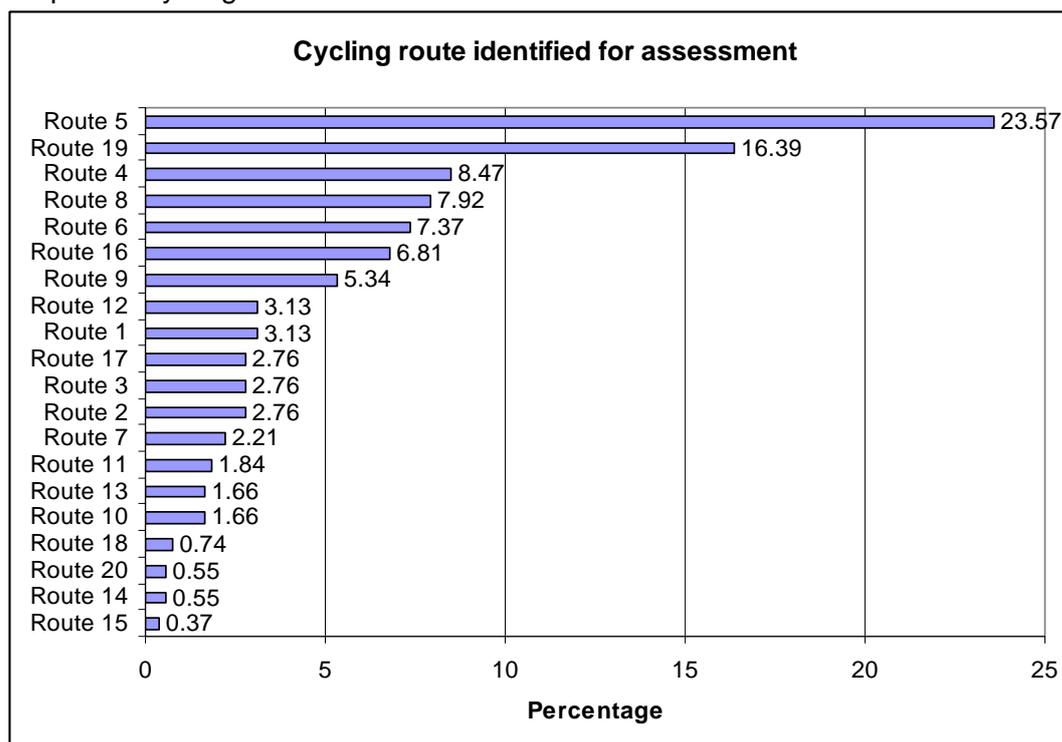
## Current Condition of Routes

Respondents were then asked to nominate only one route to provide more information about its current condition, across a number of dimensions. The top six routes as identified by respondents are as follows:

1. Throsby Creek/Harbour foreshore (23.57%)
2. Fernleigh Track (16.39%)
3. Mayfield to CBD – road route (8.47%)
4. The Junction to CBD – via Union Street (7.92 %)
5. Merewether to CBD – via The Hill and Bar Beach (7.37%)
6. Wallsend to Lambton – via Jesmond Park (6.81%)

The remaining fourteen routes gained low response rates, nevertheless with strong qualitative input about possible improvements. The following chart illustrates the interest of the foreshore route for most respondents, with almost a quarter of respondents selecting Route 5: the Throsby Creek/Harbour foreshore route.

Graph 14: Cycling route identified for assessment



Upon selecting one route out of a possible twenty, respondents were asked to rate the following aspects for that route:

- Conditions of paving and kerbing on route, including ramped kerbs
- Location of bollards along the route
- Lighting along the route
- Signage or road markings along the route
- Width of route for all who share the space: pedestrians, cars, buses
- Safe when cycling with young children on their own bikes
- Safety on road crossings
- “Journey ambience” – cycling without fear of being hit by cars
- Clean pathways (free of rubbish, debris or glass)
- Design of route to ensure continuity and safety

The following charts show the level of satisfaction with these dimensions for the top six routes nominated. Comments in relation to each of these routes were received in an open-ended question, allowing for comprehensive input. Community interest in the subject is reflected both in the quantity and quality of responses received – 408 comments – with many offering several concrete suggestions for immediate works on specific sites, alternative approaches and many ways to encourage more people to cycle. A large group of comments (101 of 408) seek improved design of cycle ways – with separation from cars as the most pressing priority.

### **Throsby Creek/Harbour foreshore (Route 5)**

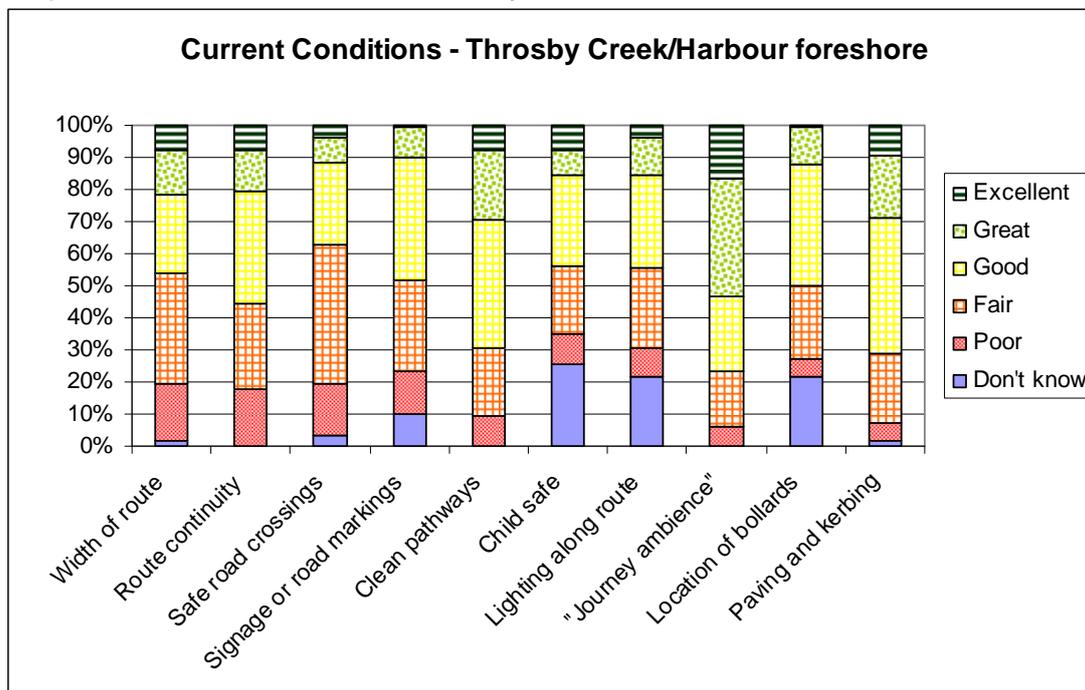
Over 53% of respondents who chose to answer the question using the Throsby Creek/Harbour foreshore as their reference, indicated that the “journey ambience” is ‘excellent’ or ‘great.’

The following three aspects were rated as poorest (‘poor’ or ‘fair’) on this route:

- Safety on road crossings (59.38%)
- Width of route for all who share the space: pedestrians, cars, buses (52.35%)
- Design of route to ensure continuity and safety (44.53%)

Note that the graph below is sorted by ‘excellent’ followed by ‘great’.

Graph 15: Current Conditions – Throsby Creek/Harbour foreshore



The dominant concerns with this route are:

- busyness along the foreshore creating congestion between cyclists, pedestrians and parked cars (especially on weekends)
- crossing Hannell Street at Throsby Creek and
- the lack of continuity between the Marina and Honeysuckle.

The following comments illustrate the range of comments about this route:

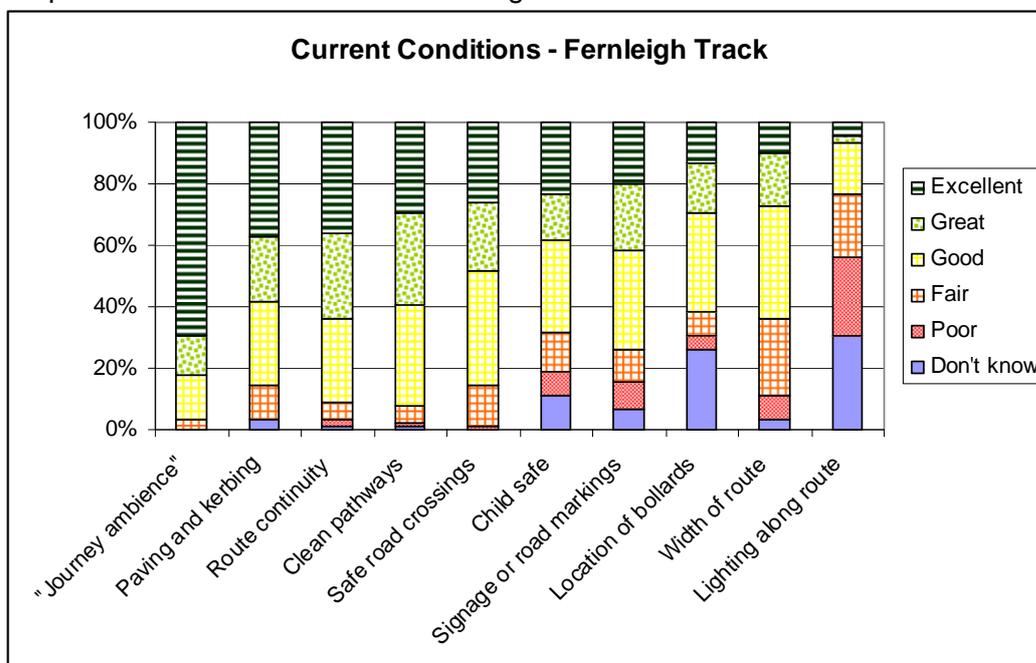
- “I have just discovered the Foreshore, Throsby Creek to Islington Park cycle way and I think it is absolutely fantastic and a real credit to the council. We spent this Sunday riding and we all had the best day in a long time.”
- “On the Throsby Creek to Foreshore cycleway, there are significant breaks in the continuity of the path. Crossing Hannell Street is a major hazard. As soon as you pass the Marina (coming from Tighes Hill direction, heading towards town) you have to go onto rough asphalt that is often strewn with broken glass, and then choose either a narrow footpath or a road that is barely big enough for the cars that use it. At the Brewery there is another problem: it seems that cycles are most unwelcome along this stretch (even on the road-side).”
- “Please link cycleways together, eg how long does it take to link Carrington end of the shared pathway with the Honeysuckle section to create the length from Carrington to Nobbys? My family walk this now as the middle unlinked section is not safe for my little daughters to ride their toddler bikes along.”
- “Along Honeysuckle is ridiculous! When cars are parked, there is not enough room for cyclists. Especially with those trees. It is also confusing as to whether the footpath is a shared path or not?”
- “In the foreshore need cycle ways solely for bikes. It is unsafe when cyclists are riding where the public are walking, some one who was walking was nearly hit by a person riding a bike.”

## Fernleigh Track (Route 19)

Over 82% of respondents who chose to answer the question using the Fernleigh Track as their reference, indicated that “journey ambience” is ‘excellent’ or ‘great.’ This was followed with 64.05% of respondents indicating the design of route to ensure continuity and safety as ‘excellent’ or ‘great’. Clean pathways and conditions of paving and kerbing on route received 59.55% and 58.43% ‘excellent’ or ‘great’ ratings, respectively. Lighting along the route was rated as the poorest (‘poor’ or ‘fair’) condition for this route (46.06%) with congestion between cyclists of various types and pedestrians raised as a negative in open-ended comments.

Note that the graph below is sorted by ‘excellent’ followed by ‘great’.

Graph 16: Current Conditions – Fernleigh Track



Many of the comments received about the Fernleigh route address a section of the city which is not strictly the Fernleigh route, but its logical extension from Adamstown train station to the city. The following comments illustrate the span of current community opinion about the Fernleigh route:

- “Firstly let me say how EXCITED I am to be answering this questionnaire! It seems like council and state government do not care about people who cycle to commute, and that they only care about recreational cyclists. I would really like to see the continuation of the Fernleigh Track along the rail corridor into the Newcastle CBD. The cycleway ends at Adamstown and continues on the road: surely the cycleway could follow the existing rail line into the city linking the CBD to Belmont.”
- “The Fernleigh Track is the cycleway to nowhere ending at Adamstown in an extremely high traffic zone. Proper connection should be a priority (at least to the north side of Glebe Road).”

- “I have just been overseas and seen ways that the wide roads of Adamstown, Hamilton and Hamilton South can be used to radiate from and extend the excellent facility of Fernleigh track. A lot of our roads could be restricted to one side of the road for parking, and then have 3 lanes - one for cyclists and the other 2 for motorists. Please implement something!”
- “A bigger, emerging problem is areas like Fernleigh track where pedestrians are trying to take over the route, whereas it was designed as a commuter route for cyclists. The parents and kids (of which I am one!) deserve separate dedicated areas so that little kids aren't learning to ride on a major thoroughfare.”
- “Fernleigh Track is great but why did you put those fences on the new part? It narrows it down and makes it far more dangerous.”
- “Fernleigh Track is safe. I don't go anywhere else I'm too scared!”
- “The dedicated cycle route from Fernleigh track should be continued through to Foreshore, closing roads, reclaiming land and replacing train line where appropriate.”

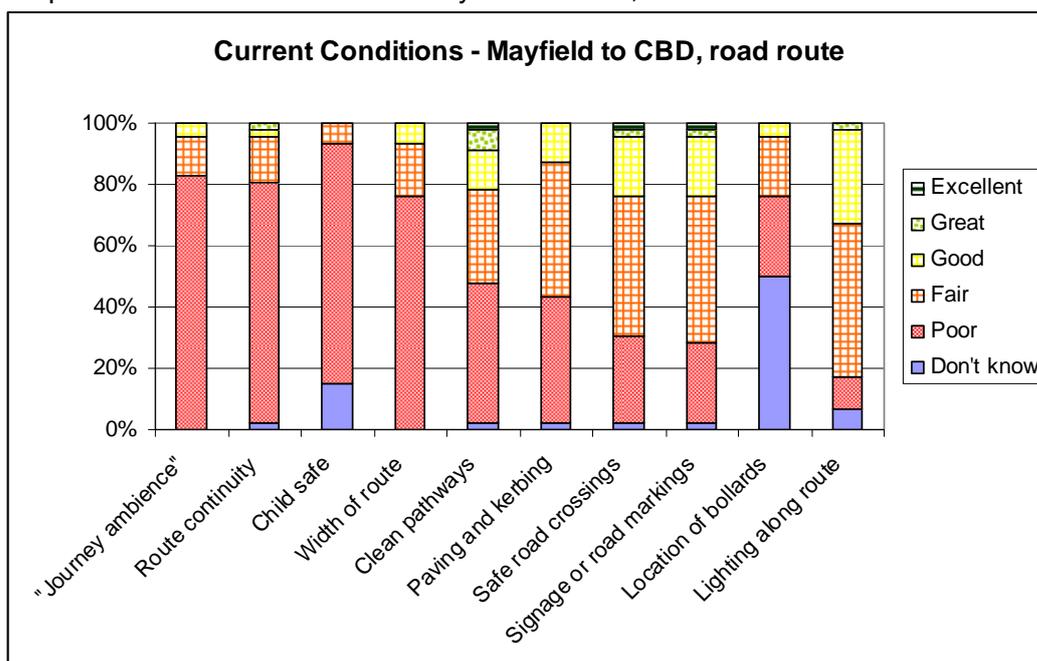
### Mayfield to CBD – road route (Route 4)

Respondents who chose to answer the question using the Mayfield to CBD road route as their reference, did not indicate any one aspect as rating 'excellent' or 'great.' The following five aspects were rated as the poorest ('poor' or 'fair') conditions for this route by respondents:

- Design of route to ensure continuity and safety (93.48%)
- Width of route for all who share the space: pedestrians, cars, buses (93.48%)
- Safe when cycling with young children on their own bikes (84.78%)
- Clean pathways (free of rubbish, debris or glass) (76.08%)
- “Journey ambience” – cycling without fear of being hit by cars (75.65%)

Note that the graph below is sorted by 'poor' followed by 'fair'.

Graph 17: Current Conditions – Mayfield to CBD, road route



Many comments received for the overall condition of cycling along road routes in Newcastle could apply to this route. For accuracy, however, only those which name Mayfield are included in this section and what follows is a cross-section of comments to shed additional light on the chart above – for both Maitland Road and Industrial Drive:

- “Maitland Road and Hunter Street do not have bike lanes along most sections. The crossing on Maud Street to access the bike track to the university is quite dangerous.”
- “All of Maitland Road (needs improvement) - especially between Maude St and the TAFE in Islington, The Tighes Hill Bridge, Maitland Rd near junction with Beaumont St.”
- “I cycle regularly on the Industrial Highway between Hunter Street and Tubemakers/Onesteel at Mayfield - the cycle markings come and go - the cycle/car breakdown lane is full of broken glass, stones and other rubbish.”
- “Mayfield and Dangar Park should be linked with Islington Park by cycleway.”
- “The trip from Mayfield to the CBD which I have chosen to review in this survey is a truly scary one. Traffic travels very fast and at many points along the trip (both on Maitland Rd in Mayfield and Hunter St) the road is barely wide enough for the two lanes of traffic and parking.”
- “Maitland Road is a death trap for cyclists. Re-align it for 2 car lanes and 1 cycle lane in both directions. If parking suffers, so be it.”
- Maitland Road through Mayfield to Hamilton feels extremely unsafe, and even though I'm gaining experience as a rider, I'll often ride on the footpaths there. My partner won't ride on the roads as she feels too unsafe, and I won't take my child on the roads - or to school.”

## The Junction to CBD, via Union Street (Route 8)

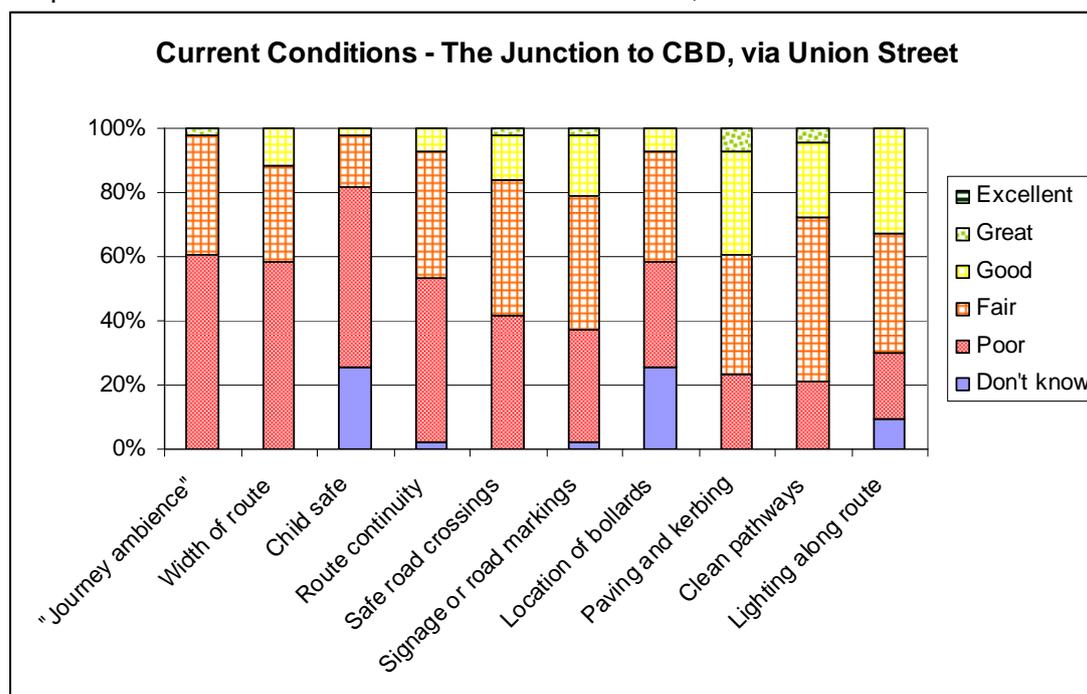
Respondents who chose to answer the question using the Junction to CBD, via Union Street as their reference, did not indicate any one aspect as rating 'excellent' or 'great.'

The following five aspects were rated as the poorest ('poor' or 'fair') conditions for this route by respondents:

- "Journey ambience" – cycling without fear of being hit by cars (97.68%)
- Design of route to ensure continuity and safety (90.69%)
- Width of route for all who share the space: pedestrians, cars, buses (86.37%)
- Safety on road crossings (83.72%)
- Signage or road markings along the route (76.74%)

Note that the graph below is sorted by 'poor' followed by 'fair'.

Graph 18: Current Conditions – The Junction to CBD, via Union Street



Again, the comments received about this route reflect the widespread discomfort of cyclists and drivers sharing the same lanes as traffic. The feedback reflects the dimensions least liked in the chart above – 'journey ambience', width and continuity of the route and child safety. The following comments illustrate:

- "Union Street is good, it is wide, but also the cars are parked for the whole day and I am having to continually watch for drivers sitting in the cars to try and be prepared for any opening doors. I have had to swerve many times."
- "All built up areas like Darby Street, Union Street, Hunter Street, King Street and Beaumont Street need a safer strategy for cyclists. The area bikes have to ride in is too small and is full of hazards like car doors, pedestrians and even road pavement markers. Cyclists have been treated over the years as the lowest priority

of road user and clearly with the environment in mind we should be the highest priority.”

- “Hunter Street dedicated lanes. Darby Street dedicated lanes. Union Street dedicated lanes. Beaumont Street dedicated lanes.”

### Merewether to CBD, via The Hill and Bar Beach (Route 6)

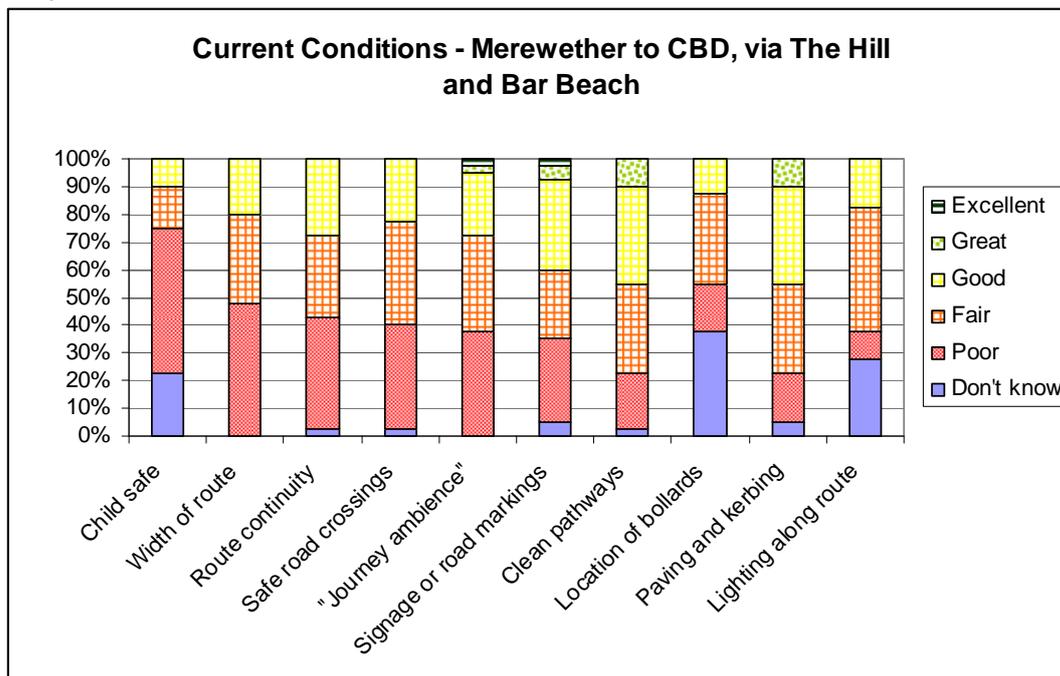
Respondents who chose to answer the question using Merewether to CBD, via The Hill and Bar Beach as their reference, did not indicate any one aspect as rating ‘excellent’ or ‘great.’

The following five aspects were rated as the poorest (‘poor’ or ‘fair’) conditions for this route by respondents:

- Width of route for all who share the space: pedestrians, cars, buses (80.00%)
- Safety on road crossings (75.00%)
- “Journey ambience” – cycling without fear of being hit by cars (72.50%)
- Design of route to ensure continuity and safety (70.00%)
- Safe when cycling with young children on their own bikes (67.50%)

Note that the graph below is sorted by ‘poor’ followed by ‘fair’.

Graph 19: Current Conditions – Merewether to CBD, via The Hill and Bar Beach



The comments received in relation to this route mirror the chart above, with remarks about child safety, and about dangerous congestion with either moving or parked cars:

- “Around the beaches - especially Nobbys around to Newcastle Beach. Newcastle beach around to Bar Beach and Merewether Beach. Riding on the roadway without designated cycle lanes can be very dangerous.”

- “Bathers Way, especially John Parade, Merewether is not wide enough for walkers, prams, dogs and bikes. Needs to be widened or pathways marked in lanes for walkers and riders, like they have done in Perth.”
- “It’s not up to council to educate drivers. Spend the money on more important things like bike racks at the beaches/foreshore and other destinations.”
- “Travelling through CBD to Nobby’s & Newcastle beaches along with secure parking (at all beaches). With secure parking at shopping centres I would use my bike for those trips.”
- “I like to ride with my daughter around the Newcastle foreshore. It would be nice to cycle and enjoy the view in our own lanes. It is hard to cycle around the beaches with cars and pedestrians. Especially from Nobby’s to Newcastle.”
- “Shortland Esplanade - needs a marked on-road cycleway both directions. Width restrictions might mean changing traffic back to 1-way flow, as the footpath is also too narrow for the volume of pedestrians that use it.”

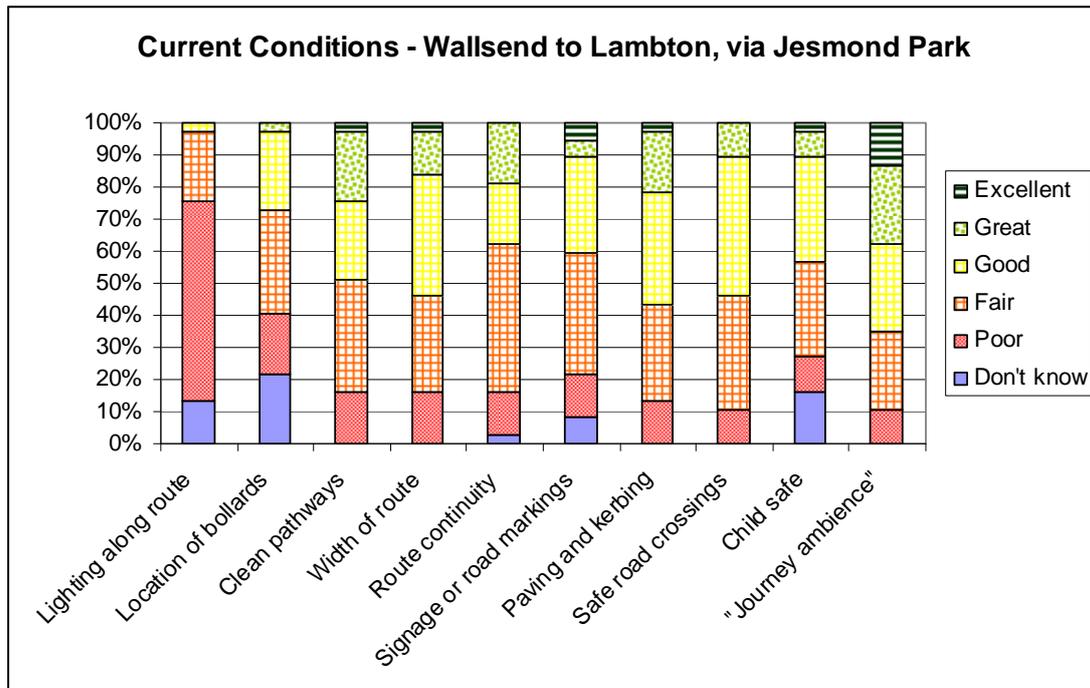
### Wallsend to Lambton, via Jesmond Park (Route 16)

Respondents who chose to answer the question using Wallsend to Lambton, via Jesmond Park as their reference did not indicate any one aspect as rating ‘excellent’ or ‘great.’

The following aspects were rated as the poorest (‘poor’ or ‘fair’) conditions for this route by respondents: lighting along the route (83.78%) and clean pathways (free of rubbish, debris or glass) (51.35%).

Note that the graph below is sorted by ‘poor’ followed by ‘fair’.

Graph 20: Current Conditions – Wallsend to Lambton, via Jesmond Park



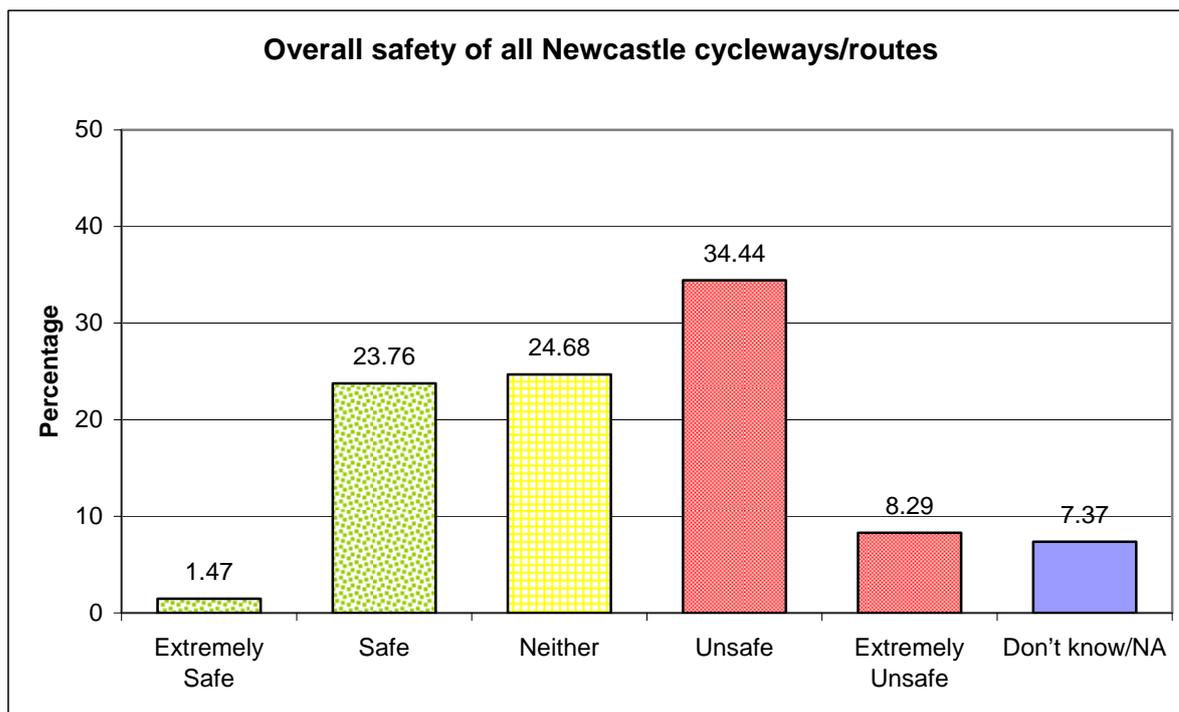
The following comments shed light on the chart above, in particular the fair and poor responses:

- “Jesmond – Wallsend. How do you safely cross Newcastle Rd without being prey to traffic?”
- “1. Gradient on western side of Cameron Rd/ Longworth Ave in Wallsend intersection needs to be more even and gradual.  
2. Short rough section from southern end of Mordue Pde to Newcastle Rd in Jesmond needs to be rebuilt with decent sealed surface.  
3. Sudden "pinch" on short connecting section to western end of cycleway through Jesmond Park needs to be eased (for toddlers).  
4. Bridge on cycleway over canal near Tyrone St in Lambton needs widening and realigned to eliminate sharp bends on approaches.  
5. Traffic lights at crossing on Turton Rd would be very helpful especially in peak-hour traffic.”
- “A suggestion would be to improve pavement, paths & access from the Croudace Street exit directing bike riders AWAY FROM HOWE STREET & around to Pearson Street.”
- “There is currently no safe cycleway from Maryland to the Wallsend/Jesmond cycleway.”
- “I would like to make note of my support of the comment in the Newcastle Bike Plan regarding poor access across Cowper St to Wallsend Park (ie near Brooks St). The current median is very narrow and as a result your bike or yourself sticks out in to the traffic lane. It’s even more concerning for mothers with prams as there isn’t room for both mum and baby.”
- “The Howe St - Croudace St intersection; it marks the beginning of the Jesmond cycleway, there is no easy or safe way across the road when westbound. There should be a marked cycle lane between the two turning lanes, and possibly a bike-specific light in the regular pattern. The eastbound crossing at this intersection is very good.”

## Safety as a Cyclist

Over 42% of Newcastle Voice respondents indicated that they felt 'unsafe' or 'extremely unsafe' when riding their bicycle on Newcastle cycleways and routes, with another 32.05% indicating 'neither' or 'don't know/NA'.

Graph 21: Overall safety of all Newcastle cycleways/routes



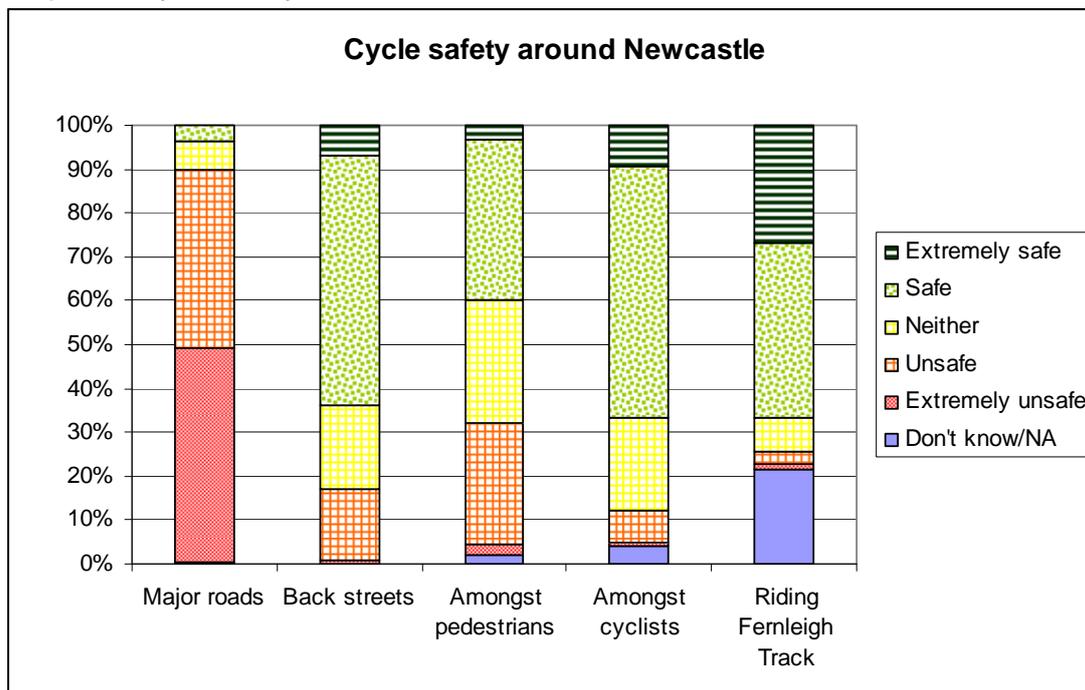
To understand more about cyclist safety when riding in Newcastle, respondents were asked to rate how safe they felt when riding their bicycles:

- on busy major roads,
- on back streets,
- amongst pedestrians,
- amongst cyclists
- on the Fernleigh Track

Not surprisingly, cyclists felt the least safe when riding their bicycles along major roads, with 89.14% of respondents indicating they felt 'extremely unsafe' or 'unsafe'.

Riding on back streets, amongst cyclists and on the Fernleigh Track scored relatively similar scores from respondents as being 'extremely safe' or 'safe' – 63.90%, 66.67%. and 66.48% respectively.

Graph 22: Cycle safety around Newcastle



Nearly half (47.33%) of the Newcastle Voice respondents stated that they had been yelled at or abused by motorists within the last 12 months. When asked if they had ever been hit by an opening car door or had to swerve into traffic to avoid it, 51.57% said they had. Almost 55% have had a near miss where they were almost hit by a vehicle while cycling in the last 12 months.

Within the last five years, 13.44% have been injured in a collision with a vehicle while cycling. Of those respondents (13.44%) only 2.21% had reported the incident to police.

Some of the comments received add substance to the charts above, emphasising the need to increase safety for cyclists and to encourage non-cyclists to start:

- “Newcastle is ideal size and topography for cycling. I would cycle to work daily if it was safe (Merewether to John Hunter Hospital). At present it is not.”
- “Cycling in Newcastle is extremely dangerous. There is a lot of anger towards cyclists. There appears to be more glass/waste on roads than any other city I have ridden in. Thank you for the chance to complete a survey on cycling.”
- “I’m appalled at some of the 'cycles' stencilled on the roadway where it is absolutely dangerous for a cyclist to ride. The very worst is in Park Avenue, just north of Westfield Kotara where there is a 'cycle' stencilled on a lane that just disappears. Riding in Newcastle is largely difficult and dangerous unless on dedicated cycle routes.”
- “Currently there is no space on the road for bikes, it feels dangerous. We are particularly worried as we ride with our 4 year old son.”
- “I would like to be able to ride from Merewether/Merewether Heights to the University of Newcastle Callaghan Campus on a dedicated cycleway. I do not feel safe sharing the road with vehicles.”

## Information Sources

All survey participants, regardless of their current cycling habits, were asked where they expect to find information about cycling programs. Respondents were asked to select all the sources that would apply to them, which explains why the results add up to more than 100%. Below are the five most popular sources of information, out of a possible nine:

1. Council's website (73.47%)
2. Cycling brochures and leaflets in public places (56.74%)
3. Roads and Traffic Authority (RTA) (51.91%)
4. Local newspapers (50.38%)
5. Word of mouth (46.81%)

Looking at the 'other' category (12.89%), respondents write the names of particular cycling websites, shops or magazines, some suggest Google maps and others expect to find the route information on the routes themselves, in the form of continuous signage or route markings. Physical locations where other transport information is to be found are favoured: on bus stops, at train stations, with visitor information.

Finally, a few say they do not seek information about cycling programs – as they do not seek information on driving programs or do not see how this is a valuable expenditure of council resources.

This information, combined with the list of cycling clubs named earlier, could be used to distribute information once improvements/ new routes have been made.

## Future Cycling Improvements Sought

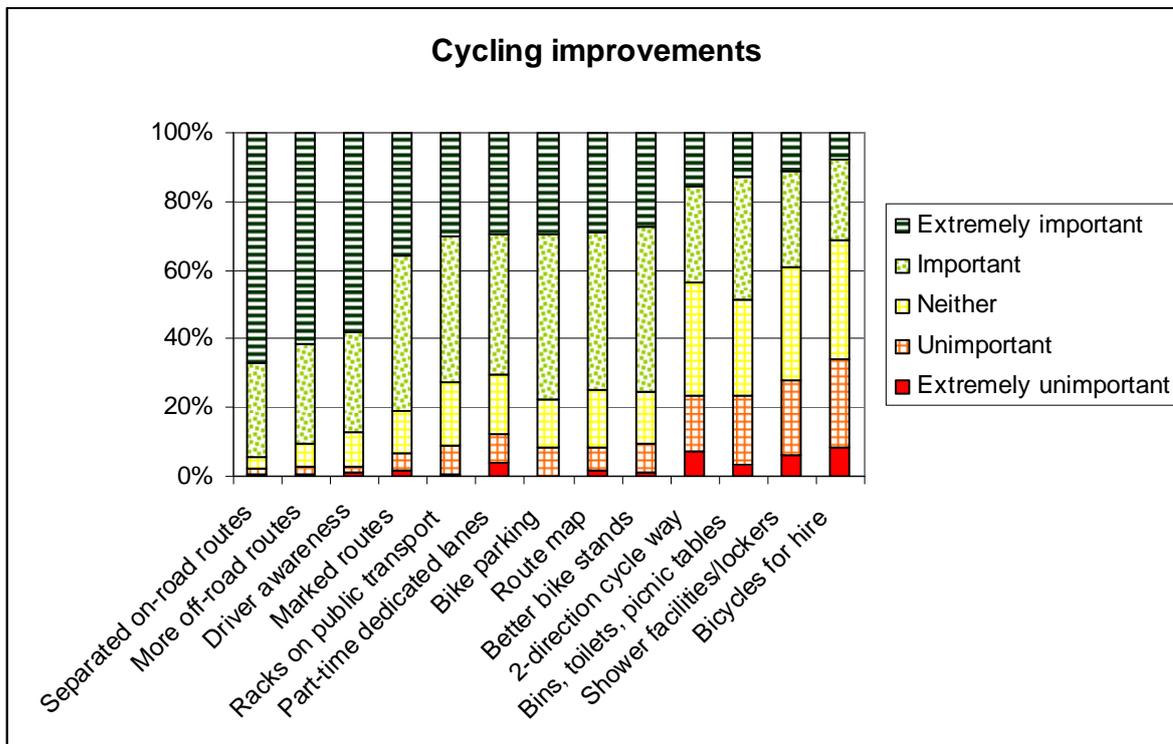
Respondents were asked to rate possible improvements to enhance riding in Newcastle, from the following list – and then had the opportunity to add specific suggestions:

- More bicycles for hire
- Increased driver awareness about cyclists
- Availability of shower facilities and lockers at end of trip
- Better bike stands – more in number, well-located to ensure safe storage
- More on-road routes physically separated from traffic
- Part-time dedicated cycle lanes
- Access to a new bike route map
- Bicycle racks on public transport (buses, trains)
- More rubbish bins, picnic tables, toilets, and water facilities along cycleway path
- Marked routes with pavement markers (bike logo, route number, and direction arrow)
- Two directions of cycle way on one side of the traffic lane
- More off-road routes
- Bike parking at public transport nodes

The top five cycling improvements supported by respondents:

1. More on-road routes physically separated from traffic (94.29%)
2. More off-road routes (90.42%)
3. Increased driver awareness about cyclists (87.30%)
4. Marked routes with pavement markers (bike logo, route number, and direction arrow) (81.03%)
5. Bike parking at public transport nodes (77.90%)

Graph 23: Cycling improvements



Beyond comments on the most named routes, discussed above, many suggestions were received for works in specific locations, all of which are included in Appendix IV: Quantitative Results.

It is apparent that the concentration of comments and requests for improvements are in the busiest parts of Newcastle – the inner city (City, Merewether, Cooks Hill and Hamilton comments below), John Hunter Hospital (Blackbutt, Lambton and New Lambton comments below) and the university (Mayfield, Jesmond, Waratah and Callaghan comments below). This measure could guide future construction plans. Comments were received about locations as follows:

- Adamstown 22
- Blackbutt Reserve 4
- Broadmeadow 10
- Callaghan (University of Newcastle) 4
- City (including beaches and the foreshore) 62
- Cooks Hill 10
- Fernleigh 16
- Hamilton 18
- Jesmond 4
- Lambton 13
- Mayfield 29
- Merewether 8
- Minmi 11
- New Lambton 8

• Sandgate	3
• Stockton	8
• Throsby	30
• Wallsend	13
• Waratah	14

In addition to improvements needed at specific locations, respondents address particular issues which would increase cycle use and the conditions under which people take to their bikes. All comments are included in Appendix IV: Qualitative Responses. A selection of comments is included below.

## Design of cycleways

The one most strongly sought change in council's current approach to increasing cycling use is the separation of bike lanes from traffic lanes, followed by improved design on continuity and improved design at the following 'hot spots' – roundabouts, bridges, road crossings. When changes are made to ease congestion, they are favourably noted by respondents. The following comments are a cross-section of those received:

- “Bike lanes also tend to end abruptly leaving the cyclist stunned and instantly immersed in heavy traffic > for example on Turton Road as you pass Waratah shopping village and are heading towards the train station the bike lane JUST ENDS...”
- “Most significantly, there is a whole network of abandoned railway lines on gentle gradients that snake through almost every suburb. Furthermore, working railway lines could also host cycleways in the periphery ("rail with trail"). Cyclists don't want showers, bollards and signage. We want safe cycleways that connect with one another in an integrated network.”
- “The other area that I often ride is around the Broadmeadow racetrack because there's less chance of getting hit there, or locally around New Lambton. If there was somewhere in Newcastle that was a decent loop - say 10km-15km - and scenic, I think it would be popular amongst cyclists. The key word here is scenic.”
- “I would like it noted that my family and other local residents are thrilled with the new concrete paths that have been put in on the Howe Street frontage. It's BRILLIANT! Thank you.”
- “Germany is an inspiration for well integrated bicycle use. Little old ladies use bikes everywhere, guys in suits zip across town etc. Largely due to the ubiquitous presence of bike lanes - that are on the FOOTPATH! ie: a separate section of the footpath dedicated to bikes.”
- “RTA and Council upgrades/modifications must be dismissed until cycleways included. F3 freeway end area and Hexham bridge area are classic examples of cyclists that value their lives, being blocked from continuing their journeys.”
- “Maintaining, designating and leaving areas of bushland for people to enjoy off road, safe cycling. Ensure in these areas that people are not dumping rubbish, and have some areas that are for cycles NOT accessible for motorbikes.”
- “Along the foreshore, in places there is plenty of room, and in others, they have been poorly designed: narrow places that just stop, forcing a conflict between cyclists and pedestrians.”

## City cycling conditions

Although there are many routes into the city, Hunter, King and Darby Streets are most commented on, with a consistent desire for a separated cycle lane along these major thoroughfares. The following comments reflect the desire for improvements and highlight a few 'hot spots' where people feel least safe:

- “Dividing/marking/gazetting shared cycle use of suitably wide sections of footpaths in King Street and Hunter St East to provide east-bound access, avoiding dangerous Scott Street. (Buses; varying road width; traffic turning without notice; congestion point where buses turn left at Watt Street, leaving cyclists vulnerable in right lane.) Shared use works well in many cities, including Vienna and Munich.”
- “The most unsafe area is the narrow pinch on the corner of the old S&W Miller Building (Hunter St crossing Stewart Ave heading west). You then have to swing out around the bus stop and then have more narrow lanes right through to Tudor Street. I have been nearly hit and abused more times here than anywhere. The most obvious solution is to make King Street run one way and Hunter the opposite, and give a whole lane on one of these over to a dedicated cycle track. It's a no brainer and not a very expensive one at that.”
- “The Donald Street roadbridge is a HUGE safety risk. This is my number one priority and I can't stress enough how important it is. Someone will be killed here by a wandering motorist one day if nothing is done. Also, the kerbside parking on both sides of the Tudor Street intersection is also a hazard, because of the lack of space. There's plenty of room for new car parking between Beaumont Street and Gordon Avenue (on the railway line side). If Council built car parks there, at least 1 kilometre of parking could be converted to cycleway - perhaps all the way to Stewart Avenue.”

## Education of pedestrians, drivers and riders

Comments reflect a desire for improved education about what is allowable and required of pedestrians, cyclists and drivers. There are suggestions about how to encourage, through education, more uptake from people who do not currently ride. The following comments illustrate:

- “Motorists are rude and sometimes behave dangerously and is a real put-off for people considering taking up cycling (for whatever reason).”
- “One word: Respect. There appears to a strong Them vs Us syndrome about in the community. Cars, trucks, buses and cyclists all share our roads and the poor old cyclist is the least protected and more prone to serious injury.”
- “Pedestrians can be very 'passive aggressive' on shared pathways ie don't move left when you ring your bell because they think they have more right to be there than the cyclist.”
- “Unfortunately, some riders believe they own the entire road: I ask they keep to their lane, and keep steady. Also they must give clear hand signs, or maybe have an indicator installed on their bike.”
- “Would be keen to see the re-introduction of cycle safety training for primary kids. Some children have NO IDEA about using public roads.”
- “A less hostile attitude and better consideration of all users, cars, bikes and pedestrians would make cycling less stressful.”

- “I ride & drive, and I have just as many negative comments regarding cyclists behaviour as I do regarding drivers so it is important not to ‘overfocus’ on the cyclists point of view.”
- “Also . . .will someone please inform motorists that we have the right to ride 2 abreast in a traffic lane?”
- “There is a general lack of public education in relation to cyclists and their rights to use the road. Drivers get frustrated because they simply don't understand what we are and are not entitled to do on the road by law. For instance, a cyclist is permitted to approach an intersection on the left-hand side of a queue of vehicle and wait in front of the first vehicle. Drivers view this as queue jumping.”
- “I would like to see cycling included as an activity in comprehensive Council-auspiced activity programs (eg, active seniors) that promote both physical and social wellbeing.”
- “Bike route suggestions by internet and practice eg University to CBD bike ride on a Sunday to show users the safest route.”
- “Provide education and training program for riders, motorists and walkers on the safe usage of cycle ways. Responsibilities of the cyclist, motorist and walkers might also need to be widely communicated.”
- “Encourage car free days, sponsor or find sponsors for a take your bike to work day, or stage more events on weekends where entry is limited to people who ride in - have a Knights game where anyone riding their bike in gets in for free etc. Thanks for this opportunity.”

## Facilities to encourage riders

A number of comments identify end-of-trip facilities as the determinant which would improve current cycling conditions – lockers, secure storage, a better attitude from public transport providers and shower facilities.

There is an understanding that the responsibility for these actions does not lie with Council – that there is a role for private sector employers, educational institutions and public transport providers to play. The following suggestions provide specifics for action:

- “Bike racks - outside nightlife and shopping areas – Darby, Beaumont, Hunter, The Junction, more at Honeysuckle, the Lass and the Cambridge, the beaches, at railway stations.”
- “With regards to showers - they are very important at the end of the trip only if you arrive at work - and therefore the workplace should be approached to provide - not council!”
- “Train rack facilities not adequate, refer to UK rail system where half carriages are made available. On and on and on, the city is desperate for cycle facilities.”
- “I am very much in favour of bike racks on public transport. Our daughter lives in Vancouver where many people cycle and where one can hook bikes on the sides or rear of buses.”
- “Undercover storage for bikes at public transport terminals to keep bikes safe as well as dry.”
- “There is an issue with bike theft - I've had two stolen in three years, but I only buy second hand bikes - so I'd like to see a bike borrowing system for people who want to ride home. I think this happens in Amsterdam.”

- “Shopping centres, such as Westfield, typically do not have easy access or parking for cyclists.”
- “Amazingly few facilities around the university.”
- “There is such a shortage of bike stands - why not have a school competition to design bike stands, or maybe a competition with design students at TAFE and uni, possibly looking at integrating with other sustainable transport eg bus stops. Or see them as public art. “
- “The John Hunter Hospital needs to provide secure bike storage for bike commuters that is accessible for shift workers. We need to make cycling a safe enjoyable alternative and we need to implement safe bike paths now before the place gets too big.”

## Final Comments

A total of 356 comments were received at the last question – a final strong indication of the strength of feeling and valuable constructive input available from the community on this subject at present.

Comments were analysed for trends, with the following seven themes emerging: congestion, education, facilities, infrastructure, priorities, safety and survey design. It is the first time that the response to a survey has been overall positive, even joyful that the subject is being considered. Where a subject or a location has been addressed earlier in this report, it is not repeated here.

### Infrastructure

Infrastructure is identified as the most pressing need – from the paths or routes themselves, to signage: route signage or educating signage about etiquette on shared pathways and safe crossings. It is plain from all respondents, both those who currently ride and those who do not, that this is the key to increasing uptake of cycling as a transport option. The following comments illustrate:

- “We have the topography, the climate, and to some extent the attitude. Now we need the infrastructure.”
- “Although I do not cycle and have not owned a bicycle for many years, I do agree that provision of cycleways will encourage more people to choose this eco-friendly mode of transport. My daughter and grandson own bikes but do not use them very much because of the danger on the roads.”
- “A good stretch of cycleway can be significantly under valued and under used if there are no safe linkages to get to it or to get off it. Fixing these linkages should be a priority for a robust network to develop.”
- “Fernleigh Track itself is brilliant, but getting onto and off the track around Adamstown Station is a nightmare.”
- “Drain system should be utilised where possible to access wide area without major costs and achieves separation of cars and bikes.”
- “Road junk (too many islands, traffic refuges) also makes cyclist visibility difficult for and of cyclists - this also applies to Cooks Hill and city.”
- “Though there are some great bike paths in Newcastle, they often seem to stop once they get to a rail road and not provide a safe way to cross, nor connect with another bike path on the other side of the rail road. The bike path past Energy Australia stadium is the best example of this. It stops in the middle of nowhere, leaving the cyclist the choice of riding on the side of 2 busy roads if they want to continue into town. I love living in Newcastle and one of the factors is my ability to commute to work on my bicycle. But with this come the associated risks that I feel are much greater than if I was to join the majority of people and drive a car to work.”
- “Painting lines on roads, mainly where cars will park, is not a bike friendly solution, but mere window dressing on council’s part. More money (from somewhere!) needs to be spent on cycleways to get more people to ride, and feel safe doing so.”
- “I am a very experienced cyclist and confident in all traffic and conditions. I have helped novice riders come to grips with commuting and I have seen how

dangerous and terrifying it is for them. If you are serious about getting people on bikes for transport or pleasure you must have dedicated bike lanes with physical barriers to keep cars out. You can't have people parking in bike lanes. I challenge any novice cyclist at the council to take a ride along the "cycle way" from Hamilton into the CBD in peak hour to get a first-hand feel for the danger."

- "Stop improving roads. Grid-lock is what makes people use other forms of transport."
- "I would ride a further distance in order to use a dedicated cycle path, so I think 'arterial' cycleways are a great idea. Not every road needs to be cycle-friendly."
- "Marked cycle lane on roundabouts."
- "My daughter lives in Canberra and when we visit I envy the cyclists riding in relative safety with many routes to choose from. It would appear than many people (all ages) ride in Canberra, to work and for pleasure."
- "Need for more cyclist only bike paths. I say this as a motorist as the proximity of cyclists to cars is in my view dangerous, given the speed and riding weather conditions."
- "Link north end of Fernleigh Track at Adamstown to Broadmeadow-to-Kotara path."

## Priorities

There are divergent views about the priority of investing in cycling facilities, with a tendency of survey respondents to favour their development – from both cyclists and non-cyclists. As usual with Newcastle Voice surveys, once the issue of funding any changes is raised, respondents emerge as quite cost-sensitive. This is reflected again in this instance. Comments illustrate the range of views about the priority of activities to enhance cycling – and make it plain that the business case still needs to be made to some segments of the community:

- "Council goes to so much trouble for what is 5% of the population. Perhaps they could look at providing a better public transport system that has small mini busses that interconnect."
- "With the epidemic of "lifestyle" diseases and environmental adversities, alternatives must be provided for the health and wellbeing of people and to live up to Newcastle's 'sustainable' city self-promotion."
- "Cycling is very over rated. It gains resources and attention far greater than the benefits. A cost benefit analysis would show the real value of cycling compared to other forms of travel and pleasure."
- "I think it would be a good thing if all of the NCC Councillors rode a bike from City Hall to Wallsend to really appreciate the difficulties and challenges involved in making Newcastle the great cycling city that it could be."
- "We don't block traffic, WE ARE TRAFFIC!"
- "I believe this is the single-most important thing that Council should be focussing on. Cycling has huge health and environmental benefits for the whole community. I would be very happy to see Council invest more in cycleways. "
- "I do not understand why this is a council issue. Who pays for cycle ways etc in Sydney?"
- "It is amazing that the Premier has announced major expenditure for cyclists in Sydney but nothing extra for regional areas including Newcastle. Funds for completing the foreshore cycleway could be sought."
- "I am a doctor. There is significant evidence to show that encouraging use of bikes and public transport reduces obesity and general well being."

- “While Council is a key stakeholder, there are many bike shops in the area, the RTA, NRMA, local industries, the University of Newcastle, Hunter Health and other organisations have a major role to play here - and we shouldn't think that these initiatives would be free either - there should be either a voluntary or compulsory levy imposed.”
- “I can't help but think that results from this survey will result in a lot of head nods but not much else!”

## Congestion

The congestion on road routes, in the city and at the university is a cause of concern, garnering a final 18 comments. Respondents discuss car doors, parked cars, congestion between different modes of transport and congestion at busy destinations:

- “Cycling could really provide some relief from the parking problems in the CBD if integrated well with public transport. The child fare for bikes during peak hour on trains should be removed. Bikes should travel free as an incentive.”
- “At the moment, the focus has to be on making the popular cycling areas that we do have safer; as well as developing cycling areas to help alleviate traffic congestion/parking problems (i.e. to the Uni).”

## Survey design

It is the first time that the response to a Newcastle Voice instrument has been overall positive, with many enthusiastic comments about the fact of the survey and council's initiative to improve cycling facilities in the city. The following comments provide illustration:

- “Very complex answers required. Appreciate your attempt to engage me though....”
- “Think the questions have been comprehensive. Congratulations to NCC and your team for undertaking this effort.”
- “More facilities for cycling need to be provided. It's great to see the council are going to do something.”
- “An important initiative. Thanks! I am not a developer (I'm an architectural lecturer and cyclist) so I can say that permitting student housing developments in the CBD, with no parking, will inject the critical mass from which other benefits will flow.”
- “Good to see all the ideas here.”
- “I could go on ... anyway, thanks for the opportunity to have a bit of input.”



## **Appendix I – Survey**

## Cycling in Newcastle

People are taking up cycling in cities for a variety of reasons. Cycling is becoming more important to city administrations to ensure sustainable urban development. The benefits of cycling continue to be promoted across NSW, with the government's State Plan expecting 5 per cent of all trips to be made by bike in 2016.

The City of Newcastle has an extensive off and on-road cycleway network. The Council aims to make cycling an equal transport choice for residents, workers and visitors. A Cycling Working Party was convened in September 2009 to develop and implement a Newcastle Cycling Strategy and Action Plan to increase and improve cycling accessibility and safety in Newcastle.

This survey is designed to gather information from cyclists and non-cyclists (walkers, motorists, etc.) to provide insight into these experiences and gather information to enhance the cycleway system. Council aims to understand current cycling trends, barriers to participation, benefits, and safety enhancement needs.

The survey will address the following:

- attitudes towards cycling;
- cycle safety;
- current experiences; and
- desired improvements.

Please spend 5-10 minutes to provide your input on Newcastle's cycling opportunities. Your feedback on the following is valuable: your motivations for (or barriers to) cycling, cycleway use frequency, safety concerns, and general thoughts on cycleway improvements.

Q1. Which category best describes you? **Please select one response only.**

- Non-cyclist - hardly ever ride or never ride
- Infrequent cyclist – ride less than once per month
- Regular cyclist – ride several times a month for a variety of reasons
- Frequent cyclist - ride several times a week for a variety of reasons

Q2. (If **Non-cyclist or Infrequent cyclist**) In the past 3 months, how often have you used a designated off-road cycleway for the following purposes? (Check Council's website for a [map of cycleways](#)). **Please select one response for each item.**

	Most days	2-3 times per week	About once per week	1-2 times per month	1-2 times in the past 3 months	Never
Walk	<input type="radio"/>	<input type="radio"/>				
Run	<input type="radio"/>	<input type="radio"/>				

Q3. (If **Non-cyclist or Infrequent cyclist**) What are the reasons why you do not currently ride on a regular basis? **Please select all that apply.**

- I have clothing/ bike helmet problems/concerns
- I do not have access to a bicycle
- Other types of transportation are more comfortable
- I don't feel safe on the road with cars
- There aren't enough cycle lanes
- I am not fit/mobile enough
- Cycleway users are inconsiderate
- Drivers are inconsiderate
- The hills are too steep
- I don't have time to cycle
- I live too far away from work/shops/school to cycle
- I live too close to work/shops/school to cycle
- I do not like cycling in the dark
- The weather puts me off cycling
- I don't feel I can arrive appropriately presentable
- I can't carry all I need
- Other, Please Specify

Q4. (If Non-cyclist or Infrequent cyclist) What would encourage you to start riding or to ride more frequently? **Please select all that apply.**

- Better road/traffic conditions
- Safer, better lit cycle paths
- Learn to ride a bicycle/bike skills training
- More information about cycle routes
- Increased fitness or mobility level
- Increased knowledge of the road rules
- Increased knowledge of bicycles and bicycle maintenance
- Having more cyclists on the road
- Increased driver awareness of bicycle safety and sharing the road
- Availability of bicycle dedicated lanes and off road routes
- Availability of shower and changing facility at end of trip
- Availability of lockers at end of trip
- Availability of secure bicycle parking at end of trip
- Moving closer to work/school
- Less hilly cycle paths
- Improved, continuous marking of shoulder lanes
- Nothing, I have to take my family to places and cannot take them on a bike
- Nothing, I need my car
- Nothing, I am not interested in cycling
- Nothing, I have an illness/disability that prevents me from cycling
- Other, Please Specify

Q5. Are you a member of a cycling club, organisation or group? **Please select one response only.**

- Yes, Please specify
- No

## Current Cycling Habits

We'd like to understand a little more about your riding habits

Q6. Please indicate when you typically cycle. **Please select all that apply.**

- Weekday, Morning
- Weekday, Afternoon
- Weekday, Night
- Weekend, Morning
- Weekend, Afternoon
- Weekend, Night

Q7. How far do you ride in an average week? **Please select one response only.**

- Up to 10km
- 10-30km
- 30-100km
- 100-200km
- 200km+

Q8. Where do you typically park your bicycle? **Please select one response only.**

- Private cycle parking at destination
- Public bike rack
- Other street furniture (such as benches, street lights)
- Only park bike at home

Q9. How many people typically cycle with you? **Please select one response only.**

- I cycle alone
- 1-2
- 3-5
- 6+

**Q10. If don't cycle alone** What is the age group of those typically cycling with you?  
**Please select all that apply.**

- Birth-15
- 16-24
- 25-39
- 40-54
- 55-69
- 70+

**Q11. What are the main reasons that you cycle? Please select all that apply.**

- Improve my personal health and fitness
- Reduce my carbon footprint
- Less expensive than other forms of transport
- Saves times, faster
- Convenient, easy (includes ease of parking)
- Bike is salary packaged
- Member of a social cycling group
- Exercise the dog
- For competitions/training
- Scenery/general recreation/leisure
- To visit family or friends
- To go to work
- For shopping/errands
- To go to school or other education
- To go to restaurants, bars or entertainment
- Other, Please specify

## Current Cycling Routes and Locations

Now to the routes you take. We understand that riding a bike allows you to go almost anywhere - that's the beauty of it - so this is not a definitive list.

Q12. What are the most common routes that you cycle? **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

Q13. Please choose just one of these routes to give us more information about its current condition. **Please select one response only.**

- 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

Q14. Please rate the following aspects of the route you just selected - [%routes\_one%] **Please select one response for each item.**

	Excellent	Great	Good	Fair	Poor	Don't know/Not applicable
Condition of paving and kerbing on route, including ramped kerbs	<input type="radio"/>					
Location of bollards along the route	<input type="radio"/>					
Lighting along the route	<input type="radio"/>					
Signage or road markings along the route	<input type="radio"/>					
Width of route for all who share the space: pedestrians, cars, buses	<input type="radio"/>					
Safe when cycling with young children on their own bikes	<input type="radio"/>					
Safety at road crossings	<input type="radio"/>					
"Journey ambience" - cycling without fear of being hit by cars	<input type="radio"/>					
Clean pathways (free of rubbish, debris or glass)	<input type="radio"/>					
Design of route to ensure continuity and safety	<input type="radio"/>					

## Safety as a Cyclist

We'd like to understand a little more about your safety when you are riding in Newcastle.

Q15. How safe do you feel about the following? **Please select one response for each item.**

	Extremely unsafe	Unsafe	Neither	Safe	Extremely Safe	Don't know/NA
Riding on busy major roads	<input type="radio"/>					
Riding on back streets	<input type="radio"/>					
Riding amongst pedestrians	<input type="radio"/>					
Riding amongst cyclists	<input type="radio"/>					
Riding on the Fernleigh Track	<input type="radio"/>					
Overall safety rating of all Newcastle cycleways/routes	<input type="radio"/>					

Q16. Within the last 12 months, have you been yelled at or abused by motorists? **Please select one response only.**

- Yes  
 No

Q17. Within the last 12 months, have you had a near miss, where you were almost hit by a vehicle while cycling? **Please select one response only.**

- Yes  
 No

Q18. Have you ever been hit by an opening car door or had to swerve into traffic to avoid it? **Please select one response only.**

- Yes  
 No

Q19. Within the last 5 years, have you been injured in a collision with a vehicle, while cycling? **Please select one response only.**

- Yes, an injury was reported to police
- Yes, but the injury was not reported to police
- No

## Future Cycling Improvements

Q20. What improvements do you feel are important to enhance riding in Newcastle?  
Please select one response for each item.

	Extremely Important	Important	Neither	Unimportant	Extremely unimportant
More bicycles for hire	<input type="radio"/>				
Increased driver awareness about cyclists	<input type="radio"/>				
Availability of shower facility and lockers at end of trip	<input type="radio"/>				
Better bike stands - more in number, well-located to ensure safe storage	<input type="radio"/>				
More on-road routes physically separated from traffic	<input type="radio"/>				
Part-time dedicated cycle lanes	<input type="radio"/>				
Access to a new bike route map	<input type="radio"/>				

	Extremely Important	Important	Neither	Unimportant	Extremely unimportant
Bicycle racks on public transport (buses, trains)	<input type="radio"/>				
More rubbish bins, picnic tables, toilets, and water facilities along cycleway path	<input type="radio"/>				
Marked routes with pavement markers (bike logo, route number, and direction arrow)	<input type="radio"/>				
Two directions of cycle way on one side of the traffic lane.	<input type="radio"/>				
More off-road routes	<input type="radio"/>				
Bike parking at public transport nodes	<input type="radio"/>				

Q21. For those areas you feel need improvement, please provide site locations and any additional information. **Please be as specific as possible.**

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Q22. Where do you expect to find information about cycling programs and facilities? **Please select all that apply.**

- Cycling brochures and leaflets in public places
- Council's website
- Council staff
- Television or Radio
- Roads and Traffic Authority
- Local newspapers (Newcastle Herald)
- Free newspapers (Star and Post)
- Word-of mouth: friends and family, colleague
- Other, Please specify

Q23. Please provide any final comments or suggestions about riding a bicycle in Newcastle which you have not previously stated during this survey. **Please be as specific as possible.**

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## Appendix II – Demographics

## General Characteristics of Sample from Newcastle Voice

### Length of time lived in Newcastle LGA

	OPTIONS	TOTAL	PERCENT
O1	Less than a year	76	4.14 %
O2	1 - 3 years	196	10.68 %
O3	4 - 10 years	427	23.26 %
O4	11 - 25 years	462	25.16 %
O5	More than 25 years	675	36.76 %

### Gender

	OPTIONS	TOTAL	PERCENT
O1	Male	908	48.43 %
O2	Female	967	51.57 %

### Age

	OPTIONS	TOTAL	PERCENT
O1	16-24	101	5.39 %
O2	25-39	594	31.70 %
O3	40-54	637	33.99 %
O4	55-69	473	25.24 %
O5	70+	69	3.68 %

## Employment Status

	OPTIONS	TOTAL	PERCENT
O1	Employed full time	1012	56.92 %
O2	Employed part time	356	20.02 %
O3	Looking for work	54	3.04 %
O4	Studying	170	9.56 %
O5	Domestic activities/caring	107	6.02 %
O6	Retired	247	13.89 %
O7	Other [specify]	120	6.75 %
O8	Prefer not to answer	18	1.01 %

## Suburb

	OPTIONS	TOTAL	PERCENT
O1	Adamstown	52	2.77 %
O2	Adamstown Heights	39	2.08 %
O3	Bar Beach	30	1.60 %
O4	Beresfield	13	0.69 %
O5	Birmingham Gardens	12	0.64 %
O6	Blackhill/ Lenaghan	1	0.05 %
O7	Broadmeadow	24	1.28 %
O8	Callaghan	6	0.32 %
O9	Carrington	28	1.49 %
O10	Cooks Hill	88	4.69 %
O11	Elernore Vale	31	1.65 %
O12	Fletcher	33	1.76 %
O13	Georgetown	24	1.28 %
O14	Hamilton	72	3.84 %
O15	Hamilton East	11	0.59 %
O16	Hamilton North	9	0.48 %
O17	Hamilton South	47	2.51 %
O18	Hexham	0	0.00 %
O19	Islington	57	3.04 %
O20	Jesmond	17	0.91 %
O21	Kooragang	0	0.00 %
O22	Kotara	56	2.99 %
O23	Lambton	63	3.36 %
O24	Maryland	40	2.13 %
O25	Maryville	51	2.72 %
O26	Mayfield	113	6.03 %
O27	Mayfield East	22	1.17 %
O28	Mayfield West	18	0.96 %
O29	Merewether	193	10.29 %
O30	Merewether Heights	25	1.33 %
O31	Minmi	12	0.64 %

	OPTIONS	TOTAL	PERCENT
O32	New Lambton	91	4.85 %
O33	New Lambton Heights	17	0.91 %
O34	Newcastle (CBD)	99	5.28 %
O35	Newcastle East	34	1.81 %
O36	Newcastle West	11	0.59 %
O37	North Lambton	24	1.28 %
O38	Rankin Park	10	0.53 %
O39	Sandgate	0	0.00 %
O40	Shortland	20	1.07 %
O41	Stockton	41	2.19 %
O42	Tarro	9	0.48 %
O43	The Hill	56	2.99 %
O44	The Junction	35	1.87 %
O45	Tighes Hill	43	2.29 %
O46	Wallsend	91	4.85 %
O47	Warabrook	8	0.43 %
O48	Waratah	41	2.19 %
O49	Waratah West	11	0.59 %
O50	Wickham	19	1.01 %

## Ward

	Ward as % LGA	Cycle survey Sample %
<b>Ward 1</b> (Including the suburbs of: Carrington, Cooks Hill, Islington, Kooragang, Maryville, Mayfield, Mayfield East, Mayfield West, Newcastle (CBD), Newcastle East, Newcastle West, Stockton, The Hill, Tighes Hill, Warabrook, Wickham)	25	36.69
<b>Ward 2</b> (Including the suburbs of: Adamstown, Adamstown Heights, Bar Beach, Broadmeadow, Hamilton, Hamilton East, Hamilton North, Hamilton South, Merewether, Merewether Heights, The Junction)	25	28.64
<b>Ward 3</b> (Including the suburbs of: Georgetown, Jesmond, Kotara, Lambton, New Lambton, New Lambton Heights, North Lambton, Waratah, Waratah West)	25	18.36
<b>Ward 4</b> (Including the suburbs of: Beresfield, Birmingham Gardens, Blackhill / Lenaghan, Callaghan, Elermore Vale, Fletcher, Hexham, Maryland, Minmi, Rankin Park, Sandgate, Shortland, Tarro, Wallsend)	25	14.81

## Planning District

	PD as % LGA	Cycle survey sample %
Inner City South	15.8	30.45
Inner City North	8	12.74
Hamilton	18	16.54
Mayfield	10.1	8.59
Lambton	19.5	14.46
Jesmond	6.2	2.94
Wallsend	13.5	7.03
Blue Gum Hills	7.2	4.53
North West	3.4	1.22

## General Characteristics of Respondents to this survey - Newcastle Voice

### Length of time lived in Newcastle LGA

	OPTIONS	TOTAL	PERCENT
O1	Less than a year	27	3.46 %
O2	1 - 3 years	82	10.50 %
O3	4 - 10 years	187	23.94 %
O4	11 - 25 years	194	24.84 %
O5	More than 25 years	291	37.26 %

### Gender

	OPTIONS	TOTAL	PERCENT
O1	Male	395	50.38 %
O2	Female	389	49.62 %

### Age

	OPTIONS	TOTAL	PERCENT
O1	16-24	20	2.55 %
O2	25-39	215	27.42 %
O3	40-54	284	36.22 %
O4	55-69	229	29.21 %
O5	70+	36	4.59 %

## Employment Status

	OPTIONS	TOTAL	PERCENT
O1	Employed full time	419	55.06 %
O2	Employed part time	154	20.24 %
O3	Looking for work	15	1.97 %
O4	Studying	54	7.10 %
O5	Domestic activities/caring	41	5.39 %
O6	Retired	129	16.95 %
O7	Other [specify]	50	6.57 %
O8	Prefer not to answer	8	1.05 %

## Suburb

	OPTIONS	TOTAL	PERCENT
O1	Adamstown	21	2.68 %
O2	Adamstown Heights	16	2.04 %
O3	Bar Beach	16	2.04 %
O4	Beresfield	2	0.26 %
O5	Birmingham Gardens	6	0.77 %
O6	Blackhill/ Lenaghan	1	0.13 %
O7	Broadmeadow	16	2.04 %
O8	Callaghan	2	0.26 %
O9	Carrington	10	1.28 %
O10	Cooks Hill	43	5.48 %
O11	Elernore Vale	9	1.15 %
O12	Fletcher	12	1.53 %
O13	Georgetown	10	1.28 %
O14	Hamilton	37	4.72 %
O15	Hamilton East	6	0.77 %
O16	Hamilton North	4	0.51 %
O17	Hamilton South	23	2.93 %
O18	Hexham	0	0.00 %
O19	Islington	28	3.57 %
O20	Jesmond	7	0.89 %
O21	Kooragang	0	0.00 %
O22	Kotara	29	3.70 %
O23	Lambton	33	4.21 %
O24	Maryland	13	1.66 %
O25	Maryville	19	2.42 %
O26	Mayfield	40	5.10 %
O27	Mayfield East	8	1.02 %
O28	Mayfield West	5	0.64 %
O29	Merewether	89	11.35 %
O30	Merewether Heights	11	1.40 %
O31	Minmi	5	0.64 %

	OPTIONS	TOTAL	PERCENT
O32	New Lambton	39	4.97 %
O33	New Lambton Heights	8	1.02 %
O34	Newcastle (CBD)	40	5.10 %
O35	Newcastle East	17	2.17 %
O36	Newcastle West	3	0.38 %
O37	North Lambton	6	0.77 %
O38	Rankin Park	3	0.38 %
O39	Sandgate	0	0.00 %
O40	Shortland	6	0.77 %
O41	Stockton	23	2.93 %
O42	Tarro	2	0.26 %
O43	The Hill	21	2.68 %
O44	The Junction	15	1.91 %
O45	Tighes Hill	15	1.91 %
O46	Wallsend	30	3.83 %
O47	Warabrook	3	0.38 %
O48	Waratah	16	2.04 %
O49	Waratah West	5	0.64 %
O50	Wickham	11	1.40 %
O51	I don't live in the Newcastle area.	0	0.00 %

## Ward

	Ward as % LGA	Cycle survey Respondents %
<b>Ward 1</b> (Including the suburbs of: Carrington, Cooks Hill, Islington, Kooragang, Maryville, Mayfield, Mayfield East, Mayfield West, Newcastle (CBD), Newcastle East, Newcastle West, Stockton, The Hill, Tighes Hill, Warabrook, Wickham)	25	36.46
<b>Ward 2</b> (Including the suburbs of: Adamstown, Adamstown Heights, Bar Beach, Broadmeadow, Hamilton, Hamilton East, Hamilton North, Hamilton South, Merewether, Merewether Heights, The Junction)	25	32.39
<b>Ward 3</b> (Including the suburbs of: Georgetown, Jesmond, Kotara, Lambton, New Lambton, New Lambton Heights, North Lambton, Waratah, Waratah West)	25	19.52
<b>Ward 4</b> (Including the suburbs of: Beresfield, Birmingham Gardens, Blackhill / Lenaghan, Callaghan, Elermore Vale, Fletcher, Hexham, Maryland, Minmi, Rankin Park, Sandgate, Shortland, Tarro, Wallsend)	25	11.64

## Planning District

	PD as % LGA	Cycle survey Respondents %
Inner City South	15.8	32.51
Inner City North	8	13.51
Hamilton	18	19.39
Mayfield	10.1	7.14
Lambton	19.5	14.93
Jesmond	6.2	2.69
Wallsend	13.5	5.36
Blue Gum Hills	7.2	3.83
North West	3.4	0.65



## **Appendix III – Topline Report**

**Q1. Which category best describes you? Please select one response only.**

	OPTIONS	TOTAL	PERCENT
O1	Non-cyclist - hardly ever ride or never ride	241	30.74 %
O2	Infrequent cyclist - ride less than once per month	196	25.00 %
O3	Regular cyclist - ride several times a month for a variety of reasons	180	22.96 %
O4	Frequent cyclist - ride several times a week for a variety of reasons	167	21.30 %

**Q2. (If Non-cyclist or Infrequent cyclist) In the past 3 months, how often have you used a designated off-road cycleway for the following purposes? (Check Council's website for a [map of cycleways](#)). Please select one response for each item.**

frequency\_cycleways\_0: Walk

**QUESTION TOTAL:** 437  
**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Most days	41	9.38 %
O2	2-3 times per week	49	11.21 %
O3	About once per week	60	13.73 %
O4	1-2 times per month	60	13.73 %
O5	1-2 times in the past 3 months	105	24.03 %
O6	Never	122	27.92 %

frequency\_cycleways\_1: Run

**QUESTION TOTAL:** 437  
**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Most days	2	0.46 %
O2	2-3 times per week	8	1.83 %
O3	About once per week	12	2.75 %
O4	1-2 times per month	10	2.29 %
O5	1-2 times in the past 3 months	34	7.78 %
O6	Never	371	84.90 %

**Q3. What are the reasons why you do not currently ride on a regular basis? Please select all that apply.**

	OPTIONS	TOTAL	PERCENT
O1	I have clothing/ bike helmet problems/concerns	22	5.03 %
O2	I do not have access to a bicycle	94	21.51 %
O3	Other types of transportation are more comfortable	119	27.23 %
O4	I don't feel safe on the road with cars	263	60.18 %
O5	There aren't enough cycle lanes	164	37.53 %
O6	I am not fit/mobile enough	84	19.22 %
O7	Cycleway users are inconsiderate	36	8.24 %
O8	Drivers are inconsiderate	126	28.83 %
O9	The hills are too steep	67	15.33 %
O10	I don't have time to cycle	79	18.08 %
O11	I live too far away from work/shops/school to cycle	57	13.04 %
O12	I live too close to work/shops/school to cycle	27	6.18 %
O13	I do not like cycling in the dark	146	33.41 %
O14	The weather puts me off cycling	96	21.97 %
O15	I don't feel I can arrive appropriately presentable	112	25.63 %
O16	I can't carry all I need	100	22.88 %
O17	Other	68	15.56 %

**Q4. (If Non-cyclist or Infrequent cyclist) What would encourage you to start riding or to ride more frequently? Please select all that apply**

	OPTIONS	TOTAL	PERCENT
O2	Better road/traffic conditions	166	37.99 %
O3	Safer, better lit cycle paths	207	47.37 %
O4	Learn to ride a bicycle/bike skills training	28	6.41 %
O5	More information about cycle routes	128	29.29 %
O6	Increased fitness or mobility level	105	24.03 %
O7	Increased knowledge of the road rules	16	3.66 %
O8	Increased knowledge of bicycles and bicycle maintenance	34	7.78 %
O9	Having more cyclists on the road	83	18.99 %
O10	Increased driver awareness of bicycle safety and sharing the road	155	35.47 %
O11	Availability of bicycle dedicated lanes and off road routes	263	60.18 %
O12	Availability of shower and changing facility at end of trip	99	22.65 %
O13	Availability of lockers at end of trip	62	14.19 %
O14	Availability of secure bicycle parking at end of trip	139	31.81 %
O15	Moving closer to work/school	20	4.58 %
O16	Less hilly cycle paths	67	15.33 %
O17	Improved, continuous marking of shoulder lanes	144	32.95 %
O18	Nothing, I have to take my family to places and cannot take them on a bike	30	6.86 %
O19	Nothing, I need my car	41	9.38 %
O20	Nothing, I am not interested in cycling	59	13.50 %
O21	Nothing, I have an illness/disability that prevents me from cycling	18	4.12 %
O22	Other	41	9.38 %

**Q5. Are you a member of a cycling club, organisation or group? Please select one response only.**

	OPTIONS	TOTAL	PERCENT
O1	Yes, please specify	54	9.94 %
O2	No	489	90.06 %

**Q6.** Please indicate when you typically cycle. **Please select all that apply**

	OPTIONS	TOTAL	PERCENT
O1	Weekday, Morning	282	51.93 %
O2	Weekday, Afternoon	254	46.78 %
O3	Weekday, Night	92	16.94 %
O4	Weekend, Morning	364	67.03 %
O5	Weekend, Afternoon	321	59.12 %
O6	Weekend, Night	60	11.05 %

**Q7.** How far do you ride in an average week? **Please select one response only.**

	OPTIONS	TOTAL	PERCENT
O1	Up to 10km	259	47.70 %
O2	10-30km	135	24.86 %
O3	30-100km	108	19.89 %
O4	100-200km	32	5.89 %
O5	200km+	9	1.66 %

**Q8.** Where do you typically park your bicycle? **Please select one response only.**

	OPTIONS	TOTAL	PERCENT
O1	Private cycle parking at destination	107	19.71 %
O2	Public bike rack	50	9.21 %
O3	Other street furniture (such as benches, street lights)	190	34.99 %
O4	Only park bike at home	196	36.10 %

**Q9.** How many people typically cycle with you? **Please select one response only.**

	OPTIONS	TOTAL	PERCENT
O1	I cycle alone	266	48.99 %
O2	1-2	212	39.04 %
O3	3-5	48	8.84 %
O4	6+	17	3.13 %

**Q10. If don't cycle alone** What is the age group of those typically cycling with you?  
Please select all that apply.

	OPTIONS	TOTAL	PERCENT
O1	Birth-15	89	32.13 %
O2	16-24	19	6.86 %
O3	25-39	88	31.77 %
O4	40-54	107	38.63 %
O5	55-69	53	19.13 %
O6	70+	6	2.17 %

**Q11. What are the main reasons that you cycle?** Please select all that apply.

	OPTIONS	TOTAL	PERCENT
O1	Improve my personal health and fitness	462	85.08 %
O2	Reduce my carbon footprint	205	37.75 %
O3	Less expensive than other forms of transport	145	26.70 %
O4	Saves time, faster	119	21.92 %
O5	Convenient, easy (including ease of parking)	171	31.49 %
O6	Bike is salary packaged	2	0.37 %
O7	Member of a social cycling group	32	5.89 %
O8	Exercise the dog	14	2.58 %
O9	For competitions/training	59	10.87 %
O10	Scenery/general recreation/leisure	353	65.01 %
O11	To visit family or friends	119	21.92 %
O12	To go to work	158	29.10 %
O13	For shopping/errands	155	28.55 %
O14	To go to school or other education	33	6.08 %
O15	To go to restaurants, bars or entertainment	91	16.76 %
O16	Other	49	9.02 %

**Q12.** What are the most common routes that you cycle? **Please select all that apply.**

	OPTIONS	TOTAL	PERCENT
O1	Stockton foreshore	58	10.68 %
O2	Adamstown to The Junction - via Darling Street	71	13.08 %
O3	Adamstown to CBD via Dumaresq St	49	9.02 %
O4	Mayfield to CBD - road route	98	18.05 %
O5	Throsby Creek/Harbour foreshore	295	54.33 %
O6	Merewether to CBD - via The Hill and Bar Beach	119	21.92 %
O7	Merewether to CBD via National Park St	48	8.84 %
O8	The Junction to CBD - via Union Street	128	23.57 %
O9	Hamilton to CBD - via Donald Street Bridge	89	16.39 %
O10	Islington to university - via Fern Street and Scholey Street	36	6.63 %
O11	Hamilton to university - via Waratah	34	6.26 %
O12	Hamilton to Lambton - via Broadmeadow	92	16.94 %
O13	Hamilton to Kotara South	52	9.58 %
O14	New Lambton south west via Grinsell St	15	2.76 %
O15	Charlestown to Merewether - via Scenic Drive	32	5.89 %
O16	Wallsend to Lambton - via Jesmond Park	97	17.86 %
O17	Wallsend to Minmi	31	5.71 %
O18	Tarro to Sandgate	18	3.31 %
O19	Fernleigh Track	288	53.04 %
O20	Elermore Vale to Lambton via McCaffery Drive	6	1.10 %

**Q13.** Please choose just one of these routes to give us more information about its current condition. **Please select one response only.**

	OPTIONS	TOTAL	PERCENT
O1	Stockton foreshore	17	3.13 %
O2	Adamstown to The Junction - via Darling Street	15	2.76 %
O3	Adamstown to CBD via Dumaresq St	15	2.76 %
O4	Mayfield to CBD - road route	46	8.47 %
O5	Throsby Creek/Harbour foreshore	128	23.57 %
O6	Merewether to CBD - via The Hill and Bar Beach	40	7.37 %
O7	Merewether to CBD via National Park St	12	2.21 %
O8	The Junction to CBD - via Union Street	43	7.92 %
O9	Hamilton to CBD - via Donald Street Bridge	29	5.34 %
O10	Islington to university - via Fern Street and Scholey Street	9	1.66 %
O11	Hamilton to university - via Waratah	10	1.84 %
O12	Hamilton to Lambton - via Broadmeadow	17	3.13 %
O13	Hamilton to Kotara South	9	1.66 %
O14	New Lambton south west via Grinsell St	3	0.55 %
O15	Charlestown to Merewether - via Scenic Drive	2	0.37 %
O16	Wallsend to Lambton - via Jesmond Park	37	6.81 %
O17	Wallsend to Minmi	15	2.76 %
O18	Tarro to Sandgate	4	0.74 %
O19	Fernleigh Track	89	16.39 %
O20	Elernmore Vale to Lambton via McCaffery Drive	3	0.55 %

**Q14.** Please rate the following aspects of the route you just selected - **Please select one response for each item.**

**Top 5 selected routes:**

**Thorsby Creek/Harbour foreshore**

current\_route\_satisfaction\_0: Condition of paving and kerbing on route, including ramped kerbs

QUESTION TOTAL: 128

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	12	9.38 %
O2	Great	25	19.53 %
O3	Good	54	42.19 %
O4	Fair	28	21.88 %
O5	Poor	7	5.47 %
O6	Don't know/Not applicable	2	1.56 %

current\_route\_satisfaction\_1: Location of bollards along the route

QUESTION TOTAL: 128

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	1	0.78 %
O2	Great	15	11.72 %
O3	Good	48	37.50 %
O4	Fair	29	22.66 %
O5	Poor	7	5.47 %
O6	Don't know/Not applicable	28	21.88 %

current\_route\_satisfaction\_2: Lighting along the route

QUESTION TOTAL: 128

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	5	3.91 %
O2	Great	15	11.72 %
O3	Good	37	28.91 %
O4	Fair	32	25.00 %
O5	Poor	11	8.59 %
O6	Don't know/Not applicable	28	21.88 %

current\_route\_satisfaction\_3: Signage or road markings along the route

QUESTION TOTAL: 128

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	1	0.78 %
O2	Great	12	9.38 %
O3	Good	49	38.28 %
O4	Fair	36	28.13 %
O5	Poor	17	13.28 %
O6	Don't know/Not applicable	13	10.16 %

current\_route\_satisfaction\_4: Width of route for all who share the space:  
pedestrians, cars, buses

QUESTION TOTAL: 128

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	10	7.81 %
O2	Great	18	14.06 %
O3	Good	31	24.22 %
O4	Fair	44	34.38 %
O5	Poor	23	17.97 %
O6	Don't know/Not applicable	2	1.56 %

current\_route\_satisfaction\_5: Safe when cycling with young children on their own bikes

**QUESTION TOTAL:** 128

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	10	7.81 %
O2	Great	10	7.81 %
O3	Good	36	28.13 %
O4	Fair	27	21.09 %
O5	Poor	12	9.38 %
O6	Don't know/Not applicable	33	25.78 %

current\_route\_satisfaction\_6: Safety at road crossings

**QUESTION TOTAL:** 128

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	5	3.91 %
O2	Great	10	7.81 %
O3	Good	33	25.78 %
O4	Fair	55	42.97 %
O5	Poor	21	16.41 %
O6	Don't know/Not applicable	4	3.13 %

current\_route\_satisfaction\_7: "Journey ambience" - cycling without fear of being hit by cars

**QUESTION TOTAL:** 128

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	21	16.41 %
O2	Great	47	36.72 %
O3	Good	30	23.44 %
O4	Fair	22	17.19 %
O5	Poor	8	6.25 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_8: Clean pathways (free of rubbish, debris or glass)

QUESTION TOTAL: 128

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	10	7.81 %
O2	Great	28	21.88 %
O3	Good	51	39.84 %
O4	Fair	27	21.09 %
O5	Poor	12	9.38 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_9: Design of route to ensure continuity and safety

QUESTION TOTAL: 128

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	10	7.81 %
O2	Great	16	12.50 %
O3	Good	45	35.16 %
O4	Fair	34	26.56 %
O5	Poor	23	17.97 %
O6	Don't know/Not applicable	0	0.00 %

**The Junction to CBD via Union Street**

current\_route\_satisfaction\_0: Condition of paving and kerbing on route, including ramped kerbs

**QUESTION TOTAL:** 43

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	3	6.98 %
O3	Good	14	32.56 %
O4	Fair	16	37.21 %
O5	Poor	10	23.26 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_1: Location of bollards along the route

**QUESTION TOTAL:** 43

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	3	6.98 %
O4	Fair	15	34.88 %
O5	Poor	14	32.56 %
O6	Don't know/Not applicable	11	25.58 %

current\_route\_satisfaction\_2: Lighting along the route

**QUESTION TOTAL:** 43

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	14	32.56 %
O4	Fair	16	37.21 %
O5	Poor	9	20.93 %
O6	Don't know/Not applicable	4	9.30 %

current\_route\_satisfaction\_3: Signage or road markings along the route

**QUESTION TOTAL:** 43

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	1	2.33 %
O3	Good	8	18.60 %
O4	Fair	18	41.86 %
O5	Poor	15	34.88 %
O6	Don't know/Not applicable	1	2.33 %

current\_route\_satisfaction\_4: Width of route for all who share the space:  
pedestrians, cars, buses

**QUESTION TOTAL:** 43

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	5	11.63 %
O4	Fair	13	30.23 %
O5	Poor	25	58.14 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_5: Safe when cycling with young children on their  
own bikes

**QUESTION TOTAL:** 43

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	1	2.33 %
O4	Fair	7	16.28 %
O5	Poor	24	55.81 %
O6	Don't know/Not applicable	11	25.58 %

current\_route\_satisfaction\_6: Safety at road crossings

QUESTION TOTAL: 43

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	1	2.33 %
O3	Good	6	13.95 %
O4	Fair	18	41.86 %
O5	Poor	18	41.86 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_7: "Journey ambience" - cycling without fear of being hit by cars

QUESTION TOTAL: 43

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	1	2.33 %
O3	Good	0	0.00 %
O4	Fair	16	37.21 %
O5	Poor	26	60.47 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_8: Clean pathways (free of rubbish, debris or glass)

QUESTION TOTAL: 43

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	2	4.65 %
O3	Good	10	23.26 %
O4	Fair	22	51.16 %
O5	Poor	9	20.93 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_9: Design of route to ensure continuity and safety

QUESTION TOTAL: 43

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	3	6.98 %
O4	Fair	17	39.53 %
O5	Poor	22	51.16 %
O6	Don't know/Not applicable	1	2.33 %

**Wallsend to Lambton – via Jesmond Park**

current\_route\_satisfaction\_0: Condition of paving and kerbing on route, including ramped kerbs

QUESTION TOTAL: 37

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	1	2.70 %
O2	Great	7	18.92 %
O3	Good	13	35.14 %
O4	Fair	11	29.73 %
O5	Poor	5	13.51 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_1: Location of bollards along the route

**QUESTION TOTAL:** 37

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	1	2.70 %
O3	Good	9	24.32 %
O4	Fair	12	32.43 %
O5	Poor	7	18.92 %
O6	Don't know/Not applicable	8	21.62 %

current\_route\_satisfaction\_2: Lighting along the route

**QUESTION TOTAL:** 37

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	1	2.70 %
O4	Fair	8	21.62 %
O5	Poor	23	62.16 %
O6	Don't know/Not applicable	5	13.51 %

current\_route\_satisfaction\_3: Signage or road markings along the route

**QUESTION TOTAL:** 37

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	2	5.41 %
O2	Great	2	5.41 %
O3	Good	11	29.73 %
O4	Fair	14	37.84 %
O5	Poor	5	13.51 %
O6	Don't know/Not applicable	3	8.11 %

current\_route\_satisfaction\_4: Width of route for all who share the space:  
pedestrians, cars, buses

**QUESTION TOTAL:** 37

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	1	2.70 %
O2	Great	5	13.51 %
O3	Good	14	37.84 %
O4	Fair	11	29.73 %
O5	Poor	6	16.22 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_5: Safe when cycling with young children on their  
own bikes

**QUESTION TOTAL:** 37

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	1	2.70 %
O2	Great	3	8.11 %
O3	Good	12	32.43 %
O4	Fair	11	29.73 %
O5	Poor	4	10.81 %
O6	Don't know/Not applicable	6	16.22 %

current\_route\_satisfaction\_6: Safety at road crossings

**QUESTION TOTAL:** 37

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	4	10.81 %
O3	Good	16	43.24 %
O4	Fair	13	35.14 %
O5	Poor	4	10.81 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_7: "Journey ambience" - cycling without fear of being hit by cars

**QUESTION TOTAL:** 37

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	5	13.51 %
O2	Great	9	24.32 %
O3	Good	10	27.03 %
O4	Fair	9	24.32 %
O5	Poor	4	10.81 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_8: Clean pathways (free of rubbish, debris or glass)

**QUESTION TOTAL:** 37

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	1	2.70 %
O2	Great	8	21.62 %
O3	Good	9	24.32 %
O4	Fair	13	35.14 %
O5	Poor	6	16.22 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_9: Design of route to ensure continuity and safety

QUESTION TOTAL: 37

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	7	18.92 %
O3	Good	7	18.92 %
O4	Fair	17	45.95 %
O5	Poor	5	13.51 %
O6	Don't know/Not applicable	1	2.70 %

**Mayfield to CBD – road route**

current\_route\_satisfaction\_0: Condition of paving and kerbing on route, including ramped kerbs

QUESTION TOTAL: 46

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	6	13.04 %
O4	Fair	20	43.48 %
O5	Poor	19	41.30 %
O6	Don't know/Not applicable	1	2.17 %

current\_route\_satisfaction\_1: Location of bollards along the route

**QUESTION TOTAL:** 46

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	2	4.35 %
O4	Fair	9	19.57 %
O5	Poor	12	26.09 %
O6	Don't know/Not applicable	23	50.00 %

current\_route\_satisfaction\_2: Lighting along the route

QUESTION TOTAL: 46

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	1	2.17 %
O3	Good	14	30.43 %
O4	Fair	23	50.00 %
O5	Poor	5	10.87 %
O6	Don't know/Not applicable	3	6.52 %

current\_route\_satisfaction\_3: Signage or road markings along the route

QUESTION TOTAL: 46

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	1	2.17 %
O2	Great	1	2.17 %
O3	Good	9	19.57 %
O4	Fair	22	47.83 %
O5	Poor	12	26.09 %
O6	Don't know/Not applicable	1	2.17 %

current\_route\_satisfaction\_4: Width of route for all who share the space:  
pedestrians, cars, buses

QUESTION TOTAL: 46

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	3	6.52 %
O4	Fair	8	17.39 %
O5	Poor	35	76.09 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_5: Safe when cycling with young children on their own bikes

QUESTION TOTAL: 46

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	0	0.00 %
O4	Fair	3	6.52 %
O5	Poor	36	78.26 %
O6	Don't know/Not applicable	7	15.22 %

current\_route\_satisfaction\_6: Safety at road crossings

QUESTION TOTAL: 46

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	1	2.17 %
O2	Great	1	2.17 %
O3	Good	9	19.57 %
O4	Fair	21	45.65 %
O5	Poor	13	28.26 %
O6	Don't know/Not applicable	1	2.17 %

current\_route\_satisfaction\_7: "Journey ambience" - cycling without fear of being hit by cars

QUESTION TOTAL: 46

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	2	4.35 %
O4	Fair	6	13.04 %
O5	Poor	38	82.61 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_8: Clean pathways (free of rubbish, debris or glass)

QUESTION TOTAL: 46

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	1	2.17 %
O2	Great	3	6.52 %
O3	Good	6	13.04 %
O4	Fair	14	30.43 %
O5	Poor	21	45.65 %
O6	Don't know/Not applicable	1	2.17 %

current\_route\_satisfaction\_9: Design of route to ensure continuity and safety

QUESTION TOTAL: 46

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	1	2.17 %
O3	Good	1	2.17 %
O4	Fair	7	15.22 %
O5	Poor	36	78.26 %
O6	Don't know/Not applicable	1	2.17 %

**Merewether to CBD – via The Hill and Bar Beach**

current\_route\_satisfaction\_0: Condition of paving and kerbing on route, including ramped kerbs

QUESTION TOTAL: 40

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	4	10.00 %
O3	Good	14	35.00 %
O4	Fair	13	32.50 %
O5	Poor	7	17.50 %
O6	Don't know/Not applicable	2	5.00 %

current\_route\_satisfaction\_1: Location of bollards along the route

**QUESTION TOTAL:** 40

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	5	12.50 %
O4	Fair	13	32.50 %
O5	Poor	7	17.50 %
O6	Don't know/Not applicable	15	37.50 %

current\_route\_satisfaction\_2: Lighting along the route

**QUESTION TOTAL:** 40

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	7	17.50 %
O4	Fair	18	45.00 %
O5	Poor	4	10.00 %
O6	Don't know/Not applicable	11	27.50 %

current\_route\_satisfaction\_3: Signage or road markings along the route

**QUESTION TOTAL:** 40

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	1	2.50 %
O2	Great	2	5.00 %
O3	Good	13	32.50 %
O4	Fair	10	25.00 %
O5	Poor	12	30.00 %
O6	Don't know/Not applicable	2	5.00 %

current\_route\_satisfaction\_4: Width of route for all who share the space:  
pedestrians, cars, buses

**QUESTION TOTAL:** 40

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	8	20.00 %
O4	Fair	13	32.50 %
O5	Poor	19	47.50 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_5: Safe when cycling with young children on their  
own bikes

**QUESTION TOTAL:** 40

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	4	10.00 %
O4	Fair	6	15.00 %
O5	Poor	21	52.50 %
O6	Don't know/Not applicable	9	22.50 %

current\_route\_satisfaction\_6: Safety at road crossings

**QUESTION TOTAL:** 40

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	9	22.50 %
O4	Fair	15	37.50 %
O5	Poor	15	37.50 %
O6	Don't know/Not applicable	1	2.50 %

current\_route\_satisfaction\_7: "Journey ambience" - cycling without fear of being hit by cars

**QUESTION TOTAL:** 40

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	1	2.50 %
O2	Great	1	2.50 %
O3	Good	9	22.50 %
O4	Fair	14	35.00 %
O5	Poor	15	37.50 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_8: Clean pathways (free of rubbish, debris or glass)

**QUESTION TOTAL:** 40

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	4	10.00 %
O3	Good	14	35.00 %
O4	Fair	13	32.50 %
O5	Poor	8	20.00 %
O6	Don't know/Not applicable	1	2.50 %

current\_route\_satisfaction\_9: Design of route to ensure continuity and safety

**QUESTION TOTAL:** 40

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	0	0.00 %
O2	Great	0	0.00 %
O3	Good	11	27.50 %
O4	Fair	12	30.00 %
O5	Poor	16	40.00 %
O6	Don't know/Not applicable	1	2.50 %

**Fernleight Track**

current\_route\_satisfaction\_0: Condition of paving and kerbing on route, including ramped kerbs

QUESTION TOTAL: 89

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	33	37.08 %
O2	Great	19	21.35 %
O3	Good	24	26.97 %
O4	Fair	10	11.24 %
O5	Poor	0	0.00 %
O6	Don't know/Not applicable	3	3.37 %

current\_route\_satisfaction\_1: Location of bollards along the route

QUESTION TOTAL: 89

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	12	13.48 %
O2	Great	14	15.73 %
O3	Good	29	32.58 %
O4	Fair	7	7.87 %
O5	Poor	4	4.49 %
O6	Don't know/Not applicable	23	25.84 %

current\_route\_satisfaction\_2: Lighting along the route

QUESTION TOTAL: 89

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	4	4.49 %
O2	Great	2	2.25 %
O3	Good	15	16.85 %
O4	Fair	18	20.22 %
O5	Poor	23	25.84 %
O6	Don't know/Not applicable	27	30.34 %

current\_route\_satisfaction\_3: Signage or road markings along the route

QUESTION TOTAL: 89

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	18	20.22 %
O2	Great	19	21.35 %
O3	Good	29	32.58 %
O4	Fair	9	10.11 %
O5	Poor	8	8.99 %
O6	Don't know/Not applicable	6	6.74 %

current\_route\_satisfaction\_4: Width of route for all who share the space:  
pedestrians, cars, buses

QUESTION TOTAL: 89

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	9	10.11 %
O2	Great	15	16.85 %
O3	Good	33	37.08 %
O4	Fair	22	24.72 %
O5	Poor	7	7.87 %
O6	Don't know/Not applicable	3	3.37 %

current\_route\_satisfaction\_5: Safe when cycling with young children on their own bikes

**QUESTION TOTAL:** 89

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	21	23.60 %
O2	Great	13	14.61 %
O3	Good	27	30.34 %
O4	Fair	11	12.36 %
O5	Poor	7	7.87 %
O6	Don't know/Not applicable	10	11.24 %

current\_route\_satisfaction\_6: Safety at road crossings

**QUESTION TOTAL:** 89

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	23	25.84 %
O2	Great	20	22.47 %
O3	Good	33	37.08 %
O4	Fair	12	13.48 %
O5	Poor	1	1.12 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_7: "Journey ambience" - cycling without fear of being hit by cars

**QUESTION TOTAL:** 89

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	62	69.66 %
O2	Great	11	12.36 %
O3	Good	13	14.61 %
O4	Fair	3	3.37 %
O5	Poor	0	0.00 %
O6	Don't know/Not applicable	0	0.00 %

current\_route\_satisfaction\_8: Clean pathways (free of rubbish, debris or glass)

QUESTION TOTAL: 89

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	26	29.21 %
O2	Great	27	30.34 %
O3	Good	29	32.58 %
O4	Fair	5	5.62 %
O5	Poor	1	1.12 %
O6	Don't know/Not applicable	1	1.12 %

current\_route\_satisfaction\_9: Design of route to ensure continuity and safety

QUESTION TOTAL: 89

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Excellent	32	35.96 %
O2	Great	25	28.09 %
O3	Good	24	26.97 %
O4	Fair	5	5.62 %
O5	Poor	2	2.25 %
O6	Don't know/Not applicable	1	1.12 %

**Q15.** How safe do you feel about the following? **Please select one response for each item.**

safe\_aspect\_0: Riding on busy major roads

QUESTION TOTAL: 543

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely unsafe	264	48.62 %
O2	Unsafe	220	40.52 %
O3	Neither	35	6.45 %
O4	Safe	20	3.68 %
O5	Extremely Safe	1	0.18 %
O6	Don't know/NA	3	0.55 %

safe\_aspect\_1: Riding on back streets

QUESTION TOTAL: 543

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely unsafe	3	0.55 %
O2	Unsafe	89	16.39 %
O3	Neither	103	18.97 %
O4	Safe	310	57.09 %
O5	Extremely Safe	37	6.81 %
O6	Don't know/NA	1	0.18 %

safe\_aspect\_2: Riding amongst pedestrians

QUESTION TOTAL: 543

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely unsafe	13	2.39 %
O2	Unsafe	151	27.81 %
O3	Neither	152	27.99 %
O4	Safe	199	36.65 %
O5	Extremely Safe	17	3.13 %
O6	Don't know/NA	11	2.03 %

safe\_aspect\_3: Riding amongst cyclists

QUESTION TOTAL: 543

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely unsafe	6	1.10 %
O2	Unsafe	39	7.18 %
O3	Neither	115	21.18 %
O4	Safe	312	57.46 %
O5	Extremely Safe	50	9.21 %
O6	Don't know/NA	21	3.87 %

safe\_aspect\_4: Riding on the Fernleigh Track

QUESTION TOTAL: 543

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely unsafe	7	1.29 %
O2	Unsafe	15	2.76 %
O3	Neither	44	8.10 %
O4	Safe	215	39.59 %
O5	Extremely Safe	146	26.89 %
O6	Don't know/NA	116	21.36 %

safe\_aspect\_5: Overall safety rating of all Newcastle cycleways/routes

QUESTION TOTAL: 543

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely unsafe	45	8.29 %
O2	Unsafe	187	34.44 %
O3	Neither	134	24.68 %
O4	Safe	129	23.76 %
O5	Extremely Safe	8	1.47 %
O6	Don't know/NA	40	7.37 %

**Q16.** Within the last 12 months, have you been yelled at or abused by motorists?  
Please select one response only.

	OPTIONS	TOTAL	PERCENT
O1	Yes	257	47.33 %
O2	No	286	52.67 %

**Q17.** Within the last 12 months, have you had a near miss, where you were almost hit by a vehicle while cycling? Please select one response only.

	OPTIONS	TOTAL	PERCENT
O1	Yes	296	54.51 %
O2	No	247	45.49 %

**Q18.** Have you ever been hit by an opening car door or had to swerve into traffic to avoid it? Please select one response only.

	OPTIONS	TOTAL	PERCENT
O1	Yes	280	51.57 %
O2	No	263	48.43 %

**Q19.** Within the last 5 years, have you been injured in a collision with a vehicle, while cycling? Please select one response only.

	OPTIONS	TOTAL	PERCENT
O1	Yes, and injury was reported to the police	12	2.21 %
O2	Yes, but the injury was not reported to the police	61	11.23 %
O3	No	470	86.56 %

**Q20.** What improvements do you feel are important to enhance riding in Newcastle?  
Please select one response for each item.

improvements\_0: More bicycles for hire

QUESTION TOTAL: 543

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely Important	42	7.73 %
O2	Important	128	23.57 %
O3	Neither	189	34.81 %
O4	Unimportant	140	25.78 %
O5	Extremely unimportant	44	8.10 %

improvements\_1: Increased driver awareness about cyclists

**QUESTION TOTAL:** 543

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely Important	316	58.20 %
O2	Important	158	29.10 %
O3	Neither	54	9.94 %
O4	Unimportant	10	1.84 %
O5	Extremely unimportant	5	0.92 %

improvements\_2: Availability of shower facility and lockers at end of trip

**QUESTION TOTAL:** 543

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely Important	61	11.23 %
O2	Important	150	27.62 %
O3	Neither	179	32.97 %
O4	Unimportant	121	22.28 %
O5	Extremely unimportant	32	5.89 %

improvements\_3: Better bike stands - more in number, well-located to ensure safe storage

**QUESTION TOTAL:** 543

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely Important	148	27.26 %
O2	Important	261	48.07 %
O3	Neither	82	15.10 %
O4	Unimportant	47	8.66 %
O5	Extremely unimportant	5	0.92 %

improvements\_4: More on-road routes physically separated from traffic

QUESTION TOTAL: 543

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely Important	365	67.22 %
O2	Important	147	27.07 %
O3	Neither	20	3.68 %
O4	Unimportant	7	1.29 %
O5	Extremely unimportant	4	0.74 %

improvements\_5: Part-time dedicated cycle lanes

QUESTION TOTAL: 543

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely Important	161	29.65 %
O2	Important	220	40.52 %
O3	Neither	94	17.31 %
O4	Unimportant	48	8.84 %
O5	Extremely unimportant	20	3.68 %

improvements\_6: Access to a new bike route map

QUESTION TOTAL: 543

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely Important	157	28.91 %
O2	Important	250	46.04 %
O3	Neither	90	16.57 %
O4	Unimportant	38	7.00 %
O5	Extremely unimportant	8	1.47 %

improvements\_7: Bicycle racks on public transport (buses, trains)

**QUESTION TOTAL:** 543

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely Important	165	30.39 %
O2	Important	229	42.17 %
O3	Neither	100	18.42 %
O4	Unimportant	45	8.29 %
O5	Extremely unimportant	4	0.74 %

improvements\_8: More rubbish bins, picnic tables, toilets, and water facilities along cycleway path

**QUESTION TOTAL:** 543

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely Important	70	12.89 %
O2	Important	194	35.73 %
O3	Neither	151	27.81 %
O4	Unimportant	110	20.26 %
O5	Extremely unimportant	18	3.31 %

improvements\_9: Marked routes with pavement markers (bike logo, route number, and direction arrow)

**QUESTION TOTAL:** 543

**NO RESPONSE:** 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely Important	194	35.73 %
O2	Important	246	45.30 %
O3	Neither	68	12.52 %
O4	Unimportant	27	4.97 %
O5	Extremely unimportant	8	1.47 %

improvements\_10: Two directions of cycle way on one side of the traffic lane.

QUESTION TOTAL: 543

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely Important	85	15.65 %
O2	Important	151	27.81 %
O3	Neither	179	32.97 %
O4	Unimportant	88	16.21 %
O5	Extremely unimportant	40	7.37 %

improvements\_11: More off-road routes

QUESTION TOTAL: 543

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely Important	334	61.51 %
O2	Important	157	28.91 %
O3	Neither	37	6.81 %
O4	Unimportant	12	2.21 %
O5	Extremely unimportant	3	0.55 %

improvements\_12: Bike parking at public transport nodes

QUESTION TOTAL: 543

NO RESPONSE: 0

	OPTIONS	TOTAL	PERCENT
O1	Extremely Important	160	29.47 %
O2	Important	263	48.43 %
O3	Neither	75	13.81 %
O4	Unimportant	44	8.10 %
O5	Extremely unimportant	1	0.18 %

**Q22.** Where do you expect to find information about cycling programs and facilities?  
Please select all that apply.

	OPTIONS	TOTAL	PERCENT
O1	Cycling brochures and leaflets in public places	437	55.74 %
O2	Council's website	576	73.47 %
O3	Council staff	161	20.54 %
O4	Television or Radio	180	22.96 %
O5	Roads and Traffic Authority	407	51.91 %
O6	Local newspapers (Newcastle Herald)	395	50.38 %
O7	Free newspapers (Star and Post)	348	44.39 %
O8	Word-of mouth: friends and family, colleague	367	46.81 %
O9	Other	101	12.88 %

## Appendix IV – Qualitative Results

### Q3 Main reasons for not cycling – other

subject	reason_cycle_no__other
age	85 years old
age	age
age	Aged 72.4yrs.old.
age	I am 81 this year
age	I'm 73
age	i'm past it.
age	over 60yrs stopped when 43
age	senior citizen
age	too old
age	toold
children	4 yr old w/ special needs
children	accompanying children are not road safe
children	I have 3 children and it is difficult to organise everyone - and get to a off-road cycleway
children	I have a 12month old and will never ever ride on the road even with a bicycle lane as the risk is too high for my baby.
children	I have a 2 year old child & 6 year old - difficult to keep both in check.
children	I have an under school age child who is too big for a bike seat but too small to safely ride along with me
children	I have children to collect and can't do so on a bike
children	I have to drive my children to school - distance to school precludes my children riding at their current ages.
children	I need to drop off / pick up children on my way to/from work
children	I only like to go on cycleways when I have a child on the bike with me
children	need to transport infants
children	Sometimes I have to pick up children
children	Young baby
dog	1 can't carry dog, Distances to far
no interest	can't find a shop to fix bike nearby
no interest	forget to
no interest	frankly, to lazy!
no interest	Have never been a cyclist
no interest	i am a walker
no interest	I choose not to cycle
no interest	I didn't learn to ride as a child
no interest	I dont have a cycle
no interest	I have a mobile job requiring a vehicle
no interest	I have never been a regular rider and think that it is too late to start
no interest	I have to work up to being a cyclist - not done it for a while
no interest	I just do it occasionally for fun.
no interest	I just don't fancy it
no interest	I walk for my health
no interest	I was never taught how to ride abike
no interest	just slack
no interest	like other exercise
no interest	motivation lacking
no interest	Never learned to ride a bicycle
no interest	no interest
no interest	No interest in bike riding

no interest	On-Road cycleways with frequent stopping/starting at traffic lights make cycling much less enjoyable
no interest	This mode of transport holds no appeal for me.
no interest	time constraints in getting to and from work
no interest	Walking is my preferred exercise
not avail	not enough off road cycleways
not avail	There are no cycle/walking tracks in my area
not avail	there are no dedicated cycle ways in the CBD where I live.
not avail	there is NOT an extensive cycleway network
pregnant	i am very pregnant
pregnant	pregnancy
pregnant	Pregnant otherwise I would ride more regularly
unsafe	bike lanes are often dangerous with parked/parking vehicles
unsafe	blind- safety concerns when you can make the truck in front disappear
	Dangers of cycling, I've had feedback about cyclists being targets for things such as beer bottles from moving vehicles
unsafe	Fernleigh Track and the proposed Wallsend to Glendale Track are badly designed with out proper separation af cyclists and pedestrians.Fernleigh Track was purchased for cycling and walking. It is 20 Metres wide with plenty of space for separate pavements, but a ridiculously expensive construction standard has meant that the track must be shared. This is stupidly dangerous and can never work as a cycleway because of the extreme risks to both cyclists and pedestrians (especially toddlers! !
unsafe	
	I am fearful riding on my local main road- Minmi road, as there's no cycle lane and people can get hurt.
unsafe	
unsafe	I am legally blind
unsafe	I do not think cycling is safe and I do not personally like it
unsafe	I want to be alive when I arrive
	I would have to take my bike to cycleways by car - and that defeats the purpose. For exercise in the Lambton area I prefer to walk. When I lived in Port Stephens I cycled a lot, because it was quieter and safer.
unsafe	
unsafe	im in a wheelchair
unsafe	I'm still learning - with an adult tricycle (balance issues with inner ear)
unsafe	Inconsiderate CYLELIST Who speed and ride in the middle NO BELL

#### Q4. How to encourage non-cyclists – other

subject	encourage_cycle__other
bike	Buying an electric bike
bike	easy to buy a bike rack fitting behind my car!
bike	get time and bike
bike	having my own bike
bike	if i had a bike
bike	Need to buy a bike.
bike	recreational bike/equipment hire near cycleways
bike	removing bicycle helmet requirement
	although I do have an illness that prevents me and children to collect, my husband would love to take the children riding on the weekends if improvements were made and once my health improves I would join them
health	
health	for exercise
	for work and family needs the bike doesn't cut it. for recreational rides what we have in newcastle is great as is
health	
health	not being pregnant

health	When 2 year old is older will definately cycle as used to.
nothing	few places I go are bike distance. I either walk or drive. I own a bike and use it sometimes.
nothing	i am a walker
nothing	I am on call 24 hours 7 days so must remain close to company vehicle at all times
nothing	I do have to collect children sometimes
nothing	I enjoy walking, including long walks
nothing	I have never learnt to ride a bike and at 69, I'd be frightened to try.
nothing	I just do it for fun and to see what the tracks are like. I was very disappointed to see that most of the railway lines were ripped up on the Fernley track. Seeing the track heritage was part of the reason I got my bicycle out. It is a shame Tate and the Council have little interest in history and the historical aspects of what the bicycle tracks originally were.
nothing	I never owned a bike nor do I ever want to. My parents from the start would not let me have a bike due to safety concerns and I have never learned to ride a bike.
nothing	Nothing, I use a motorcycle or walk
nothing	time constraints
nothing	too old
nothing	Too old
nothing	Too old to learn to cycle
nothing	youth again
nothing	Connectivity of cycle paths. It's no good if a cycle path stops far from where I need or want to be.
pathways	LIGHTING ON BIKE TRACKS NEAR ME
pathways	Road conditions for cyclists does not exist here in australia
pathways	Road upgrades considering cyclist use!!!
pathways	safety concerns from speeding cyclists
pathways	Cycleways not shared with cars on roads
pathways	I may not be able to ride tho I do have solid opinions about the need for safer, adequate & dedicated cycle ways
pathways	I would like my children to ride more as well but find that it is too dangerous and have to drive to designated cycle ways
pathways	keep cyclists off the footpaths, WALKways, foreshore paths & back onto the roads with designated lanes.
pathways	more off road cycleways
pathways	more off road cycleways
pathways	more off road cycleways
pathways	NCC needs to expedite the Wallsend to Glendale track
pathways	wider foot paths around town so we can share. keep kids off the road.

## Q Club Membership

### member\_\_other

- Newcastle cycleways
- Bicycle NSW
- bicycle NSW
- Bicycle NSW
- Bicycle NSW
- bicycle NSW.and NCM. newcastle Cycleways
- Bicycle NSW; Newcastle Cycleways; GerryAttrics Playgroup
- BiNSW

Bush Walking Club  
Family membership to Cycling Australia  
Geriatric Playgroup  
Geriatric playgroup  
geriatric playgroup  
HMBA  
HMBA  
HMBA  
HMBA & CCOMTB  
Hunter District Cycling Club  
Hunter District Cycling Club  
Hunter Mountain Bike Club and Central Coast Triathlon Club  
hunter moutain bike club  
Hunter Valley Veterans Cycling Club  
Informal regular friendship group  
Kooragang Cycle Club  
Kooragang Cycle Club  
Kooragang Open Cycle Club  
kooragang open cycle club  
Kooragang Open Cycling Club  
Kooragang Open Cycling Club  
lake maquarie bmx club  
ncm  
ncm  
NCM  
NCM  
NCM/Bicycle NSW  
Newcastle Cycleways Movement  
Newcastle Cycleways Movement  
Newcastle Cycleways Movement through Bicycle NSW  
Newcastle Cycleways Movement, Newcastle University Bike Users Group, Newcastle Bike Ecology Centre  
Newcastle Cycleways Movement  
Newcastle Gentlemen's Bike Polo Club  
Newcastle Triathlon Club  
Newcastle Triathlon Club  
Newcastle Triathlon Club  
Newcastle University Bike Users' Group (NUBUG)  
njc  
NUBUG (Newcastle University Bike Users Group)  
Omega cycling group  
Previous member of HMBA (xc mountain bike racing 10 yrs ago)  
social riders  
TDS  
Team DS  
Triathlon Australia  
Triathlon Australia

## Q11. Main reasons for cycling – other

subject	reason_cycle__other
carbon footprint	Stop indirectly killing people with toxic exhaust emissions
family	Accompany children
family	as an outing / something to do with the kids on a weekend
family	Drop kids off at a school and preschool
family	exercise children
family	Family activity with kids
family	family outing
family	family outing (cheap)
family	Family outing with the kids
family	Family outings
family	for my kids entertainment
family	go to the park with the kids
family	kids sport - lmted parking at national park
family	Recreation with family
family	Recreation with my kids
family	Ride Child to School
family	spend time with son
family	to spend time with my family in the outdoors and to take advantage of the wonderful things in and around Newcastle
family	with my family on weekends
fun	dirt mountain biking
fun	enjoyment
fun	Exercise
fun	For exercise
fun	for fun
fun	for fun
fun	Fun
fun	fun
fun	fun
fun	Fun and adventure
fun	i am a walker
fun	I just cycle for pleasure and to see the history of the tracks I cycle along which Council largely seem to have destroyed. Tate's comment about the old post office in Hunter Street "We're not interested in another dilapidated building" sums up Council's approach. If bicycle corridors mean that heritage is to be destroyed then bicycle paths should be banned. Council and parts of Newcastle's business community seem to be obsessed with cutting the rail link to Newcastle. I can only assume that this is the curtain raiser to getting rid of public transport and bicycles out of Newcastle. They certainly have no part in GPT's great masterplan. Shame. I gusee I will have to be looking at putting my bicycle in mothballs or going further afield to ride it.
fun	I love being on a bike in the world
fun	I love it
fun	It's fun!
fun	pleasure
fun	Scenary and fresh air
fun	to enjoy the experience of being out in the fresh air etc.
transport	Bus route/option takes too long
transport	commuting to & from work

transport	Frees up car for wife; interest in cycle repair/test rides; medical appointments
transport	General transport
transport	go to beach/baths
transport	i have always cycled my adult life
transport	personal form of transport
transport	poor public transport options
transport	ride to the pool
transport	safer than walking alone at night time
transport	shopping
transport	to make cycling/cyclists more visible and accepted

## Q21.Future Improvements

<b>subject</b>	<b>improvements_extra</b>
action	All my son uses bike as his sole transport and has done for years and I feel there should be no shortage in improvements
action	As I have retired from cycling, I really believe that I do not have the knowledge to reply to this question. Improvement though is always worthwhile.
action	Cycling is an important and carbon-free means of transport. It would be hard for Council and the NSW government to pay less attention to cycling. Council's record to date is a disgrace.
action	Everywhere
action	thank you for the opportunity
action	The paths currently available are great and until recently used the bi-weekly but the day came when my front wheel was hit by a speeding turning motorist at a Y intersection. I gave up. I think there can never be enough bike areas or safer riding paths for all riders.
action	too many places to list
action	Too many to list
action	very complex answers required here.
action	Appreciate your attempt to engage me though.... - A connecting link from Fernleigh Track across Northcott Drive/Westfield area/Park Ave to get over to Adamstown Heights and Kotara.
adamstown	- Widen south side of Pacific Hwy between Fernleigh Loop and Scenic Drive for a cycle path that will effectively connect
	1. RE the East Coast Cycle Route which is marked from the north end of the Fernleigh Track through to Honeysuckle and highly used by commuting cyclists. There are major issues along Corlette St Cooks Hill (between Parry & Laman St) and in Laman St with cars parking all over the cycle lane and bins in the lane on collection day rendering it useless.
	2. The Fernleigh Track is the cycleway to nowhere ending at Adamstown in an extremely high traffic zone. Proper connection should be a priority (at least to the north side of Glebe Road).
	3. Need a connection (along the north edge of Glenrock?) from the Fernleigh Track at Highfields (Fernleigh loop exit) through to Scenic Drive and through to Yule Rd so cyclists heading to/from Merewether can avoid riding on the edge of City Road & Scenic Drive.
adamstown	4. There is no safe route from Civic to Newcastle East. Need a separated dedicated lane along Hunter St.
adamstown	a link between the fernleigh track and the track near EAS and a link between the track at EAS and Newcastle city

- adamstown A thousand places! I have just been overseas and seen ways that the wide roads of Adamstown, Hamilton and Hamilton South can be used to radiate from and extend the excellent facility of Fernleigh track. A lot of our roads could be restricted to one side of the road for parking, and then have 3 lanes-one for cyclists and the other 2 for motorists. Or, a system of these streets could be rearranged to be made for one way traffic for motorists and the other lane kept spare for cyclists. These are a few examples of how to better manage our roads so that cyclists and motorists can better coexist. Please implement something!
- adamstown Although I have rarely ridden on the Adamstown to CBD route (via Dumaresq Street) I have found it to be quite dangerous, especially crossing Glebe and Bruncker Roads (traffic is too heavy). I have a child who attends Merewether High School and I have not let him ride his bike to and from school because of this reason.
- adamstown I would love to see the cycle/walking path at Adamstown Station have an overpass and to then extend on towards Broadmeadow along the vacant land, parallel with the rail track.
- adamstown In relation to Fernleigh Loop, I mostly use it for fitness walking and walking the dog. More dog litter bins are needed along it. As far as safety the only problem is a lack of courtesy. If people keep to the left and bicycle users ring their bells when approaching, then there should be no problems.
- adamstown At the moment I am mainly riding on the Fernleigh Track so can't pinpoint any other locations. If the track was extended into town as an off-road track I would definitely use it to ride into town.
- adamstown Bruncker Road & Glebe Road, Adamstown.
- adamstown
- Bruncker Road at Melville Road Intersection
  - Glebe Road All
  - Glebe Road at Teralba Road Intersection
  - Gordon Avenue Crossings Needed
  - Stewart Avenue Crossings Needed
  - Park Street Kotara
- adamstown - Teralba Road (Fernleigh cycle track should be continued)
- adamstown Crossing Glebe Road at the Teralba Road intersection lights or safety island would be good.
- adamstown It is tricky moving from Park Ave to the start of the Fernleigh track - a very narrow roundabout there
- adamstown Dedicated cycle way from, say, Adamstown to Carrington for maritime workers, as most work unusual hours and shift work and public transport is not available, further the route should have some degree of security as riding home in the early hours poses a risk of attack/assault from the undesirables that freely roam the streets looking for a target to either rob or just to assault for the evil of it.
- adamstown Firstly let me say how EXCITED I am to be answering this questionnaire! It seems like council and state government do not care about people who cycle to commute, and that they only care about recreational cyclists - spending entire cycleways budgets on the Fernleigh Track and Wallsend-Glendale corridors, whilst making only minimal efforts to improve connectivity by bike between suburbs and the CBD. This questionnaire is a great first step for council!
- adamstown I think that the worst places are at traffic lights during congested periods - on road cycle lanes are dangerous as cars don't look out for cyclists whizzing by and change lanes without indicating, block cycle lanes etc.
- adamstown A bad intersection, where I always come into trouble is going from Hunter St to Dumaresq St. There is a bike lane heading down Stewart Avenue (sth towards Hamilton Sth, coming from Hunter St) that just ends. I feel particularly vulnerable trying to turn right into Alexander st as Dumaresq is a no-Right-Turn.
- adamstown Also travelling along Park Ave past Westfield, leading up the hill toward St Pius, a right hand turn into Bailey St is very dangerous, as traffic must wait whilst I merge. It is necessary to do this to get to the Fernleigh track.

- From the end of Fernleigh track at Adamstown to the city & Nobby's needs to be a bike track separated from motorise traffic.  
The same applies to the route to the bike track at Jesmond.  
From the proposed end of Fernleigh track at Belmont to the Warners Bay bike track should be linked by a bike track separated from motorised vehicles.
- adamstown Glebe Road from Stewart Avenue through to Darby Street is a death trap. Someone will be killed on this road as there is no room for bikes & cars.
- adamstown I would really like to see the continuation of the Fernliegh Track along the rail corridor into the Newcastle CBD. The cycleway ends at Adamstown and continues on the road, surely the cycleway could follow the existing rail line into the city linking the CBD to Belmont.
- adamstown It very unsafe getting accross the Wickham train gates and Adamstown gates.  
adamstown Teralba Rd Adamstown - looks like the moon crater  
Dumaresq St - has had power lines replaced but quality of road is shocking  
Tourle St bridge - no room for cyclists.
- adamstown Maud St to Maitland Rd - no room on road for bikes.  
Teralba Rd Adamstown - no separation from traffic and road surface very bumpy  
The fernleigh track to CBD route needs to be separated from traffic and lights or crossings for safety when crossing busy streets
- adamstown TERALBA RD/ Glebe Rd Adamstown intersection.  
A safer cycleway link between Croudace St and cycleway near WESTS.  
Better/safer crossing of Throsby Creek Cycleway with Hannell St and other street closer to Tighs Hill.
- adamstown A safer route south from Wallsend shopping centre towards Lake Macquarie  
The amount of broken glass in the channel is very high throughout Newcastle's main roads. To avoid, riders have to move out into the road in many cases. Too many examples to mention all but include Park Ave Kotara, Bruncker Rd, Scenic Dr, Foreshore, Industrial Drive. Glass is mainly clear glass.
- Also glass on Lenaghans Drive, Minmi, especially on Sat pm during winter when Hunter District host local races there. Looks like the vindictive actions of an anti-cyclist but this needs addressing.
- Need community awareness of cyclists in New Lambton - Regent St. This area is very dangerous for cyclists eg, car doors, pedestrians, drivers not indicating, drivers overtaking then immeditaely turning in front of cyclists etc etc. Some drivers and peds just DO NOT SEE CYCLISTS.
- adamstown Also there needs to be a SAFE crossing for riders crossing Turton Rd next to EAS. During rush hour this is very difficult in getting between cycle paths.  
The continuity of bike routes is poor. For example, several routes converge near Adamstown Station, but are not connected. Simple linemarking and signposting would help this. Better signposting to show destinations with route numbering (as done overseas) would also increase cycle use.
- adamstown The Hill, Cooks hill, Hamilton, City East, Junction, Mereweether, Bar Beach, Glebe rd  
adamstown Adamstown to Kotara
- We need a cycleway that joins the CBD to the fernliegh track. I would like to ride from Cooks Hill to work (Gateshead) each day, but I have to ride on main roads to do this.  
Hills can also be a factor when designing cycleways, they should be not too hilly. I also think the scenic rd from Nobbys Beach to Newcastle beach should have a decicated cycleway and one way of car traffic.
- I lived in Wollongong for many years and you could travel from Bulli to Wollongong via cycleway and it was very enjoyable. Newcastle should look to Wollongong as the cities share much in common.
- adamstown

Anything that can make cyclists want to leave the car at home and use the bike.

Cyclists should be prized for not contaminating and not putting one more car on the streets.

From all the things asked, more cycle-paths is probably the most important, especially in major roads. I do not use the bike more often only because I'm scared of being hit by a car/bus. I tend to ride in off road areas.

blackbutt Why can't we cycle in Blackbutt Reserve?? Why can't it be a shared path?? It would be a great place to be able to exercise safely. The more places to exercise, the less cardiovascular and obesity problems there will be.

generally, more dedicated, off road (but fairly direct) cycle paths (or shared pedestrian/cycleways) are needed connecting suburbs, for commuting (less for leisure).

specificai feel that the city needs a dedicated and fairly direct cycle way/track (including safe on-road routes - wide enough road shoulders with no car parking alongside) linking the inner city and Cardiff. Preferably this would include access to Blackbutt Reserve. An offroad, shared pedestrian and cycleway alongside Carnley avenue would be a worthwhile investment, and draw many more visitors to Blackbutt reserve using these transport means.

blackbutt I work at Cardiff and live in the city and reluctantly do not cycle there because I do not feel safe doing so (the Jesmond park cycle way is too much of a detour for me). I would use a Carnley Ave cycle/pathway daily if it existed. (not so practical riding through Blackbutt reserve - very steep tracks)

Through Mayfield shopping district, along Maud Street & Maitland Rd, into the city from Mayfield & the University. Also anywhere where there are drain covers with grates which run parallel to the gutter and the wheels get caught!

blackbutt A cycleway through Blackbutt will also link that side of the city with the rest in a beautiful setting.

broadmeadow /difficult at five ways. I ride each day from Cooks hill to the university return. Route is terrific where there are off road cycle paths. When you have to ride on the road i feel really unsafe. Bike lanes disappear traffic is fast and too close.

broadmeadow I live near nine ways Broadmeadow and as i cycle with my toddler i try to avoid main roads and actually ride on the pavement as I feel to scared of being hit to ride on the roads. i try to use the back streets as much as possible but when going from nine ways to beaumont st or nine ways to adamstown or nine ways to the junction or nine ways to new lambton you are always encountering main roads to ride on for part of your trip (it is just unavoidable).

I understand Wallsend/glendale cycleway is currently under construction (about time- its only been 20 years...) and i think that will be a great benefit- lake mac council will then need to complete the link to the lake...

There is currently no safe cycleway from Maryland to the Wallsend/jesmond cycleway- you have to travel along busy minmi road (with cars speeding past) or weave (the long way) through back streets to wallsend.

broadmeadow Also- the lack of separated cycleway from the helicopter base at broadmeadow to inner newcastle, and also the section between jesmond park and lambton is very dangerous.

broadmeadow My possible routes would be from my home in Newcastle East along Hunter or King/Parry streets to past Tudor St. and from my home along Newcastle Rd to the Growers Markets on a sunday morning.

New England / Pacific Highway junction at Hexham is extremely dangerous for cyclists. The cycle lane on the northbound side of Maitland Rd simply vanishes at the approach to the Hexham Bridge. There is no safe provision for cyclists wishing to continue along Maitland Rd in this area and no suitable footpath to avoid having to cycle amongst fast moving cars and trucks passing on the left hand side to pass slower moving traffic which may have just been stopped at the traffic lights. The Tarro bridge is another death trap waiting for the next tragedy to unfold. This is a 90kp/h speed zone however there is no cycle lane and no footpath on the westbound side of this narrow bridge. There is a sign warning motorists to watch out for cyclists but due to its configuration and colouring it is not easily noticed amongst the other brightly coloured signs and billboards in the area.

Bridges Rd between the Gully Line and St James' Rd is a route I use daily on my way to work from Kotara to Broadmeadow. There is no marked cycle lane in either direction in this area, so the decision to use the footpath is an easy one, despite the obvious risk and nagging feeling of committing an offence against the Motor Traffic Act. I see several cyclists doing the same as me every day in the time slot that I use this section of road so the need for some improvement to cyclists' safety is apparent.

broadmeadow I believe Council is moving in the right direction with the existing and planned cycleways but of course there is always more that could be done to improve safety, not the least of which is public education to the needs and rights of all road users. The areas which need improvement are at broadmeadow race track roads which have been ripped up replaced and still have barricades all over the place making cyclists go out wide to get past them.

broadmeadow The section of road through New Lambton shops is very dangerous to ride as is the section across Croudace Rd in front of the hospital. Cyclists get pushed off road and when on the footpath get abused by pedestrians. Broadmeadow in the morning across from High School and out front of McDonalds is terrible with parked cars and buses and no room on footpath due to number of students (who abuse you if you do ride on footpath). The number of cars who pull out of McDonalds and just ignore that you are there.

broadmeadow The single factor which ultimately will improve the quality of Newcastle's cycling infrastructure in the increased provision of bicycle lanes and road markings. It is important that these markings are continuous along routes since it is frustrating when a dedicated cycle lane disappears. Physically separated bike lanes are great, but I understand that these types of bike lanes are often infeasible.

Also, dedicated bike lanes must be located in such a way that sufficient distance from traffic and parked cars is ensured. I believe the NSW regulations state that as a cyclist, I must cycle at least 1 metre away from parked cars. In many instances of cycle lanes, I cannot do this without being in the driving lane which is unacceptably unsafe.

At times I ride to the University from the CBD. The stretch along Griffiths Rd between Broadmeadow Rd and Lambton Rd (and beyond I suspect, but that is the stretch in which I cycle along) is extremely precarious and unsafe. The cycling lane (if present) is far too narrow and for a significant length it clashes with parked cars in a very unsafe way.

broadmeadow The stretch on Parry St (and then Donald St) between Stewart Ave and Beaumont St is also very precarious. Along this stretch the cycle lane is either non-existent or it sometimes clashes with parked cars.

broadmeadow There's a link missing in Elizabeth St. Carrington between where the cycleway ends at the end of the boardwalk, and the cycleway ends near corner of Young and Elizabeth St. The boardwalk is not really a suitable link for cycling.

broadmeadow	<p>To comment on the Mayfield-town route that I often use, I ride on the road and not the footpath so the questions in relation to the footpath are irrelevant. The road itself is dangerous in parts and we know to put our head down and ride hard while the traffic is less dense and just hope that we don't get hit. We often ride to Raymond Terrace and back to Hamilton which is very popular amongst riders as the roads are wide and safer and we have b'fast afterwards at Beaumont Street. A lot of cyclists know its dangerous to ride over the bridge near Beresfield so we don't go along that route. Riding in Newcastle is very limited. The other area that I often ride is around the Broadmeadow racetrack because there's less chance of getting hit there, or locally around New Lambton. If there was somewhere in Newcastle that was a decent loop - say 10km-15km - and scenic, I think it would be popular amongst cyclists. The key word here is scenic.</p>
callaghan	<p>CBD to university - off road cycleway is crucial for safety and alternative transport mode</p> <p>I work at the University and every day I use bicycle and train combination. However, the trains are not suited for the increasing number of bicyclists who now choose public transport instead of car. Since the parking situation at the University is terrible, public transport is a very good and cheap option, BUT the chaos especially in the afternoon to try to get your bike off the older trainsets is a real discouragement to this positive trend. I have witnessed several times that bicyclists have not been able to get off at the right station because the bikes were too slow to get off.</p> <p>I also really miss a good bicycle map, in order to find the best way to bicycle all the way from UNI and to Cooks Hill.</p>
callaghan	<p>I am sceptical about part-time bicycle tracks, there are already motorists who dont like bicycles out there, and I am not sure I would feel safe if there was a part time option where they would feel pushed out.</p>
callaghan	<p>It is so dangerous to ride in Newcastle. Have you tried to get from the cycleway at Jesmond across the main road to the Uni side - take your life in your hands every single time. Why cant there be cycleways along the creeks - off road shared pathways? Why cant we use those areas - I know that Hunter water owns them but why can they not be in public use?</p>
callaghan	<p>There needs to be a proper connected cycleway all the way from town (where almost 8,000 students live) to the uni.</p> <ul style="list-style-type: none"> <li>. overbridge/underpass/lights where cycleway, sports fans and students cross Turton Road near Monash Road</li> <li>. safety havens in centre of Gordon and Stewart Avenues to assist crossing near Darling St and on marked cycleway route</li> <li>. regular sweeping of glass from vandalised locations, including shoulder of Sandgate bridge over railway line; area linking Hannel St and Honeysuckle Drive; cycleway at William St Maryville</li> <li>. small ramp, (parallel to gutter for safety reasons,) in Kilgour Avenue to link existing paths in Empire Park to ideal access point from Snedden Street. In turn this links to safe access via Burwood, Patrick, Union, Railway Streets (and gravel paths in adjacent park.)</li> <li>. dividing/marking/gazetting shared cycle use of suitably wide sections of footpaths in King Street and Hunter St East to provide east-bound access, avoiding dangerous Scott Street. (Buses; varying roadwidth; traffic turning without notice; congestion point where buses turn left at Watt Street, leaving cyclists vulnerable in right lane.) Shared use works well in many cities, including Vienna and Munich.</li> </ul>
city	<ol style="list-style-type: none"> <li>1. Foreshore common pedestrian/cycling areas in some locations need to be widened to facilitate traffic flows.</li> <li>2. Limit use or change design of metal roadside posts in Honeysuckle and other locations. Posts are potentially very dangerous in the event of a cyclist being forced off the road and coming into contact with them.</li> </ol>
city	

1. I use the wide footpath on the eastern side of memorial Drive because it's too dangerous riding up the hill amongst the traffic and parked cars. Due to its high usage by pedestrians, this path should be widened and become a shared cycleway/pathway, but perhaps for uphill cyclists only - going down the hill cycles would be too fast and can easily and safely use the roadway.

city 2. Shortland Esplanade - needs a marked on-road cycleway both directions. Width restrictions might mean changing traffic back to 1-way flow, as the footpath is also too narrow for the volume of peds that use it.

city A dedicated cycle only lane is required on either of the 2 main routes into the CBD - Hunter St or King St

city A safe on road route from CBD to link with East West and North South Cycleways. eg Copenhagen style lane along King/Parry Sts or Hunter St. Safer and well marked link from CBD to Fernleigh Track.

city All built up areas like Darby Street, Union Street, Hunter Street, King Street and Beaumont Street need a safer strategy for cyclists. There area bikes have to ride in is too small and is full of hazards like, car doors, pedestrians and even road pavement markers. Cyclists have been treated over the years as the lowest priority of road user and clearly with the environment in mind we should be the highest priority.

city All inner city bike lanes shared with vehicles are unsafe.  
Along Honeysuckle is ridiculous!

When cars are parked, there is not enough room for cyclists. Especially with those trees. It is also confusing as to whether the footpath is a shared path or not?  
Also getting to the cycleway to go to the University from Hamilton is a nightmare in the morning. The return journey isn't any better as after crossing the bridge you have to rejoin the road with cars speeding down the hill or turning left into Market St. There is no room for error!

city The way cycleways just end is dangerous. Especially as most of them lead you straight on to busy roads.

city Along hunter street and king street we need dedicated cycle ways. More commuter trails to be developed, not just weekend tourist style trails. More dedicated cycle ways like Amsterdam.

Along the Throsby Creek/honeysuckle route...

The crossing over Hannell street is extremely dangerous especially with children. This limit the use of the cycle way. Perhaps lights here or over head bridge or reduce speed of traffic would be useful here.

Also at the marina the cycle way ends and there is the awkward transition from the cycle way to the footpath or the shared cycleway/parking lane (which is unsafe for kids). The cycle way needs to be extended to link with the honeysuckle development to enable a usable cycle way from Islington to Nobbys.

Also the area past the Queens wharf brewery is awkward especially on the weekend. THIS are gets very busy with diners and drinkers and the alternative (the the road side of the buildings ) is narrow, occupied by loading for the restaraunt/bar and very dangerous for kids. This are needs to be made more cycle friendly.

city

city alternate access to newcastle beach from newcastle west. King and Hunter St are too dangerous

city Although Fernleigh Track is good most cycleways need to be greatly improved to make it safe for cyclists to travel on them, especially inner-city areas

city Around the beaches - especially Nobby's around to Newcastle beach. Newcastle beach around to Bar beach and Merewether beach. Riding on the roadway without designated cycle lanes can be very dangerous

bike lanes on darby and king street are very narrow and at risk from car doors and passing traffic. really suggest you look at some of the copenhagen/denmark style dedicated lanes similar to those in melbourne and recently sydney.

- city thank you
- city City - foreshore, beaches, picnic areas - e.g. blackbutt, shopping centres  
City Road  
Pacific Highway.  
City Roads.  
Suburban Roads- eg-Broadmeadow, Kotara Merewether & Hts.
- city Need for specific lanes & better markings.  
Darby St between Queen and King Streets is dangerous.
- city Hunter Street is very dangerous.  
Final stretch of wharf road is dangerous. between Lee wharf and hannel st. Difficult for children to cross!
- city Foreshore - becomes very crowded
- city John Hunter to the Uni - is very dark and steep - unusable after work in winter.  
Foreshore Area - vehicle traffic should be one way with dedicated cycle path from honeysuckle to Nobbys to Newcastle Beach to King Edward Park to Merwether
- city Foreshore needs dedicated cycle area separated from pedestrian use as young children often walk and play and can quickly come out in front of cyclists on the shared path making the shared path with as many obstacles as the road at times.
- city Forshore, but only short sections. I don't know much about other areas. Most suburban back streets are OK -there is scarcely any traffic, around this area anyway.
- city Most main roads feel very dangerous. Where there are footpaths on both sides, perhaps one side or parts of one side could be used for bikes, especially when very little use is made of them by pedestrians. When I ride to Mayfield from Tighes Hill there are virtually no pedestrians on the foot path the whole way along the road.
- city Generally all major thoroughfares (Hunter St, Donald St, King Street etc, Pacific Highway...) need dedicated bike lanes where cars cannot interfere (e.g. speed up to overtake and then cut me off so they can turn). Having bike lanes where cars park is dangerous and counter-productive, as parked cars occupy the bike path and the moving cars expect you not to be on the road if there is a "bike path" covered by parked cars.  
Cars are extremely rude to cyclists, although we are allowed to use the roads and often just as quick over short distances.  
Maud Street is a danger for cyclists but I need to ride along it several times a week. People tell me I'm crazy for this.  
Due to its size, Newcastle is highly accessible for bikes and cycling could be the number one form of transport in this city if council provided safe facilities and encouraged people to ride more. This would greatly reduce congestion and be beneficial to the environment and public health.
- city Hamilton. Newcastle CBD. Newcastle beaches.
- city Hunter st and Darby st are very unsafe, not wide enough, big risk of car doors being opened or being sideswiped by buses
- city Hunter st needs a permanent bike only lane
- city Hunter St TAFE area
- city Hunter street : bike lane and bus protocols
- city buses are scary on hunter st.

Hunter Street and King Street are the main routes. The most unsafe area is the narrow pinch on the corner of the old S&W Miller Building (Hunter St crossing Stewart Ave heading west). You then have to swing out around the bus stop and then have more narrow lanes right through to Tudor Street. I have been nearly hit and abused more times here than anywhere.

The most obvious solution to the CBD route,(and more trees, parking and general amenity) is to make King Street run one way and Hunter the opposite, and give a whole lane on one of these over to a dedicated cycle track. It's a no brainer and not a very expensive one at that.

The survey didn't ask about shade. Riding on shaded routes is always more preferable to the regular rider. This is very important.  
I would also like to discuss travelling off the main roads to Wallsend, and to Tarro and Beresfield. These road are extremely unsafe and there are many opportunities for routes around the Hexham Swamp and other open space.

city

Hunter Street dedicated lanes  
Darby Street dedicated lanes  
Union Street dedicated lanes  
Beaumont Street dedicated lanes

city

Hunter Street is impossible to ride on, I aviod it at all cost and always ride on King Street when going to or from the CBD.

Avoiding bus routes - especially at peak times is vital as a rider, bikes should encouraged to avoid Hunter St.

Turning right (having to cross 2 lanes of traffic) off King st especially at at paek times is very difficult. this could be assisted by having a right hand turn lane for bikes at peak times, similar to the bus lanes.

Car doors are particularly dangerous at peak times along King St.

But King Street is still at all times much safer and easier to use than Hunter St.

Bike racks that do not support the bike, only the tire will not be used as they buckle tyre rimsi

a bike lane from the bridge on Hannel st to the end of the marina precinct would be beneficial as mant families use the area and do not 'share the space' with unattended children often wandering into the path of bikes.

city

I didn't get the opportunity to comment on the Fernleigh track - but we have tended not to take the kids along the Fernleigh Track because of the speed at which some cyclists travel. We currently avoid The Foreshore between the breakwater and Honeysuckly because of the high pedestrian traffic (kids are just learning the etiquette of riding)

We prefer the Foreshore along Throsby Creek because it's a low traffic area for both pedestrians and high speed cyclists, and the track is wide enough for the kids to get off the track if we ask them to.

city

I ride from CBD to Hamilton along King St. The King St / Tudor St intersection is dangerous if you are cycling straight along King St.

city

The parking/bike lanes are dangerous, as an opening door wipes you out into adjacent traffic where you await you death.

In the foreshore need cycle ways soley for bikes. It is unsafe when cycles are ridding where the public are walking, some one who was walking was neraly hit by a person ridding a bike.

city

city

Inner city  
inner city to charlestown area

city

It is very hard to ride to Honeysuckle if you are coming from the west. The crossing from Stewart Avenue to Hannel St and right hand turn to Honeysuckle Drive is diabolical. There are few alternatives here. Despite being promoted as a cycle area, the eastern end of Honeysuckle Drive is quite dangerous. Parking in this area is quite

city

limited and so cycle facilities here would be advantageous. We need some actual bike paths there.

It can be quite dangerous coming down Memorial Drive to Bar Beach with the exits from the car parks.

Junction of Beaumont St, Henry St and Glebe Rd is very dangerous because cars come flying over the hill on Glebe Road. This is also near a school where kids ride their bikes coming down Henry Street.

The bike paths through Adamstown to get to Hamilton are windy with blind corners and stop/starts. It would be really wonderful if a dedicated cycleway could run along West End Park via Hamilton all the way to the CBD or Honeysuckle. Could part of the rail corridor be used? This would create an exciting opportunity to link the city with Kotara and then all the way to Redhead / Lake Macquarie. This would capitalise on what's been achieved with the Fernleight track and would be a massive tourist attraction for Newcastle!

city  
city  
Trying to navigate through the Junction (especially along Union St) is hairy - particularly if a bus goes through there.  
King st, crossing Stewart ave is scary as is any ride along King st with parked cars king, hunter, darby. glebe rd.  
Laman st - remove quasi cycle lane as it disappears at various pinch points

city  
remove pinch point pedestrian crossings or add gap for bikes to pass through to avoid conflict with vehicles  
Linwood up to Nobbys along the foreshore and then down Hunter st there is an enormous amount of glass on the road. The shared pedestrian areas get very busy so we have to ride early.

city  
city  
Darby and Union St is dangerous and busy.  
Fernleigh Track is great but why did you put those fences on the new part? It narrows it down and makes it far more dangerous. Also if you fell off you would get an injury from the fence.  
lots of cycleways into and around the city  
Main roads such as King Street and Hunter Street need clearly marked dedicated cycle lanes.

city  
Most road traffic in central Newcastle is a great inconvenience and safety hazard for cyclists. It is hard to specify areas as so much of the area needs improvement for cyclists. I say leave the rail and remove the cars from the inner city!

city  
Riding through Newcastle West (Hunter St, King St) to the CBD or to The Junction (up Stewart Ave and Parkway Ave) feels too dangerous as the cars are whizzing past and there is not enough room to cycle without the risk of being hit by a car or a car door. These are the areas I would most like to ride that I am unable to.

Sometimes the "cycle lanes" drawn on the road make things less safe for cyclists because they are actually drawn in the "car door death lanes", so they make drivers think you should ride there while this is actually the least safe thing you can do!

city  
King Street, heading west, at the intersection with the Pacific Highway is terrible. It used to be ok, but was changed about a year ago. Now, before the traffic lights, heading west, there are three lanes of cars going straight ahead plus a marked bike lane. There is no bike lane on the other side of the intersection and the left lane is not wide enough for a car and a bicycle. In the afternoon, if you are in the bike lane and stay left after the intersection cars will always try to pass you leaving an unsafe gap. I now wait at the traffic lights in the middle of the left car lane rather than the bicycle lane as it is the only way to ensure that cars do not pass you with mere centimetres to spare. I think this part of the road could be improved by having a marked bicycle lane on the other side of the intersection, one that makes it clear to

the cars that the bicycles have right of way and should not be passes so closely.

Another spot that could be improved is at Waratah, the crossing of Maud Street at the end of Prince Street. There is a pedestrian refuge island, which is great. However, I have seen the post on it knocked over a few times in the past couple of years, so it still doesn't feel that safe. At peak times, it can take 5-10 minutes to cross the road here. Maybe lights or a crossing would be good.

city

The CBD area. Kooragang

The Donald Street roadbridge is a HUGE safety risk. Most cyclists use the small emergency lane but it really needs formal separation from the rest of the traffic OR the footpath needs conversion to a shared cycle-pedestrian facility. I don't ride on the footpath because: it's illegal; and there's a hard gutter (i.e. no ramp) to get up onto it. This is my number one priority and I can't stress enough how important it is.

Someone will be killed here by a wandering motorist one day if nothing is done. Also, the kerbside parking on both sides of the Tudor Street intersection is also a hazard, because of the lack of space. There's plenty of room for new car parking between Beaumont Street and Gordon Avenue (on the railway line side). If Council built car parks there, at least 1 kilometre of parking could be converted to cycleway - perhaps all the way to Stewart Avenue.

city

The east west cycleway is good until Hamilton then terrible into town along King St. The road is fast and busy, so build some safe lanes as in Sydney, Paris, Melbourne, Brisbane, Copenhagen, London, Bogota, Berlin, Amsterdam etc etc.

city

The foreshore cycleway is impinged upon and interrupted at Queens Wharf due to expansion of businesses onto and across the foreshore pathway. Also discontinuous along wharf Rd after Customs house area

city

The Hill, Cooks hill, Hamilton, City East, Junction, Mereweether, Bar Beach, Glebe rd Adamstown to Kotara

city

The link from the marina to the Museum through Honeysuckle needs to be improved for road surface and should be separated from cars.

city

The main road bike routes leading from Broadmeadow into CBD are too dangerous for cyclists. Specifically "bike lanes" on Parry St./King St are in the car door hazard range of a cyclist's path.

In general, there needs to be more dedicated space provided for cyclists to safely ride, especially for cyclists to be enabled to complete more tasks in the local area in the future such as with bike trailers/cargo bikes to reduce car use.

Hiring of bikes is available in South Australia, as well as London, even hire of two and four seater bikes for groups and families. It would be great to imagine a hire fleet of cargo bikes, multi-seat bikes, conventional bikes and bike trailers on offer to the local government area. Such a bike hire fleet would require organization of local skills to build and maintain such a fleet from local recycled materials and also require safe road/route infrastructure for users.

There were some aspects of this survey which were unclear what our choice was, example: "Two directions of cycle way on one side of the traffic lane." Perhaps diagrams (like the RTA use) would be good next time in the survey please.

city

The provision of marked cycle lanes on major roads, eg King St, Newcastle does little to improve safety or improve confidence in cycling with traffic because this lane is within the area of parked cars door opening & parking zone. Roundabouts are another danger zone for cyclists, especially Hannell & Cowper, Hannell & Elizabeth Sts where it is dangerous to try to turn across the traffic because of the width of the roundabout.

city

The questionnaire focuses mainly on bike riders route to the CBD. You have not allowed for CBD residents, using those routes away from the CBD.

The Fernleigh track is a great concept and an ideal recreation facility provided by NCC. The taking over of the track by so called professional bike riders has made the track a dangerous place to be. A NCC enforcement Officer should be provided to stop those riders interfering with the safe environment of safe cycling.

More CBD streets should be made for the specific use of Bike riders, with areas to lock your bike available.

- city NCC keep up the good work.  
 The shoulder of the following streets are all too narrow and dangerous for cyclists:  
 - Hunter St  
 - King St  
 - Honey Suckle Drive  
 - Darby St  
 - Union St  
 - Industrial Drive
- city The western areas of the City are poorly serviced and considered by this survey. The bike paths in the Elmore Vale area are poor and little, if any, consideration is given in the Management Plan to these areas of the City. Off road bike paths should be provided with equal priority in the western suburbs. In addition, bike paths/footpaths could also be provided within key recreational areas in the Wallsend/Elmore Vale area. At present, all of the expenditure for these facilities is directed to Lambton, Merewether, Stockton and the Fernleigh Track, which means that if I want to use any of these facilities I need to drive there with my car, which is what you're trying to avoid. Don't forget about the outer suburbs.
- city There aren't enough bike lanes/enough space for bikes along Hunter Street and Maitland Road. Most businesses do not have shower facilities to freshen up before starting your working day.
- city Travelling through CBD to Nobby's & Newcastle Beaches along with secure parking (at all beaches).
- city With secure parking at shopping centres I would use my bike for those trips.
- city Turning from Tudor St, right onto King St (coming in to CBD from Hamilton) King St - heading west, just outside Markettown. The bike lane all but disappears as you cross the intersection where the traffic tries to merge and you have to take your chances. Still its faster to ride than sit in traffic on King st, so i am not really complaining.
- city All of Hunter St is a bit crazy - avoid it at all times if possible as King St is a much better route without buses.

**WALLSEND-NEWCASTLE CYCLEWAY:**

1. Gradient on western side of Cameron Rd/ Longworth Ave in Wallsend intersection needs to be more even and gradual.
2. Short rough section from southern end of Mordue Pde to Newcastle Rd in Jesmond needs to be rebuilt with decent sealed surface.
3. Sudden "pinch" on short connecting section to western end of cycleway through Jesmond Park needs to be eased (for toddlers).
4. Bridge on cycleway over canal near Tyrone St in Lambton needs widening and realigned to eliminate sharp bends on approaches.
5. Traffic lights at crossing on Turton Rd would be very helpful especially in peak-hour traffic.

**THROSBY CREEK CYCLEWAY:**

1. Western approach to crossing of William St needs realigning to remove sharp curves, also cutting back vegetation alongside path, to provide better view of traffic in both directions.

**HARBOUR FORESHORE CYCLEWAY:**

city

1. In view of being used by so many cyclists and pedestrians, feel this should be divided into separate sections.
2. Section along Honeysuckle Dr east from Hannell St needs more definitive marking and improved surface.

city

Within the CBD  
Alternatives to the main roads

1. RE the East Coast Cycle Route which is marked from the north end of the Fernleigh Track through to Honeysuckle and highly used by commuting cyclists. There are major issues along Corlette St Cooks Hill (between Parry & Laman St) and in Laman St with cars parking all over the cycle lane and bins in the lane on collection day rendering it useless.
2. The Fernleigh Track is the cycleway to nowhere ending at Adamstown in an extremely high traffic zone. Proper connection should be a priority (at least to the north side of Glebe Road).
3. Need a connection (along the north edge of Glenrock?) from the Fernleigh Track at Highfields (Fernleigh loop exit) through to Scenic Drive and through to Yule Rd so cyclists heading to/from Merewether can avoid riding on the edge of City Road & Scenic Drive.

cooks hill

4. There is no safe route from Civic to Newcastle East. Need a separated dedicated lane along Hunter St.

As a driver I am always very careful around cyclists. I find that on busy roads (e.g. Darby Street) there is just not enough room to safely negotiate and I always slow down. Some cyclists also do not bother to move over at all and take up an excess amount of the driving lane. Adult cyclists riding on footpaths in built up areas at speed are dangerous.....I thought it was illegal to ride on the footpath. Some even ring their bell at you to get out of the way....what the....

Lycra cyclists are also nicknamed the Silent Killers because of the speed and lack of sound they produce as they whoosh past you .

cooks hill

So I suppose in the end I am advocating, better education of cyclists, maybe a registration system of some kind (to bring the dangerous ones into line), as many bike lanes as practicable, bike racks through built up areas. I think we need to be encouraging bike riding for the environment as well.....with peak oil, global warming and climate change....it is one of the practical and easiest changes we can make in our daily lives.

cooks hill

Darby Street could accommodate cyclists better. It is too dangerous on the road as there is no cycle lane and a lot of parked cars plus traffic and it is dangerous on the footpath as there are a lot of pedestrians. There are a reasonable number of places to lock up your bike, but there could be more as they are often used.

	<p>Darby Street, Cooks Hill Intersection of Tourle Street and Industrial Drive, Mayfield. Main Street Mayfield. Railway overpass Tighes Hill</p>
cooks hill	
cooks hill	Darby street, motor vehicles reversing into car parks not aware of cyclists, opening car doors causing cyclists to deviate ofet into oncoming traffic
cooks hill	I don't feel safe on the roads around the CBD, Cooks Hill and The Junction.
cooks hill	I live in the inner city and am not sure about where cycleways are. There is a lot of traffic in the Cooks Hill area.
cooks hill	improve widen pathways for bikes to town / Cooks Hill The Junction
cooks hill	Union St Bike Lane is to narrow and to close to parked car's. It need's to be widened to reduce the risk of being hit by a car door opening or traffic from behind.
	Union st is just too busy to use for a fun ride. I always use back streets to avoid the motorists.
cooks hill	If Council was fair dinkum then there would be proper cycle lanes in the area as it is very user friendly in a topological sense- flat.
	1. Bicycles and motor vehicles should be separated wherever possible - the two CANNOT happily (or safely) coexist in the same space. Dedicated cycleways are a must to meet increasing demand for this mode of transport.
design	A bicycle lane, unfortunately, does not consist of a few lines or icons painted on the road. A bicycle lane is something that is physically seperated from cars. Until these are common bicycling is likely to remain a minority activity.
	Germany is an inspiration for well integrated bicycle use. Little old ladies use bikes everywhere, guys in suits zip across town etc... Largely due to the ubiquitous presence of bike lanes - that are on the FOOTPATH! ie: a seperate section of the footpath dedicated to bikes. No German in their right mind would ride on the road - it is considered completely unsafe. I also consider it unsafe and will risk fine and fury to continue riding, carefully and respectfully, on the footpath.
	As soon as your on a road with any kind of traffic you feel unsafe. Most of the population will not take up cycling for this reason.
	I know it's expensive and difficult to do, but to actually change people's bicycle habits and encourage bicycle use - you MUST provide bike paths that are physically seperated from the roads. At the very least on major routes. The threat of the car door knockign you into the path of a car screaming up from behind makes riding a bike on the road just constantly worrying.
	Great that you folks ask, good luck with it! - Newcastle is in a GREAT position to become a pioneer and flagship Australian city in regards to bike use owing to being so flat and relatively compact! Please take the issue by the horns!
design	
design	All existing and proposed cycleways MUST provide absolute separation between cyclists and pedestrians
design	all over city cvcleways that link up
design	Any areas in the NCC areas that have a cycle sharing the road with a car - in other words all the areas that have not been clearly 'marked' for Cycle use.

Anything that can make cyclists want to leave the car at home and use the bike.

Cyclists should be prized for not contaminating and not putting one more car on the streets.

From all the things asked, more cycle-paths is probably the most important, especially in major roads. I do not use the bike more often only because I'm scared of being hit by a car/bus. I tend to ride in off road areas.

Why can't we cycle in Blackbutt Reserve?? Why can't it be a shared path?? It would be a great place to be able to exercise safely. The more places to exercise, the less cardiovascular and obesity problems there will be.

design

Anywhere that puts cyclists next to cars. Car door openings are the most dangerous of all. I have witnessed some horrific accidents from this happening and at least three times a week it happens to me.

design

As a driver I get annoyed at bike riders and when I cycle I don't feel safe in heavy traffic. There really should be two different lanes for the safety of both and to encourage more bike riders. Newcastle isn't a big place there is no reason why more people shouldn't cycle

design

Bike paths need to be separate from cars on roads. Please visit Canberra and check out the bike paths there. Newcastle need to replicate these and have some major bike arterials in Newcastle.

design

design

Cars & bikes don't mix. Were possible bike only lanes should be in place .

Convert all of the old closed railway corridors into cycleways.

Adopt the Dutch approach to cycling. Everyone in Holland owns and rides a bicycle. Even senior citizens.

Bike riders have there own cycleays alside of the main roads.

Go to any rail station and see how many people rode their bicycle to the station an dcaught a train to work.

design

design

Cycle lanes

Cycle ways need barriers to provide protection from traffic. This is the most important way to increase safety among riders and to encourage more people to ride. Cyclists need to be kept physically separate from cars.

design

Cycle ways on side roads running parallel to all main roads with traffic islands so there is no through vehicular traffic only local traffic and cycle traffic. Push button crossings to get across major roads (eg hannel drive and turton rd crossings are particularly bad, glebe road can also be dangerous). Roads this would be good on are the existing cycleway to the foreshore from Fernleigh, maitland road, pacific hwy, honeysuckle (although there is no road available, but possibly if the rail line gets cut).

Bike racks - outside nightlife and shopping areas - darby st, beaumont st, hunter mall, the junction, more at honeysuckle, the lass and the cambridge, the beaches, at railway stations. They should be spaced out so that there is always one close by and they are in a high traffic area so that there is less chance of theft.

design

cycleway around garden city a token effort of a bike imprint in the car lane is not safe at all.

All cycle lanes seem to just be a carpark space so once there are cars parked there, there is no room. Bike lanes always seem to just be a token effort. The need to be connected and planned in with developments

design

On a recent trip to Melbourne I was so impressed with there bike riding culture. The roads are designed with bikes in mind. They are either wide enough or designed to discourage cars and encourage bikes

- Cycling up and down the Fernleigh track is pretty boring after the 1st trip, but it is safe from cars and dogs. An ideal cycle way (for leisure and exercise) would be about 20 to 30 kms long (or more), and physically seperated from the traffic. It takes more than painted lines on a road to seperate traffic and cyclists safely, and to give recreational cyclists the confidence to venture out. My husband could cycle to work, but he was once nearly run off the road by a public transport bus at a roundabout near Hamilton (the bus driver was well aware of what he was doing), so neither of us will use bicycles on Newcastle streets. When we lived in Brisbane we felt quite confident using them and used to cycle all over the place. Also, to use bicycles as a souce of regular exercise shade is required over the route.
- design  
dedicated bike lanes, side of road well maintained so we can actually cycle closer to the curb, awareness of rights of all users of the road, perhaps training for cyclists to know how to properly use the road (reminder of road rules and rights).
- design  
dedicated lanes for cyclists only around the city would be good.
- design  
dedicated, safe cycling zones into newcastle other than via the foreshore. use of bollards, cycle lanes at traffic lights - cars generally don't give bikes right of way or allow adeqaute for cyclists in lanes/crossings
- design  
For bikes to be viable form of transport Designed bike lanes are required.
- The speed diffrence between bikes and Cars is too great when the car is passing 50 cm from the bike whilst trying to avoid car doors in the suicide lane we call a bike lane.
- design  
Car drivers are too agressive towards bike riders.
- design  
For defined bike lanes see Jinqiao in shanghai china, great seperation and safety
- design  
For me to feel safe to ride my pushbike, there has to be specific bike-only pathes, as well as safety-concious bikeriders. To encounter a group of 10-15 bikeriders barrelling down the road, disregarding who else is on the road,do not improve safety.
- design  
For safety reasons cycles should be physically separated from vehicular traffic.
- Cyclists should be more considerate of other users of pedestrian/cycleways. More signage placed along cycleways could assist. Not enough signage on the Fernleigh track.
- design  
Cycling should be permitted on more footpaths where width permits in order to reduce the more catastrophic type or motor vehicle/cycle collisions.  
From the end of Fernleigh track at Adamstown to the city & Nobby's needs to be a bike track separated from motorise traffic.
- The same applies to the route to the bike track at Jesmond.
- design  
From the proposed end of Fernleigh track at Belmont to the Warners Bay bike track should be linked by a bike track separated from motorised vehicles.
- generally, more dedicated, off road (but fairly direct) cycle paths (or shared pedestrian/cycleways) are needed connecting suburbs, for commuting (less for leisure).
- specificaai feel that the city needs a dedicated and fairly direct cycle way/track (including safe on-road routes - wide enough road shoulders with no car parking alongside) linking the inner city and Cardiff. Preferably this would include access to Blackbutt Reserve. An offroad, shared pedestrian and cycleway alongside Carnley avenue would be a worthwhile investment, and draw many more visitors to Blackbutt reserve using these transport means.
- design  
I work at Cardiff and live in the city and reluctantly do not cycle there because I do not feel safe doing so (the Jesmond park cycle way is too much of a detour for me). I would use a Carnley Ave cycle/pathway daily if it existed. (not so practical riding through Blackbutt reserve - very steep tracks)

- design Generally I do not know why cycleways are put on busy main roads when there are usually quiet back streets perhaps only one street away that are much safer. All the cycleways need the marked bike lane, many drivers don't see or choose to ignore the cycleway signs. The council made cycleways are great but often getting to them is very dangerous.
- design get rid of the railway from mayfield to newcastle so that cyclists may then use this route instead of having to compete with cars and trucks on the narrow roads.
- design Get rid of the ridiculous car death door lanes that Council has put in. Refit all thses car door death lanes with separated cycle lanes so cyclists are protected. King St. Darby st, Parry St come to mind and are very dangerous.
- design Council should not put in painted bike symbols on road unless they are going to make safe provision for cyclists for the full journey.
- design The way a Park Street bike lane finishes in front of the entry point to Westfield Kotara is unbelievably dangerous. It is unbelievable that council would put this in place. In this circumstance it would be better to have no bike markings as they give cyclists a false sense of security and leave them in a very dangerous place.
- design If you are not going to do it properly, don't do it all.
- design I am extremely concerned about the continued inclusion of 'bicycle' lanes in spaces that are adjacent to parking spots. Such as in King st and more recently along the west side of the foreshore drive (opposite Hunter Water)
- design I find that these are the most unsafe streets to ride in. We are expected to stay within these lanes (and are abused if we don't) but we need to be to the right of these lanes because of the consistency with which doors are opened on us.
- design To my mind, the most important thing you could do would be to remove these lane markings until you can actually put a physical barrier between cars and the bicycle lane.
- design I feel really unsafe riding during peak time as I have to ride on the road sharing with traffic.
- design I feel that cycle lanes and carpark lanes need to be separate.
- design I know people who ride their bikes to Uni and have used bike chains to lock them up properly and thieves have dismantled their bikes and stolen them still.
- design I have recently been to Chengdu, China, and every road has a wide shoulder which has a barrier to prevent cars entering/crashing or garden beds, etc.
- design I like to divide Newcastle's bike paths into 3 regions divided by the railway. North of the railway (i.e. Mayfield, Islington), East of the railway (Hamilton, Newcastle) and West of the railway (Lambton, Wallsend).
- design - North of the railway, bike paths are virtually nonexistent and roads are dangerous to ride on. I tried to avoid cycling in this region and would never live there unless facilities were improved.
- design - East of the railway, though bike paths exist here they are mostly shared road/bike paths. Also bike baths will pop up on the side of the road and stop abruptly a few 100 metres down the road). This makes it difficult to plan a safe route to ride through this part of the city and is a discouragement from riding into the city.
- design - West of the railway has some great cycle ways (I include the Fernleigh track in this region as it represents the suburbs). The investment put into the bike paths in this area over the years is a credit to Newcastle council. My only comments are that the lighting on these bike paths could be improved and they need to connect better with cycle ways into the city. They seem to stop abruptly once they hit a railway track.
- design I like to ride with my daughter around the newcastle fore shore. It would be nice to cycle and enjoy the view in our own lanes. It is hard to cycle around the beaches with cars and pedestrians. Especially from nobby's to newcastle.

- I live in The Junction and I would never even consider riding a bike in the city or inner suburbs as I feel that the so called cycleways are a complete joke and an insult and a definite safety issue to the bike rider. !!! Painting a bike on the road and sometimes a white line does not make it safe for bike riders, get real !!!!
- design
- I live in town, so it should be easy to get to places on a bike, but the biggest barrier is I don't want to have to ride on the road without a bike lane. It is too scary.
- design
- I live on a main road which is very busy and there are no cycle ways nearby. I discourage my children from riding at times because it is so dangerous and cars seem to rule the roads.
- design
- I ride fast so I ride on the road. Fast riders should not be on the furnleigh track, it is not fair to be going 40 - 50 km an hour on what is also a pedestrian path.
- Cycle lanes should not also be the parking lane.
- It would be great to have a network of cycling routes with dedicated lanes all over the city. Road bridges such as Stockton and Industrial drive have no space for cyclists. Can be quite scary cycling over these bridges with a hoon in a car right up your tail
- There is broken glass and debris on the side of the road almost everywhere eg industrial drive, Griffiths road, Maitland these cause punctures. Regular street sweeping would help.
- design
- Newcastle is an idea city for cycling, but many people are put off because drivers are unwilling to share the road.
- I ride from CBD to Hamilton along King St. The King St / Tudor St intersection is dangerous if you are cycling straight along King St.
- design
- The parking/bike lanes are dangerous, as an opening door wipes you out into adjacent traffic where you await you death.
- I ride to work via Donald and Parry Street. I feel like I am risking my life every time I do. Dedicated cycle lanes are not continuous and end with nowhere to go. Cars come way too close to me and I fear car doors opening in front of me.
- A dedicated safe wide cycle lane would make my trip to work far safer. I try to ride most days given the parking sutation in town. I know i would ride every day if there was a dedicated safe cycle lane. It would only mean oosing a few car spaces along Parry Street.
- design
- I ride a lot with my daughter in a bike seat and ish it was easier for me to get around safely.
- I see many cyclists riding on newcastle rd, and king street, along a lane that is predominately reserved for car parking, but has a cycle way symbol painted in the lane. I still don't understand how sharing this lane can possibly be safe for cyclists. I would like to see the east bound lane free from car parking during peak hour in the morning, and the west bound lane free from car parking in the afternoon peak hour. I think this would make it much safer for cyclists riding to and from Newcastle for work, and would then encourage more people to do so.
- design
- I think it is essential to have a dividing line down the middle of bicycle paths especially if shared with walkers and dogs. Also signs to say Please keep to left of path and please ring bell when overtaking walkers or cyclists
- design
- I think it is still dangerous on public roads for cyclists
- I used to cycle all the time but gave up because there are just to many cars and to many idiots on the road. Unless there is a massive injection of funding in public transport to reduce the number of cars or a completely separate cycle way network built it is unlikely I would ever take up cycling again.
- design

design I used to live in Canberra where there are real cycle paths through scenic areas and well away from cars. It was an inspiration to ride and not at all stressful unlike the poorly marked bike paths next to full on traffic lanes. With a bit of imagination you could weave bike paths throughout Newcastle as it is relatively flat in some areas and has a lot of potential.

I was recently in Sydney and had the luck see a new on road two way cycle path being built in Bourke St Surry Hills. The physical separation of the bicycle path from both cars and pedestrians seems to me to be a best practice and extremely safe form of development. This would truly encourage the uptake of cycling amongst a greater diversity of people.

design The trip from Mayfield to the CBD which I have chosen to review in this survey is a truly scary one. Traffic travels very fast and at many points along the trip (both on Maitland Rd in Mayfield and Hunter St) the road is barely wide enough for the two lanes of traffic and parking. There are places on this route where if I park my car I won't even get out unless there is no traffic coming. I will not bike on this route at all due to the narrowness of the road.

I will never ride a bike whenever the cycleways are shared with cars or pedestrians. The three need to be separate and safe. I walk every day and cycles are far more dangerous than cars. The Fernleigh track is a nightmare as a pedestrian - did it once and never again. Cycles need to be completely separate and you need to be able to drive to them, then get on them and not meet a car or pedestrian till you get back to your car. Having been a trauma theatre nurse for many years I will never ever ever get on a pushbike or motor bike on a road shared with cars. As a car driver bicycles are also dangerous, they disobey the road rules and you can't see them. While there are many reasons not to ride (steep hills, having to lug everything to work including change of clothes and toiletries and hair dryer and laptop and lunch and handbag and... heat, rain) I would possibly ride for leisure if there was somewhere you could go where there was just bikes so everyone is on an equal playing field.

design I would definitely ride a bike if there were designated bike lanes separated by a barrier from cars around inner Newcastle.

I would like to raise a dangerous situation where a bike path rejoins the road. The bike path goes along the northern boundary of the Mater Hospital (it is new) but when you are travelling towards the university the bike path stops suddenly and rejoins the road. Unfortunately it joins the road just at a point where traffic merges which is extremely dangerous. It would be ideal if this bike path was continued for at least one block so that the point where bikes merge is a bit safer.

Greater continuity of bike paths from CBD to Uni would also encourage many more people to ride. At the moment the trip is very disjointed - getting on and off small sections of bike path and through many intersections if you want to travel on back roads to avoid traffic.

design If you want a bike strategy that works fantastically without having to build extensive bike tracks see what they have done in Vancouver - they dedicate roads adjacent to main roads as bike preferred roads (without excluding cars) and so you can travel extensively whilst sharing the road only with residents that live in that particular street. I am sure the residents of the streets would not mind as they would have heaps of quiet bikes in their streets instead of other cars.

design I would not ride a bicycle on the roads but may consider riding on a cycleway with no vehicles.

I am 64 and my reflexes are not good enough to ride on roads. I ride on footpaths, cycle/pedestrian paths and very quiet roads. I think it is extraordinarily dangerous to mix bicycles and cars/trucks/buses on roads. Those painted cycle lanes on major roads are a joke and extremely hazardous. As a driver who is very aware of cyclists, I can't work out what some of those painted signs are indicating, therefore I imagine most drivers understand them even less. We need dedicated (walled off) cycleways.

design Thanks

I'm all for bike-lanes. And improved pedestrian access as well. Anything to get the SUB-urbanites outta their planet polluting cars.

design

So when are cars gonna be BANNED from the mall?

In general Newcastle doesnt provide safe cycling lanes / routes. If we arent competing with traffic we are trying negotiate the public. We walk too and understand the concerns of the public with cyclists scooting between people and prams. Lets have better cycle routes and keep us and the walking public safe.

design

design

It is very dangerous to ride a bike in Newcastle

It would be excellent if traffic light sensors would recognise if a cyclist is waiting for the lights to change so the cyclist does not have to wait until a car triggers the sensor or then, having waited for a length of time then cycle over to pedestrian button to make the lights change or in fact wait until the way is clear and cycle through a red light.

Cycle lanes squished between car lanes and cars parked along the curb are generally inadequate.

Cycling is for leisure and for purpose, convoluting cycling tracks that are off road but add significant time to a journey from A to B should be put second to making cycling a better option for all people to carry out normal life. On road cycling with dedicated sections that are separated from the road would encourage more people to take up cycling for many more purposes than just leisure.

design

Bike racks a ridiculously hard to find in Newcastle. There are no racks at Newcastle, or Civic station (and I imagine that is the case for many of Newcastle's stations). This is absurd if you want people to take up public transport use.

design

It would be of great benefit to have dedicated cycle lanes - painted green and separated by a concrete strip. It would also be worthwhile bridging the gap near the 'tree of knowledge' on the shared foreshore cycleway/footpath. It's a dangerous intersection.

Key issue is the narrow half-baked so-called cycle lanes. Cars park half over them forcing cyclists onto traffic lanes and they finish suddenly at intersections and roundabouts. They are more dangerous than not having any lanes at all.

design

A very common problem is that the roads and paths are often covered on broken glass. Glass products should not be allowed to leave licenced premises or be sold late at night from licensed premises.

Linking cycleways. Link the Carrington cycleway right through the Honeysuckle precinct and around the foreshore to Bar Beach, Merewether and onto Glenrock.

Improve bicycle acceptance on the Stockton ferry. Free passes for cyclists?

design

make all cyclepaths off road, excellent examples overseas (Whistler, Canada). The road is not a good environment to encourage people to cycle.

design

Living in Stockton there has recently been a very good improvement to the cycle/walkway, I am presently thinking of buying a cycle to use this new facility. I think that improving and building more cycle ways will encourage more people to cycle.



Sometimes the "cycle lanes" drawn on the road make things less safe for cyclists because they are actually drawn in the "car door death lanes", so they make drivers think you should ride there while this is actually the least safe thing you can do!

King Street, heading west, at the intersection with the Pacific Highway is terrible. It used to be ok, but was changed about a year ago. Now, before the traffic lights, heading west, there are three lanes of cars going straight ahead plus a marked bike lane. There is no bike lane on the other side of the intersection and the left lane is not wide enough for a car and a bicycle. In the afternoon, if you are in the bike lane and stay left after the intersection cars will always try to pass you leaving an unsafe gap. I now wait at the traffic lights in the middle of the left car lane rather than the bicycle lane as it is the only way to ensure that cars do not pass you with mere centimetres to spare. I think this part of the road could be improved by having a marked bicycle lane on the other side of the intersection, one that makes it clear to the cars that the bicycles have right of way and should not be passes so closely.

design  
Another spot that could be improved is at Waratah, the crossing of Maud Street at the end of Prince Street. There is a pedestrian refuge island, which is great. However, I have seen the post on it knocked over a few times in the past couple of years, so it still doesn't feel that safe. At peak times, it can take 5-10 minutes to cross the road here. Maybe lights or a crossing would be good.  
Stop putting bike pictures in car door death lanes, making the roads more dangerous. Only put in Austroads Standard bike facilities. Start understanding cyclists views by understanding the items below.

True sustainable, healthy transport spans all government/councils and all portfolios.

Please initiate/support plans for the following items:

- 1 A 1st rate Bicycle network to be completed by 2010 (not 4th rate bike pictures painted on the road in the car door death lane)
  - 2 Reduced road speed limits (local and main arterial roads). 30km/hr local. 70/60 km/hr zones goto 50km.
  - 3 Compulsory bicycle questions for driving license tests
  - 4 Proper enforcement of dangerous driving/cycling (including tailgating)
  - 5 Education campaigns to promote bicycles being a safe alternative
  - 6 "Car" driver liability being invoked, and onus to prove vulnerable road user was at fault
  - 7 No new or expanding roads, highways, tunnels, airports, urban sprawl. Funding for blackspots and sustainable transport (walk/cycle/train/bus)
  - 8 Bikes to be free on all public transport all the time (not just outside of peak times)
  - 9 Minimum passing distance for cyclists, More than 1.5m
  - 10 Mobile phone use ban including hands free (distraction is in the conversation, not holding the phone)
  - 11 Bicycle libraries and free bicycle initiatives. Remove tax benefits derived by car use
  - 12 Recycling and recovering pre-loved bicycle schemes
  - 13 Urban planning to encourage walking/cycling everywhere : shops/school/work/etc.
  - 14 Get the obese kids healthy again by walking/riding to school
- Note : 10% less cars removes congestion/parking problems. Exercising improves productivity at work.**

design

These transport initiatives will make our roads safer, be good for the air quality, environment, green house gas emmissions, peak oil problems, health, toursim.

You will get community support & the votes if you can show a commitment to safe, healthy, sustainable transport.

Many people get scared off riding a bike on the road because cars are passing them too fast and too close. We are getting the same situation on shared walking/cycling paths aswell (were people are getting scared by cyclists passing them too closely and to fast).

Q:What has caused this?

A: The council & RTA in Newcastle has put in the worst bike picture "lanes" on the roads that don't even meet the safety standards. Narrow bike picture "lanes" situated between parked cars & the left traffic lane is a recipe for disaster. If riding in them & a person opens their car door you will crash into them. And cars are passing you too close & too fast for comfort. Even though for adults cycling with safety skills is less crashes then driving in cars.

### **HOW DO WE SOLVE THIS?**

Unfortunately a lot of research, different lane position riding and cycling experience is required to bust the myth that riding a bike as far left as possible is wrong. Please read the explantions below to expand your mind!

If you think riding a bike is too hard or too dangerous, then you are doing it wrong. Stop getting annoyed by cars and stay out of the car door lane.

You really aren't being kind to motorists by getting out of their way/lane.

We are kind when we don't put kids jumping out of cars lives at risk.

Unsign-posted "bike picture lanes" are too narrow & Road Rules 153, 144 & 247 advise not to ride in them. They are car-door-opening-death lanes. When passing parked cars, 30m beforehand, check for cars, then move into the next lane safely, away from door opening zone.

Please never ride in the car door lane....

Even when Bicycle Victoria continue to publish crap about riding slowly, or checking for rear brake lights etc. I only heard/saw my 1st one last month and it was sickening. And one of my friends just got doored, lucky to be alive. Many Councils are incouraging car door death riding by placing bike pictures in the car door zone. They look like bike lanes and motorists and cyclists think they should ride there.

Yes I admit motorists get angry when you take the lane, but they don't know the dangers of car-door-death riding. Why don't I just make motorists happy, and ride in car door lane? Answer is I don't want to die. I'd rather be safe and ride in the traffic lane, and then other cars travel at safe speeds behind me. Win - Win situation for everyone!

##### Little Known Road Rule #####

When I talk about a right to ride safely my context is

best summed up in an example:

All vehicles should travel "as far left as practicable"

But many Aussies think bicyclists should ride as far left as POSSIBLE. That's where we see most bicyclists

ride, so it must be law right??

We have a right to bicycle as far left as safely

practicable, including giving room for a car door that could open in front of us. And having road position to reduce the amount of motorists dangerously squeezing past us when overtaking

I try to have this info in my auto signature so I don't need to answer these questions. But thanks for asking and maybe I will change my auto signature.

I think current bike lanes are way too narrow and there are too many car door opening and cars squeezing past too closely occurrences for them to be perfect.

Many first time cyclists using these bike lanes still feel frightened. I agree for experienced cyclists that some bike lanes make you feel more safe. But when the first time cyclists still feel frightened in the "You beaut new bike lane" it is easy to see why they revert to cars.

Bike lanes are good when accompanied with education of safe bicycling. I would never separate these two things.

But a major reason Critical Mass exists is to assert our right to ride (safely) on the road. Until different solutions

like Cr Osborne suggest exist we need to continue to

assert our right to get from A to B safely and timely.

So Critical Mass is a celebration of cyclings good virtues (mostly enviro). And our right to ride on the road. We do NOT have a right to ride dangerously (running red lights,

mowing down children, etc). We have a right to ride SAFELY on the roads.

But as I said motorists are taking away this right for us to ride safely by

passing many cyclists too closely. Many motorists say to get into the

bike lane, but the bike picture lanes in Newcastle aren't mandatory because they are too narrow.

Many cyclists complain about cars or trucks passing

them too closely when they ride on the very edge of

the road or gutter. Most people are unaware that this

riding style usually encourages cars to dangerously

overtake, sharing the lane when there is not enough

room to share. This further encouragement of the now

socially acceptable practice of passing cyclists too

close means when a cyclist rides in a different manner

(Critical Mass style for example) it is socially

unacceptable. I suggest to them to get a flag that

sticks out in traffic (like me) OR learn safer cycling

techniques, so we can be spared the whinging.

Cyclists require 2m passing distance which usually

means the car/truck would need to change

lanes to overtake. That means the car/truck needs to

wait until the other lane is clear. Or should the

car/truck just force its way into the other lane,

making on-coming traffic swerve to miss them??

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\*\*\* Road Rule Rage \*\*\*

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Council and RTA education needed about Bike pictures on roads

Page 6 Section 1.3 of the NSW bicycle Guidelines RTA (V1.2 Issued July 2005):  
“no practioner should design or install any facility that requires or encourages road users to contravene an Australian Road Rule”. But this is happening with the encouragement of passing cyclists too closely. The following evidence in the road rules and RTA publications supports this assertion.

Road rule 247 - Riding in a bicycle lane on a road (\$44 fine)

(1) The rider of a bicycle riding on a length of road with a bicycle lane designed for bicycles travelling in the same direction as the rider must ride in the bicycle lane unless it is impracticable to do so. NSW: Only applies where there is a bike lane sign (bike logo above 'LANE') beside the road. NOT where only bike logo on road.

(2) In this rule road does not include a road-related area.

RTA Road Users Handbook OCT 2007: pg39 “When overtaking give bicycle riders a safe amount of space. This means at least 1 metre to the side in a 50km/hr zone”. This is good. Congratulations!

RTA Road Users Handbook OCT 2007: pg40 “Allow ample room in case a car door is opened. Do not ride between and around parked vehicles” This is on the way to being good advice. But confusion is still there. Perhaps for the second sentence:

Do not swerve inbetween parked vehicles, and then out into the traffic lane without checking for other traffic.

RTA Road Users Handbook OCT 2007: pg88 “Bicycle lanes: When a bicycle lane is marked

on the road, cyclists must use it”

THIS IS CAUSING ROAD RAGE!!!!!!!!!!!! This is what people quote when they say bikes

should be riding where the bike pictures are painted on the road. They are confused with the sign posted bike lanes, because it isn't explained in the handbook.

The RTA needs to fix this straight away! I suggest: When a bike lane is signposted,

cyclists must use it, unless impracticable to do so. Other non-sign posted bicycle picture lanes are narrower and usually don't give enough room when a car is also parked in it. Cyclists are not required to ride in non-sign posted bike lanes.

But that is happening with the application of "Advisory Treatments" (shared bike picture and car parking areas) and Bicycle Shoulder lanes Page 23 Section 5.1.2 of the NSW bicycle Guidelines RTA (V1.2 Issued July 2005) It says "riders still need to travel cautiously in the bicycle shoulder lane to avoid unexpected opening car doors". How can you avoid a child opening a door when you can't see him from behind. Yes, the person opening the door is at fault, but tell that to the cyclist who got knocked over from the opening car door, and fell into a traffic lane, and a truck ran over him. So the safe option is to ride at the safe distance from an open door. Many cases this puts the cyclist into the traffic lane. Then motorists are encouraged to illegally overtake in the same lane, squeezing too close past the cyclist. They are encouraged because they past many other cyclists, without leaving their lane (even though these cyclists were riding very close to the parked cars, and so there was more room inbetween them when the motorist overtook the cyclist.)

**Conclusion:**

The RTA handbook, with the combination of the location of bike pictures (not "bike lanes") on NSW roads is encouraging road users to contravene Australian Road Rule No.

144. They encourage in these ways:

a) visually they think bicyclists should ride where the bike pictures are. The lane width still allows them to squeeze past them in the same lane.

b) The practice of squeezing past bicyclists is continued on other roads without the bike pictures because they have been encouraged to do so in point a above

c) The RTA handbook says "When a bicycle lane is marked on the road, cyclists must use it". Again motorists think the authorities say its OK to squeeze past cyclists

d) Squeezing past cyclists is very dangerous. If defined as less than 1m room,

than it's not enough, for a cyclist that needs some room to manoeuvre

It also contravenes RTA's policy of promoting safe bicycling. Because people don't want to ride in the car-door lane, because people still open without checking.

### **Solutions**

- a) The RTA handbook must be fixed ASAP.
- b) Education campaign must be done to fix this problem. TV, radio, newspapers, mail, posters, etc.
- c) The police should be apart of the education campaign, issuing fines
- d) Societies attitudes won't change quickly, so the education campaign must be comprehensive and long-lasting
- e) The bike pictures painted on the roads, encouraging road users to contravene an Australian Road Rules must be removed
- f) Only bike pictures painted on the roads that meet AUSTRROADS standards, and don't encourage breaking the rules should be implemented.

Some more road rule info:

The Road Transport (Safety & Traffic Management) Act 1999, came into force in NSW

in Dec 1999. It incorporates the Australian Road Rules plus NSW specific provisions):.

Road Rule

153 Bicycle lanes

(1) A driver (except the rider of a bicycle) must not drive in a bicycle lane, unless the driver is permitted to drive in the bicycle lane under this rule or rule 158. (\$114 fine)

(2) If stopping or parking is permitted at a place in a bicycle lane under another law of this jurisdiction, a driver may drive for up to 50 metres in the bicycle lane to stop or park at that place.

(3) A driver may drive for up to 50 metres in a bicycle lane if:

(a) the driver is driving a public bus, public minibus or taxi, and is dropping off or picking up, passengers; and

(b) there is not another law of this jurisdiction prohibiting the driver from driving in the bicycle lane.

(4) A bicycle lane is a marked lane, or the part of a marked lane:

(a) beginning at a bicycle lane sign applying to the lane; and

(b) ending at the nearest of the following:

(i) an end bicycle lane sign applying to the lane;

(ii) an intersection (unless the lane is at the unbroken side of the continuing road at a T-intersection or continued across the intersection by broken lines);

(iii) if the road ends at a dead end — the end of the road.

144 Keeping a safe distance when overtaking (\$114 fine)

A driver overtaking a vehicle:

(a) must pass the vehicle at a sufficient distance to avoid a collision with the vehicle or obstructing the path of the vehicle;

and (b) must not return to the marked lane or line of traffic where the vehicle is travelling until the driver is a sufficient distance past the vehicle to avoid a collision with the vehicle or obstructing the path of the vehicle.

Note : The definition of overtake includes passing, while traveling in the adjacent marked lane.

Which doesn't happen if motorists squeeze past a cyclist in the same lane

<http://www.yeatesit.biz/transresource.htm>:

The general problem with appearing to "endorse" in your words

"fourth-rate bike lanes" is that they have become viewed as "acceptable" to

motorists and road authorities and can be death traps for inexperienced cyclists

hence in general, they are better described as minimum or substandard

... it is a factual audit assessment ... use Austroads Part 14 or if

necessary, international practices. The RTA guide is not sufficient.

Glass punctures:

Glass punctures are a thing of the past for me. Putting an old worn out tyre (with the

metal beading cut from it) inside the back tyre of my bike means I get no more glass punctures, and can keep riding until the back tyre is very bald. The inner protection tyre works best if it is a smooth tyre, with no knobbles on it. I would recommend only putting on a rear

wheel, as it is the most puncture prone wheel. The NBEC has some old tyres suitable to be made into inner protection layers. Many "racing" cyclists continually complain about glass where they ride, "causing" them to ride out in the traffic. But motorists get angry with the cyclists not using

the road shoulder, and the cyclists get angry with the motorists being angry with them. This angry cycle of whingers continues until they find something else to whinge about. I plead for happy people to solve problems and stop whinging.

Thanks for the opportunity

The main problem, after general safety, is the pinch points on roads where bike lanes end and car lanes narrow, such as bridges, but also including curb extensions into the roadway, such as opposite "Snows" on ?Kemp Street The Junction.

Dedicated cycle priority roads would be good, with cars at 20kmh (ask "streets" to nominate themselves and I am sure some motivated communities would do so). One example could be Macquarie Street Merewether, if at the top it was properly linked to either City Rd end or the Fenleigh track.

design

thx

The biggest deterrent for me for riding to work (which is the main area where I would/should increase my bike use) is a separate route, not shared with cars right into the CBD. There's no point cycling along nicely on a separate track and then having to negotiate king St with all the traffic.

design

The continuity of bike routes is poor. For example, several routes converge near Adamstown Station, but are not connected. Simple linemarking and signposting would help this. Better signposting to show destinations with route numbering (as done overseas) would also increase cycle use.

design

The current standard bike lane - ie. the car door lane - is insufficient as a cycleway in terms of safety and taavel efficiency. Indeed, the fct that they 'end' in the middle of a route should show them as ineffective and unvalued in the planning process. car lanes do not end in this manner - it would be absurd.

Particular locations such as along King St, Maitland Road and Hunter Street, between Mayfeidl, Islington and Hamilton are not equipt for safe riding, despite being major arterial roads.

design

Specific sections, blocked off from other traffic would make riding safer and encourage more communtors to ride instead of drive.

design

The most important issue is safety, I feel designated cycle ways would be fantastic as It would encourage more to ride a bike more often and the advantages with enviroment and health would be enormous!

design

The only way i would feel safe on a bike would be if there were cycle ways that were restricted to cyclists only. It is dangerous expecting them to share the road with cars and it is dangerous expecting them to share tracks with walkers.

design

The provision of marked cycle lanes on major roads, eg King St, Newcastle does little to improve safety or improve confidence in cycling with traffic because this lane is within the area of parked cars door opening & parking zone. Roundabouts are another danger zone for cyclists, especially Hannell & Cowper, Hannell & Elizabeth Sts where it is dangerous to try to turn across the traffic because of the width of the roundabout.

The routes are great - but getting to them can be problematic. That's what I'd like. Greater safety getting from my house to the cycle routes.

If you're an adult you can't avoid riding your bike on the road.

Also, we have a young adult son (19) with Down syndrome who wants to ride a bike soon. Developmentally in terms of safety issues, he's more like a 5 yr old. Clear safe marked areas would be wonderful for him.

design

And could we get L plates like drivers do? Might encourage drivers to give him and me more space when they over take.

The single factor which ultimately will improve the quality of Newcastle's cycling infrastructure in the increased provision of bicycle lanes and road markings. It is important that these markings are continuous along routes since it is frustrating when a dedicated cycle lane disappears. Physically separated bike lanes are great, but I understand that these types of bike lanes are often infeasible.

Also, dedicated bike lanes must be located in such a way that sufficient distance from traffic and parked cars is ensured. I believe the NSW regulations state that as a cyclist, I must cycle at least 1 metre away from parked cars. In many instances of cycle lanes, I cannot do this without being in the driving lane which is unacceptably unsafe.

At times I ride to the University from the CBD. The stretch along Griffiths Rd between Broadmeadow Rd and Lambton Rd (and beyond I suspect, but that is the stretch in which I cycle along) is extremely precarious and unsafe. The cycling lane (if present) is far too narrow and for a significant length it clashes with parked cars in a very unsafe way.

design

The stretch on Parry St (and then Donald St) between Stewart Ave and Beaumont St is also very precarious. Along this stretch the cycle lane is either non existent or it sometimes clashes with parked cars.

The worst thing about current marked cycle lanes is that they stop at intersections, such as at Howe St and Croudace Rd. Heading back from Jesmond this is my favourite road -a dedicated cycle traffic lights, but heading to Jesmond, the cycle lane stops, becoming a turning lane.

There is nowhere for cyclists to go.

The other thing that should be fixed are the traffic islands around Islington, Hamilton and the blocked streets in Cooks Hill. They should have space for bikes to pass through.

design

The existing cycle paths are good. Please make sure they join up and go somewhere, and don't just terminate at main roads.

design

There are no designated bike tracks I can get to without going on busy roads or up a big hill on a main road.

There is a MAJOR need to provide more Bike Tracks - preferably off main roads but also linkage inbetween bike tracks. Please make sure the gradient is conducive with 'east riding' - not just plonk some tar down & call it a bike track. I refer to bike track which goes behind Jesmond Park & comes out at Croudace Street.

Another 'wish' is to avoid Howe Street (at the end of the above track). We must ride down an EXTREMELY busy & narrow section of Howe Street - no parent would ever allow a child on that road & typically it is male riders with lots of experience only - because of the safety issues.

The problem is the section noted above & then we come to a beautiful new track which is in Lambton Park but there is no access to the track from the road!

A suggestion would be to improve pavement, paths & access from the Croudace Street exit directing Bike Riders AWAY FROM HOWE STREET & around to Pearson Street.

design

Pearson Street is a wide street with low vehicle movements which would promote safety & I'd also like to see it designed in such away that it would be safe to take young children along as well.

design

There just needs to be more lanes on roads dedicated to cyclists and more marked lanes on roads (painted in lanes)

There needs to be safe passages for bikes near and around roundabouts. All footpaths need ramps up so bikes can ride up to footpaths from roads. There needs to be ramps up to bikeways/footpaths to improve connectivity (eg the footpath adjacent to Newcastle HS on the northern side from Smith St to National park streets near the Scout hall on Smith St).

There needs to be much better connectivity between cycling and public transport including racks for bikes on all buses and trains.

The railway line needs a bike crossing at worth place and steel st so cyclists can cross.

There needs to be clearly separated markings on footpaths so cyclists and pedestrians can be separated (eg along the foreshore).

Footpaths need to be widened to accommodate cycling lanes(as it is so unsafe to ride on many roads).

There needs to be clear markers directing cyclists to less busy roads than run parallel to busy roads. These roads should (where possible) be made local cars only and blocked off as through roads for cars (e.g Dumeresq St Hamilton).

design

Verges along roads (e.g. City Road & Scenic Drive) need to be much wider for bike safety, with clear separation from cars.

There needs to be clearly designated and safe cycling commuter routes (i.e. they need to be wide with no cars or pedestrians)

Turn rights at traffic light intersections can be difficult but i dont know if its possible to fix.

I ride to and from work every day and while ever cars and bikes are sharing the road its an unbalanced equation and safety will always be an issue in peak hours. outside of peak hours newcastle traffic is generally so light that its not an issue where i ride between hamilton and CBD.

design

the biggest improvement to me would be to allow bike riding on the footpath, so that where conditions were hazardous on major roads, you could ride up on the footpath to get away from the cars.

otherwise, only a dedicated cycleway beside the major road is going to make a difference.

that or reducing car speeds to 20k or so but that is not practical.

Very few connecting cycleways, have to travel on too many main roads. Cycleways just stop i.e. industrial drive near Hunter Christian School - what are cyclists supposed to do, merge with traffic at 80km/hr?? Also planting of trees and car parking in cycleways e.g. Honeysuckle Drive, impedes use.

design

want clearly marked lines between walkers and bike riders especially along foreshore and fernleigh track---walkers in one clearway and cyclists in another

design

We need a web of cycleways that covers the whole city and coordinates with adjacent LGAs.

design

We purchased two bicycles when we moved into the CBD ten years ago and would love to use them but there are no dedicated cycle ways from opposite Newcastle Railway Station where we live. In our apartment complex alone there are about forty bicycles and only four would be used and those would be only used irregularly due to I believe a lack of dedicated cycle ways!

design

What I cannot understand is why are you so eager to build cycle ways into the city.

GPT has offered a magnificent plan to provide not only a dedicated bus route, but safe cycle paths & pedestrian routes running along the length of their proposed corridor from the city to a hub at Hamilton north.

This is a brilliant answer to the brabed wire fence we have with the heavy rail cutting our city in two.

Both heavy & light rail are stuck on immoveable tracks with a tangle of steel overhead.

Trains can only run in & out of the city , whereas if we had this dedicated road buses, coaches, bikes & pedestrians could turn off to any suburb to the left or right at any cross street.

When they arrived at Newcastle they could drive straight ahead to the baths & follow the coast along all our five beaches, eventually returning to the outer suburbs or the hub.

Stockton has wheelchair access to the ferries on both sides of the harbor. When they arrive they either have to travel to Watt St or Stewart Ave to cross the tracks or struggle up the tower to Hunter St.

The proposed corridor will give access to & from the city & the foreshore by car or on foot

The buses would be out of the congested lanes in Hunter St, where there are 7 sets of lights between Stewart Ave & Watt St.

I also believe the rail should be taken right back to the junction of the main line & the hub to accommodate large parking areas, coach transfer areas & bus exchanges.

It is my understanding Mr Lowey is very keen to bring the soccer & football finals to our city plus the huge financial gains involved the hub I propose would be an enormous incentive for crowds to travel to Newcastle from every branch of the main line up & down the state.

There is also a future possibility to set up a fast rail from this hub to our Williamtown Airport, which would attract more people to Newcastle by air.

design

i am frankly shocked by the small group of people of very little foresight, who

constantly manage to stop progress in our city.

Please resist removing the Law Courts from the eastern end of Newcastle, the Post Office would be a gem of a Court House & could once more become building in which we could take great pride.

I love this city, I hate the crippling indecision of our councils & community leaders to grasp the incredible opportunities on offer to make Newcastle the proud place it was in the past.

design Where the cyclists are separated from the vehicluar traffic, things are good - and generally the street crossings are well done. Where ever cyclists have to share the road with cars and trucks it gets scary. For this reason I cling to back streets wherever possible and resort to the footpath when things get dire - something I'd prefer not to do as I really dislike cyclists when I am on the footpath! This is a SPECIFIC comment for all the situations I find myself in.

Where the marked on-road cycleways suddenly stop , for example at roundabouts, dumping bikes into the traffic flow. A bigger, emerging problem is areas like Fernleigh track where pedestrians are tying to take over the route, whereas it was designed as a commuter route for cyclists. The parents and kids (of which I am one!) deserve sepaarate dedicated areas so that little kids aren't learning to ride on a major thoroughfare.

As my wife says, the sooner we take over the kerbsideparking lane for bikecycleways, the earlier we willhave a city thinking critically about cars and their role in the future.

design Right now, ourcities are designed soley for cars, is that sustainable or affordable? While it's pleasant going the foreshore route to work from Islington and now Mayfield, it takes a lot more time and I would much prefer to be able to take the direct route along Maitland Rd and/or King St, but it is just impossible, and very unfair and stupid that cyclists aren't given more room. In China they have their own whole lane separated by a fence from the road proper. It would make such a difference to the car pollution and congestion in this city. And those painted bike signs are more trouble than they're worth - they don't indicate a safe space to ride (next to potentially opening car doors) and are misleading.

design Wide dedicated bike lanes on busy roads(eg: Beaumont St, Darby St), as seen in Melbourne suburbs - (Brunswick St through Fitzroy business precinct)

design wider footparths every where would help a lot. untill riders understand traffic rules they stay off the streets.

design Width of (most) bicycle lanes at intersections narrows and is very dangerous with merging traffic.

you need separated cycle lanes where motorist can not drive in the same lane which will not happen in this country because road planners do not reconize cyclists as road users and never will that why so many cyclist get injured and killed ride to work on a bike are you nuts I would like to arrive at work alive not in a meat wagon this country has no idea how to produce safety for cyclists on regular road routes and to build this the costs are to high because our population is to small to pay for it SAVE YOUR CHILDRENS LIVES BY NOT LETING THEM RIDE BIKES ON ROADS EVER

design - Driver education - promote the ONE METRE guide to approaching cyclists.

education - Bike lanes in which there is NO PARKING - parked cars in bike lanes are almost more dangerous than no bike lanes because motorists expect the cyclist to remain IN the bike lane;

A general overall improvement, but the need for an increase in driver awareness, as well a rider safety education in relation to vehicles at schools for younger riders.

education

Also, I notice the importance of safety equipment, safety lighting fitted to cycles for night riding etc is not as good as it needs to be and there often seems to be an attitude of ignoring it by the law. Perhaps Council Parking Enforcement Officers should be empowered to enforce the bicycling safety laws.

A less hostile attitude and better consideration of all users, cars, bikes and pedestrians would make cycling less stressful. On shared pedestrian/bike paths both users need to be aware of each other. Fernleigh Track is notorious for parents not supervising children, and dog owners not keeping control of their animals. Conversely, cyclists need to slow down on shared paths.

A more extensive linking of dedicated bike paths would both be safer for cyclists and encourage more people to cycle.

On roads, it would appear that often cyclists are their own worst enemy, disobeying road rule and then complaining when being abused by motorists.

education

Narrow bridges on busy roads (eg Wallsend rd to Sandgate over the railway line) as well as single lane roads without a shoulder make riding dangerous.

As a driver I am always very careful around cyclists. I find that on busy roads (e.g. Darby Street) there is just not enough room to safely negotiate and I always slow down. Some cyclists also do not bother to move over at all and take up an excess amount of the driving lane. Adult cyclists riding on footpaths in built up areas at speed are dangerous.....I thought it was illegal to ride on the footpath. Some even ring their bell at you to get out of the way....what the....

Lycra cyclists are also nicknamed the Silent Killers because of the speed and lack of sound they produce as they whoosh past you .

education

So I suppose in the end I am advocating, better education of cyclists, maybe a registration system of some kind (to bring the dangerous ones into line), as many bike lanes as practicable, bike racks through built up areas. I think we need to be encouraging bike riding for the environment as well.....with peak oil, global warming and climate change....it is one of the practical and easiest changes we can make in our daily lives.

As a everyday user of a mixed walkway/cycle way, I find that the majority of cyclists cycle too fast through the areas that have people walking, children in prams and on their scooters etc, and really dont care too much about anyone else but themselves.

They just rush by, and most do not ever use a bell to let you know they are coming along behind.

Several months ago, I was knocked over by one such rider, who just continues on with out much thought as to my well being, or how I was going to be able to make it back to my home.

If you do say something to the cyclists they invariably just reply with abuse.

education

Heaven help you if you want to walk over the week end with the guys are out enmass on their weekly ride the the harbour front along the Honeysuckle way.

As a regular cycling enthusiast I have had several near misses over the years. I do my best to stay as far left as I possibly can, at times almost riding up the kerb to stay clear of vehicles.

I currently live in Tokyo. And one of the biggest eye openers for me has been absorbing the bicycle culture over here. I have adjusted now and feel that they have it worked out. Cycling here is much safer than it is in Australia. And I never thought I would say that. Specifically, in Japan, you ARE permitted to cycle on the footpaths. To Australians, this sounds absurd and out of the question and I used to think the same. But after living here, it truly is so much safer. The only potential downside is that pedestrians have to share and be mindful that bikes zoom past from time to time. And I know that would be quite a culture shock for the Australian elderly etc. Aussies love their open space and there would most certainly be an uproar from the elderly if we allowed this in Australia. However, I can't think of anything worse than forcing our children to ride their bikes on busy Australian roads, when they would be much safer to ride along on the footpaths. It really works well in Japan. Cyclists are much safer and it also eliminates the need for councils to go around and make custom/expensive bike paths on the side of all the roads, paint them, mark them etc when the footpaths are usually already there.

It's a cultural thing and I feel that Australian cyclists would be much safer if we allowed this. Just like the "shared paths" we currently have already in many places.

I now refuse to ride on many major roads as I have been tapped lightly by cars and gently nudged, and there have been too many stories of cyclists getting squashed or knocked off by cars. It's not worth the risk.

Here in Tokyo I can cycle around safely away from cars.

Also as a side note: All bicycles in Japan are registered with the police and have to have a small yellow sticker attached. They use this to track the owners of stray bicycles or illegally parked ones etc. This would probably not be necessary in Australia because we don't have the same population density and resulting problems from that, yet. But we do have bad bicycle theft.

education	Here in Japan, I have left my \$2000 folding bicycle on my front porch for almost a year totally unlocked and of course noone even thinks of pinching it. I could definitely not do the same in Australia, it would be stolen within the first month by a junkie :)
education	As a walker on my own and with my dog - cyclists need to be more considerate and at least warn when overtaking from behind - especially when walking a dog
education	As I'm not a bike rider in the Newcastle region mostly on the Central Coast when younger but I do feel driving a car there are two many cyclist who donot obey or are aware of the surrounding when riding it also annoys me that we pay hefty fees for registration fuel etc where bike riders avoid these but still feel they have more rights to the roads then vehicles that pay for the right
education	As I'm not a bike rider in the Newcastle region mostly on the Central Coast when younger but I do feel driving a car there are two many cyclist who donot obey or are aware of the surrounding when riding it also annoys me that we pay hefty fees for registration fuel etc where bike riders avoid these but still feel they have more rights to the roads then vehicles that pay for the right
education	Bike riders need to obey all traffic rules as a major criticism is most do not observe them. The attitude seems to be that the rules do not apply to bikes. This criticism is not for inexperienced riders but is most often experienced riders wearing all the gear.
education	council to actively encourage people to ride bikes to work etc

Cycle lanes also used as parking lanes are unacceptable. If you have to keep 'squeezing' past parked cars you will eventually be involved in an incident. For example, I cycle through Jesmond Park heading East, but then cross the road and share a parking lane up to the Pub, which is quite a busy area.

Fernleigh track is excellent!

Keep extending it North and South I say!

Also . . .

education

Will someone please inform motorists that we have the right to ride 2 abreast in a traffic lane?

education

Cycle tracks should be shared. Fernleigh should be shared among dog walkers, families with children and not monopolized by fast cyclists. Have enforcement of a speed limit for cyclists and make them obey road rules like red lights.

education

Cycleways / routes near roundabouts need more "cycle awareness" - cars often fly through roundabouts without much regard for cyclists already using the roundabout. Very dangerous, especially the larger roundabouts eg. corner Elizabeth Street / Hannel Street Wickham.

education

Cycling Clubs bunching on Koorangang roads on weekends going to and from there racing is very unsafe and gives cyclists a bad image

education

Cyclists do not obey road rules and ride on footpaths

education

Cyclists should have decent paths to ride on, motorists need decent roads to drive on, motorists pay cyclists don't .

education

dedicated bike lanes, side of road well maintained so we can actually cycle closer to the curb, awareness of rights of all users of the road, perhaps training for cyclists to know how to properly use the road (reminder of road rules and rights).

education

Dedicated cycleways are difficult but bells or warnings to pedestrians, especially when riding on the beach fronts, would make cycling more acceptable.

education

Driver and bike rider education and respect for each other. Perhaps if a 'registration' was required for bike riders then drivers would have more respect for them. For example: a one-off \$30 for a little (metal) number plate the size of a passport that can be attached below the rear of the seat, and to get the initial registration plate one would have to sit for a theory test of 20 questions on road rules, applicable to children in order to ride on pavements/dedicated pathways etc. and for adults perhaps \$100 to enable riding on the road also. Make them slightly different in design (ie a black border around the 'adult' plates) so that they are easily identified.

Education:

Lots of abuses are "Get off the road you \*&%!" seems to indicate that number of motorists don't know that bikes have rights on road or have the attitude that bikes should be ridden on footpaths.

Facility Upgrades:

Hannel Street crossing near Elizabeth St roundabout - near impossible to cross at peak hours, barrier do not provide adequate safety and protection.

Hannel St and Cowper Street roundabout - near impossible to use during peak hours.

Area Behind fish coop to Mariners apartments path too narrow when pedestrian numbers are high.

Bike lane too narrow at left turn from Hannel St to Honeysuckle Drive, cars try to squeeze though at busy times and block bike lane or cars unaware of bike coming up on left when turning. Need traffic control device to prevent cars from doing the above.

education

Bike lane runs out at corner on road in front of car park compound at west end of

Honeysuckle Drive. Road narrows and cars try to squeeze through at busy times blocking bike lanes. Lack of traffic controls makes drivers behave erratically and traffic dangerous.

Bike lanes are generally too narrow everywhere in Newcastle - I dodge car doors opening just about every trip.

Bike lane runs out at roundabout front of Honeysuckle railway sheds, cars often do not give way to bike when lane runs out.

No bike lane on Hunter Street.

ensure that bike lanes aren't placed where car door openings are an issue.

- education driver awareness of this problem should be highlighted  
Generally better cyclist & pedestrian education so shared pathways can be safely enjoyed.
- education This applies to all shared pathways.  
greater awareness of car drivers of bike lanes - what they mean, visibility, how they should be used etc. Cars often use them for more space on the road.
- education I drive a car and have yet to see a cyclist obey the road rules. I live in Darby St and go via Parry St to Marketown through 5 stop signs some motorists stop at them but never a cyclist.
- education I have been verbally abused by pedestrians who walk three abreast on the fernleigh track and refuse to share and have been expected to ride off onto the grass for them. they see themselves above sharing a public route. there are many pedestrians in adamstown heights fernleigh track area with this attitude. also they allow their very small children to walk wherever they like on the path and refuse to explain to their children that it is a shared route so when their children inevitably walk into cyclists, they abuse the cyclist even though in my case, I always stop and have never run into a child or anyone else on the path and I ride on the extreme left in an effort to avoid colliding with pedestrians refusing to share. Once, in front of a 'shared path' sign, I stopped my bike for 3 walkers, walking 3 abreast one with a 3 wheel pram who were refusing to share, the woman with the pram then rammed my bike with her pram wheel and told my 12 year old daughter who was also on a bike and keeping to the left, as far left as possible without going onto the grass edge, endeavouring to share, to "watch it". The woman didn't think she was being rude. There need to be more signs so that pedestrians understand that they are required to share with the remaining users. Skateboarders can also use the path however they are hassled off by abusive adult pedestrians, usually the abusive ferleigh users are with prams or small children and they do not expect or want to share with anyone. Such pedestrians generally refuse to share.
- education I think the 2 dedicated shared pedestrian/cycle pathways in Newcastle Foreshore and Ferleigh need some control to prevent cyclist using them to train or cycle really fast (plus 20km/hour) and to keep motorised bicycles off them.
- education I walk/bike along Throsby Creek (between Hanell & Lewis Streets) most days. Lighting in this area is critical - the area has been vandalised and I feel unsafe walking after dark.
- Additionally, drivers need to learn to share the road with cyclists. A public safety campaign might help, but hefty fines (enforced) would be appropriate too.
- education I used to ride my bike to work about 50% of the time, but after an accident (collision with a vehicle, the fault of the crappy road, not the driver), I have been hesitant to ride.

education In shared pathways, there needs to be a more specific rule to warn walkers of approaching cyclists. At times there is a bell, others a word of warning, sometimes nothing at all. As a more elderly walker we could be knocked over. I fully understand that cycleways and paths should be shared, but I do sometimes wonder if I could be inadvertently knocked over without some warning. I am also aware that we should keep to the left and there is a need for walkers to be wary as well. Perhaps a line down the middle of a shared path as a reminder to keep to the left.

education It is important that cyclists follow safety rules. In inner Newcastle I nearly hit several cycle riders several years ago when I correctly began to turn left into Watt Street from Hunter Street, to find 3 cyclists turning R into Hunter Street, on the wrong side of the road.

Pedestrians need to realise that the foreshore pathway is in fact 'shared'. I am happy to be mindful of pedestrians but when they would rather cause an accident than be aware of cyclists by steadfastly refusing to share the pathway it makes it very dangerous for cyclists. Therefore - pedestrian education!!! A mobile refreshment van would be welcome on the Fernleigh track.

More lockable areas for bikes along the foreshore would be great!

An Amsterdam cycleway from say Broadmeadow to Newcastle City foreshore/CBD would be absolutely wonderful - not to mention, safe!

I'm sure I am not the only cyclist who is forever in fear of being dislodged by an opening car door!

education Pedestrian education on why cyclists use their bells!!!! as well as keeping to the left! Please put more signs up stating that paths are to be shared with cyclists. Educate pedestrians to turn off ipods & turn on hearing aids. I am abused two to three times per week by people who do not hear the bell, who do not move over when they hear the bell & who just cyclists but yet walk on shared paths. We need to do something about Hunter Street before a cyclists is killed. The buses in particular seem to enjoy coming as close to cyclists as possible. If you really wish to encourage inner city cycling make it part of the DA of apartments to have bike cages make it so owners can build bike cages in their parking spaces. The Elora apartments, 25 Beresford Street, will not allow lot owners to build secure cages within their own property, own car space for bikes. We know, happy for you to phone 0419 832 271. Thank you for the survey

education

education

education

Provide rocket launchers for bikers so they can blow up SOME drivers

Shared pathways need to adequately cope with all users.

Stop putting bike pictures in car door death lanes, making the roads more dangerous. Only put in Austroads Standard bike facilities. Start understanding cyclists views by understanding the items below.

True sustainable, healthy transport spans all government/councils and all portfolios.

Please initiate/support plans for the following items:

1 A 1st rate Bicycle network to be completed by 2010 (not 4th rate bike pictures painted on the road in the car door death lane)

2 Reduced road speed limits (local and main arterial roads). 30km/hr local. 70/60 km/hr zones goto 50km.

3 Compulsory bicycle questions for driving license tests

4 Proper enforcement of dangerous driving/cycling (including tailgating)

5 Education campaigns to promote bicycles being a safe alternative

education

6 "Car" driver liability being invoked, and onus to prove vulnerable road user was at fault

7 No new or expanding roads, highways, tunnels, airports, urban sprawl. Funding for blackspots and sustainable transport (walk/cycle/train/bus)

8 Bikes to be free on all public transport all the time (not just outside of peak times)

9 Minimum passing distance for cyclists, More than 1.5m

10 Mobile phone use ban including hands free (distraction is in the conversation, not holding the phone)

11 Bicycle libraries and free bicycle initiatives. Remove tax benefits derived by car use

12 Recycling and recovering pre-loved bicycle schemes

13 Urban planning to encourage walking/cycling everywhere : shops/school/work/etc.

14 Get the obese kids healthy again by walking/riding to school

Note : 10% less cars removes congestion/parking problems. Exercising improves productivity at work.

These transport initiatives will make our roads safer, be good for the air quality, environment, green house gas emissions, peak oil problems, health, tourism.

You will get community support & the votes if you can show a commitment to safe, healthy, sustainable transport.

Many people get scared off riding a bike on the road because cars are passing them too fast and too close. We are getting the same situation on shared walking/cycling paths as well (where people are getting scared by cyclists passing them too closely and too fast).

Q:What has caused this?

A: The council & RTA in Newcastle has put in the worst bike picture "lanes" on the roads that don't even meet the safety standards. Narrow bike picture "lanes" situated between parked cars & the left traffic lane is a recipe for disaster. If riding in them & a person opens their car door you will crash into them. And cars are passing you too close & too fast for comfort. Even though for adults cycling with safety skills is less crashes than driving in cars.

HOW DO WE SOLVE THIS?

Unfortunately a lot of research, different lane position riding and cycling experience is required to bust the myth that riding a bike as far left as possible is wrong. Please read the explanations below to expand your mind!

If you think riding a bike is too hard or too dangerous, then you are doing it wrong.

Stop getting annoyed by cars and stay out of the car door lane.

You really aren't being kind to motorists by getting out of their way/lane.

We are kind when we don't put kids jumping out of cars lives at risk.

Unsign-posted "bike picture lanes" are too narrow & Road Rules 153, 144 & 247 advise not to ride in them. They are car-door-opening-death lanes. When passing parked cars, 30m beforehand, check for cars, then move into the next lane safely, away from door opening zone.

Please never ride in the car door lane....

Even when Bicycle Victoria continue to publish crap about riding slowly, or checking for rear brake lights etc. I only heard/saw my 1st one last month and it was sickening. And one of my friends just got doored, lucky to be alive. Many Councils are encouraging car door death riding by placing bike pictures in the car door zone. They look like bike lanes and motorists and cyclists think they should ride there. Yes I admit motorists get angry when you take the lane, but they don't know the dangers of car-door-death riding. Why don't I just make motorists happy, and ride in car door lane? Answer is I don't want to die. I'd rather be safe and ride in the traffic lane, and then other cars travel at safe speeds behind me. Win - Win situation for everyone!

##### Little Known Road Rule #####

WHen I talk about a right to ride safely my context is

best summed up in an example:

All vehicles should travel "as far left as practicable"

But many Aussies think bicyclists should ride as far left as POSSIBLE. That's where we see most bicyclists ride, so it must be law right??

We have a right to bicycle as far left as safely practicable, including giving room for a car door that could open in front of us. And having road position to reduce the amount of motorists dangerously squeezing past us when overtaking

I try to have this info in my auto signature so I

don't need to answer these questions. But thanks for

asking and maybe I will change my auto signature.

I think current bike lanes are way too narrow and there are too many car door opening and cars squeezing past too closely occurrences for them to be perfect. Many first time cyclists using these bike lanes still feel frightened. I agree for experienced cyclists that some bike lanes make you feel more safe. But when the first time cyclists still feel frightened in the "You beaut new bike lane" it is easy to see why they revert to cars.

Bike lanes are good when accompanied with education of safe bicycling. I would never separate these two things. But a major

reason Critical Mass exists is to assert our right to ride (safely) on the road. Until different solutions like Michael suggest exist we need to continue to assert our right to get from A to B safely and timely.

So Critical Mass is a celebration of cyclings good virtues (mostly enviro). And our right to ride on the road. We do NOT have a right to ride dangerously (running red lights,

mowing down children, etc). We have a right to ride SAFELY on the roads.

But as I said motorists are taking away this right for us to ride safely by passing many cyclists too closely. Many motorists say to get into the bike lane, but the bike picture lanes in Newcastle aren't mandatory because they are too narrow.

Many cyclists complain about cars or trucks passing them too closely when they ride on the very edge of the road or gutter. Most people are unaware that this riding style usually encourages cars to dangerously overtake, sharing the lane when there is not enough

room to share. This further encouragement of the now socially acceptable practice of passing cyclists too close means when a cyclist rides in a different manner (Critical Mass style for example) it is socially unacceptable. I suggest to them to get a flag that sticks out in traffic (like me) OR learn safer cycling techniques, so we can be spared the whinging. Cyclists require 2m passing distance which usually means the car/truck would need to change lanes to overtake. That means the car/truck needs to wait until the other lane is clear. Or should the car/truck just force its way into the other lane, making on-coming traffic swerve to miss them??

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\*\*\* Road Rule Rage \*\*\*  
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Council and RTA education needed about Bike pictures on roads

Page 6 Section 1.3 of the NSW bicycle Guidelines RTA (V1.2 Issued July 2005):

“no practioner should design or install any facility that requires or encourages road users to contravene an Australian Road Rule”. But this is happening with the encouragement of passing cyclists too closely. The following evidence in the road rules and RTA publications supports this assertion.

Road rule 247 - Riding in a bicycle lane on a road (\$44 fine)

(1) The rider of a bicycle riding on a length of road with a bicycle lane designed for bicycles travelling in the same direction as the rider must ride in the bicycle lane unless it is impracticable to do so. NSW: Only applies where there is a bike lane sign (bike logo above 'LANE') beside the road. NOT where only bike logo on road.

(2) In this rule road does not include a road-related area.

RTA Road Users Handbook OCT 2007: pg39 “When overtaking give bicycle riders a

safe

amount of space. This means at least 1 metre to the side in a 50km/hr zone". This is good. Congratulations!

RTA Road Users Handbook OCT 2007: pg40 "Allow ample room in case a car door is opened. Do not ride between and around parked vehicles" This is on the way to being good advice. But confusion is still there. Perhaps for the second sentence:

Do not swerve inbetween parked vehicles, and then out into the traffic lane without checking for other traffic.

RTA Road Users Handbook OCT 2007: pg88 "Bicycle lanes: When a bicycle lane is marked

on the road, cyclists must use it"

THIS IS CAUSING ROAD RAGE!!!!!!!!!!!! This is what people quote when they say bikes

should be riding where the bike pictures are painted on the road. They are confused with the sign posted bike lanes, because it isn't explained in the handbook.

The RTA needs to fix this straight away! I suggest: When a bike lane is signposted, cyclists must use it, unless impracticable to do so. Other non-sign posted bicycle picture lanes are narrower and usually don't give enough room when a car is also parked in it. Cyclists are not required to ride in non-sign posted bike lanes.

But that is happening with the application of "Advisory Treatments" (shared bike picture and car parking areas) and Bicycle Shoulder lanes Page 23 Section 5.1.2 of the NSW bicycle Guidelines RTA (V1.2 Issued July 2005) It says "riders still need to travel cautiously in the bicycle shoulder lane to avoid unexpected opening car doors". How can you avoid a child opening a door when you can't see him from behind. Yes, the person opening the door is at fault, but tell that to the cyclist who got knocked over from the opening car door, and fell into a traffic lane, and a truck ran over him. So the safe option is to ride at the safe distance from an open door. Many cases this puts the cyclist into the traffic lane. Then motorists are encouraged to illegally overtake in the same lane, squeezing too close past the cyclist. They are encouraged because they past many other cyclists, without leaving their lane (even though these cyclists were riding very close to the parked cars, and so there was

more room inbetween them when the motorist overtook the cyclist.)

Conclusion:

The RTA handbook, with the combination of the location of bike pictures (not “bike lanes”) on NSW roads is encouraging road users to contravene Australian Road Rule No.

144. They encourage in these ways:

a) visually they think bicyclists should ride where the bike pictures are. The lane width still allows them to squeeze past them in the same lane.

b) The practice of squeezing past bicyclists is continued on other roads without the bike pictures because they have been encouraged to do so in point a above

c) The RTA handbook says “When a bicycle lane is marked on the road, cyclists must use it”. Again motorists think the authorities say its OK to squeeze past cyclists

d) Squeezing past cyclists is very dangerous. If defined as less than 1m room, than it’s not enough, for a cyclist that needs some room to manoevre

It also contravenes RTA’s policy of promoting safe bicycling. Because people don’t want to ride in the car-door lane, because people still open without checking.

Solutions

a) The RTA handbook must be fixed ASAP.

b) Education campaign must be done to fix this problem. TV, radio, newspapers, mail, posters, etc.

c) The police should be apart of the education campaign, issuing fines

d) Societies attitudes won’t change quickly, so the education campaign must be comprehensive and long-lasting

e) The bike pictures painted on the roads, encouraging road users to contravene an Australian Road Rules must be removed

f) Only bike pictures painted on the roads that meet AUSTRROADS standards, and don’t encourage breaking the rules should be implemented.

Some more road rule info:

The Road Transport (Safety & Traffic Management) Act 1999, came into force in

## NSW

in Dec 1999. It incorporates the Australian Road Rules plus NSW specific provisions):.

### Road Rule

#### 153 Bicycle lanes

(1) A driver (except the rider of a bicycle) must not drive in a bicycle lane, unless the driver is permitted to drive in the bicycle lane under this rule or rule 158. (\$114 fine)

(2) If stopping or parking is permitted at a place in a bicycle lane under another law of this jurisdiction, a driver may drive for up to 50 metres in the bicycle lane to stop or park at that place.

(3) A driver may drive for up to 50 metres in a bicycle lane if:

(a) the driver is driving a public bus, public minibus or taxi, and is dropping off or picking up, passengers; and

(b) there is not another law of this jurisdiction prohibiting the driver from driving in the bicycle lane.

(4) A bicycle lane is a marked lane, or the part of a marked lane:

(a) beginning at a bicycle lane sign applying to the lane; and

(b) ending at the nearest of the following:

(i) an end bicycle lane sign applying to the lane;

(ii) an intersection (unless the lane is at the unbroken side of the continuing road at a T-intersection or continued across the intersection by broken lines);

(iii) if the road ends at a dead end — the end of the road.

#### 144 Keeping a safe distance when overtaking (\$114 fine)

A driver overtaking a vehicle:

(a) must pass the vehicle at a sufficient distance to avoid a collision with the vehicle or obstructing the path of the vehicle;

and

(b) must not return to the marked lane or line of traffic where the

vehicle is travelling until the driver is a sufficient distance past the vehicle to avoid a collision with the vehicle or obstructing the path of the vehicle.

Note : The definition of overtake includes passing, while traveling in the adjacent marked lane.

Which doesn't happen if motorists squeeze past a cyclist in the same lane

<http://www.yeatesit.biz/transresource.htm>:

The general problem with appearing to "endorse" in your words

"fourth-rate bike lanes" is that they have become viewed as "acceptable" to motorists and road authorities and can be death traps for inexperienced cyclists hence in general, they are better described as minimum or substandard

... it is a factual audit assessment ... use Austroads Part 14 or if

necessary, international practices. The RTA guide is not sufficient.

Glass punctures:

Glass punctures are a thing of the past for me. Putting an old worn out tyre (with the metal beading cut from it) inside the back tyre of my bike means I get no more glass punctures, and can keep riding until the back tyre is very bald. The inner protection tyre works best if it is a smooth tyre, with no knobbles on it. I would recommend only putting on a rear

wheel, as it is the most puncture prone wheel. The NBEC has some old tyres suitable to be made into inner protection layers. Many "racing" cyclists continually complain about glass where they ride, "causing" them to ride out in the traffic. But motorists get angry with the cyclists not using

the road shoulder, and the cyclists get angry with the motorists being angry with them. This angry cycle of whingers continues until they find something else to whinge about. I plead for happy people to solve problems and stop whinging. The amount of broken glass/ debris on roads is concerning causing swerving and punctures.

Too many unleashed dogs and not properly supervised young children on bike tracks.

Shared tracks are difficult when not very wide and get heavy use. I have experienced many near misses on these even though I try to be cautious.

education

I'd like to see the rail corridor from Adamstown into town used for more cycleways.

The main improvement is with the cyclists attitude. The rude aggressive bike riders who think the shared pathways are theirs exclusively are a major problem. All shared pathways should prevent any form of motorised bike or vehicle. A speedlimit of 5kms should apply. All bikes should require registration and clearly display the rego number when used on shared pathways.

All shared pathways need to be clearly signposted that they are in fact shared paths and not cycle speedways and training tracks.

education The maps need to clearly identify the cycleways, shared pathways and walking only paths. The map used in this survey conflicts with other maps. Eg the map used for the Coastal Revitalisation

education There are enough cyclists on the road that encroach on cars that actually pay registration and insurance so we don't need anymore cyclists.

too many current cyclists do not wear helmets nor use any lights at night and this reinforces my own perception of the danger as I sometimes do not see them at all when driving.

Bike lanes are frequently traversed by cars or abutted by parked cars which open doors at they come by. bike lanes should have no parking beside them.

education twice I have nearly been hit by cyclists on the foot path travelling fast, and yesterday walked out of my gate and had to jump back to avoid being hit by a man on a bike(no helmet). Unless speed is dramatically reduced I cannot see how bike paths can share with people and footpath riding should be better policed. I f my elderly mum was hit she would never recover and my small children might be killed outright.

Traffic - too fast and inconsiderate drivers in cars buses and trucks

education Not enough cycleways that go to designated centres

Warabrook train station needs a bike locker to allow more mixed mode bike/train transport.

Improve access to locker facilities. currently the only lockers are city rail's lockers on quarterly lease. pay by the day (too late and you miss out) style lockers combined with the longer term lease lockers encourages people to use the facilities without engaging in long term commitments.

motor vehicle users attitudes towards cyclists need SIGNIFICANT change. too many motorists have very poor attitudes towards cyclists in turn making road cycling extremely dangerous.

large pelotons of cyclists need to be better regulated as the very large groups often seen on weekend mornings are dangerous to traffic. they take up significant road space at slow speed which causes frustration for motorists and in turn puts cyclists in danger.

shared cycle/parking lanes dont work and become very dangerous for cyclists forcing them into back roads. more dedicated cycle lanes either part time or full time need to be allocated. too many existing shoulder cycle lanes "disappear" near critical pinch points and intersections forcing cyclists into dangerous positions in traffic. this is the result of the cycle lanes being added into the roads as after thoughts not designed into the facility to start with (or they have been designed deliberately to fail)

education recent improvements in Glenrock have significantly improved cycle facilities in this area, but further effort needs to be directed in keeping motor cycles out of this area

When travelling to work I avoid main/busy roads for safety reasons. I find in general the so called bike lanes only give a false sense of security to the cyclist as people open car doors without looking and don't park close enough to the kerb to allow you to use the lane safely anyway.

I also find some drivers want to out-run you at roundabouts and when they are slightly in front of you and want to turn left.

We also need more education to drivers about courtesy on the road with cyclists, and more education to cyclists about obeying road rules - if you use the road like a car then why not obey the rules.

education

While the cycleway system in Newcastle is good and improving, there needs to be a greater awareness of the issues surrounding cycling and the promotion of cycling as a more than viable alternative to driving. For example, how hard is it to ride to the major shopping centres or even Newcastle's CBD - and when you get there, what facilities are there to lock up bikes securely and perhaps store equipment - none or very little. What is happening at Charelstown with the new development there? We rely too much on vehicular transport and the more that can be done to encourage the Community to use bicycles the better. How to do this - encourage car free days, sponsor or find sponsors for a take your bike to work day, or stage more events on weekends where entry is limited to people who ride in - have a Knights come where anyone riding their bike in gets in for free etc. Thanks for this opportunity.

education

work place provisions in the CBD for showering and changing as well as storage for the bike during the day (which is not on the street) - A more bike friendly work place.

A course aimed at increasing knowledge of bike riders (new riders) on road safety and rules.

education

A way to connect with other riders in your area so you can ride together.

A really important part of making the city more accessible especially to tourists is where you could make the area of the Newcastle train terminus a bike parking/renting/information hub. This will not only satisfy visitors but also regular users.

facilities

Bike storage on trains would be useful.

A single bike lane on both sides of the road which sufficiently wide enough to be away from passing cars is more than adequate.

facilities

With regards to showers - they are very important at the end of the trip only if you arriving at work - and therefore the workplace should be approached to provide - not council!

Cycle ways on side roads running parallel to all main roads with traffic islands so there is no through vehicular traffic only local traffic and cycle traffic. Push button crossings to get across major roads (eg hannel drive and turton rd crossings are particularly bad, glebe road can also be dangerous). Roads this would be good on are the existing cycleway to the foreshore from Fernleigh, maitland road, pacific hwy, honeysuckle (although there is no road available, but possibly if the rail line gets cut).

Bike racks - outside nightlife and shopping areas - darby st, beaumont st, hunter mall, the junction, more at honeysuckle, the lass and the cambridge, the beaches, at railway stations. They should be spaced out so that there is always one close by and they are in a high traffic area so that there is less chance of theft.

facilities

Darby Street way too narrow as is Scenic Drive

Glenrock Lagoon has been destroyed by recent bike path development/regression

The modern bike racks that look groovy with the holes like on Darby St - useless

No racks in town

Not adequate racks anywhere especially town and Beaumont streets

Driver awareness no existent

Train rack facilities not adequate, refer to UK rail system where half carriages are made available

facilities

On and on and on, the city is desperate for cycle facilities  
From Jesmond to foreshore should have dedicated off road bike path.

Similar off road bike paths should exist from different areas within Newcastle to reduce need for cars to park in city.

facilities

dedicated bike park such for smaller children similar to the one next to the pool at Maitland. This is family friendly with BBQ's, seating and a kiosk would be great. I am very much in favour of bike racks on public transport. Our daughter lives in Vancouver where many people cycle and where one can hook bikes on the sides or rear of buses. During the Winter Games, they closed one lane on the Burrard Bridge, a major thoroughfare to the CBD and the outcome was a huge reduction in cars coming into the city and a huge increase in those travelling by bike. With our current concerns re obesity and the related health issues, I feel we should be promoting the ease and safety of bike travel either to/from a destination or to/from a public transport station. Make it as accessible as possible to all people regardless of where they live or work. We need to encourage everyone to be responsible for his/her own health and making cycling more available is one easy way of promoting health and fitness within the community. It also encourages communication between members of a community. A cafe or two and toilets along the Fernleigh would also be worthwhile additions to make the experience of cycling on the track even more enjoyable than it is already. The major advantage of cycling is that it is great for any age group and the family from children through to grandparents can share the healthy experience.

facilities

I would be providing more bike storage facilities at major hubs like shopping centres, train stations, beaches eating strips, pubs etc. For example there is a bike lock up stand out the front of the Junction Coles but it is always being used so people then lock up against the seat which inconveniences the elderly and others who want to sit down.

facilities

It would be excellent if traffic light sensors would recognise if a cyclist is waiting for the lights to change so the cyclist does not have to wait until a car triggers the sensor or then, having waited for a length of time then cycle over to pedestrian button to make the lights change or in fact wait until the way is clear and cycle through a red light.

Cycle lanes squished between car lanes and cars parked along the curb are generally inadequate.

Cycling is for leisure and for purpose, convoluting cycling tracks that are off road but add significant time to a journey from A to B should be put second to making cycling a better option for all people to carry out normal life. On road cycling with dedicated sections that are separated from the road would encourage more people to take up cycling for many more purposes than just leisure.

facilities

Bike racks a ridiculously hard to find in Newcastle. There are no racks at Newcastle,

or Civic station (and I imagine that is the case for many of Newcastle's stations). This is absurd if you want people to take up public transport use.

facilities It's not up to council to educate drivers. Spend the money on more important things like bike racks at the beaches/foreshore and other destinations  
maitland road and hunter street do not have bike lanes along most sections.  
there are no bicycle parking facilities at Hamilton Station or Beaumont Street.

There is insufficient signage along the bike track to Kotara.

facilities The crossing on Maude street to access the bike track to the university is quite dangerous.

More information available for example:

how to fix bike

where to fix bike

where to buy bike racks etc

how to improve night cycle safe

a trusted website to get information

Free workshops

facilities Network connection, events for cyclers get together, may be a charity cycle.  
not familiar with the greater network, for those routes that are commuter routes, yes look at showers lockers, a way station to transition from bike to work. A SECURE!!!  
one

facilities ok well lets be honest,, there is one bmx track in newcastle, and it is closed to public unless your a club member... there are people who would like to ride a bmx track but not want the hassle of memberships ect so i would like to put it to you to make restore the "old" cardiff bmx track for public use... its still there, all it needs is some more dirt and a dozer to re-shape it....! it doesnt need to be technical like the "race" tracks around. just a good ol downhill run like it used to be with a few "tabletop" jumps on the way through.. and smooth berms(corners).. i guarantee it would get used by bmx riders and mountain bike riders....! if your wondering where it is.... its just to the left on the hill near the golf practice range at cardiff,( near the parks)... if you consider what i put forward, please contact me as i would love to come look at the area with you, and chat about what could be....! .. ps , back in the day there was bmx tracks EVERYWHERE..! now you struggle to find one .. which is sad..

facilities Parking - where do I park my bike @ the end of the trip. Would be good to see some of the parking stations you see in Europe throughout the city.

facilities Safe bike storage and bike lanes, throughout Newcastle, driver awareness needs to be a priority.

facilities Security for bikes is a must. Should be distributed to many locations.

facilities There should be bike racks provided by every government or commercial building.  
Toilet area near Newcastle Mall bus stop like the one that used to be there until the 1980's.. it was a toilet area with a newspaper stand built to the side of it that was utilised by all cyclists and bus users and also a revenue maker from the paper stand rental by Newcastle City Council for years.

facilities Undercover storage for bikes at public transport terminals to keep bikes safe as well as dry.

Warabrook train station needs a bike locker to allow more mixed mode bike/train transport.

Improve access to locker facilities. currently the only lockers are city rail's lockers on quarterly lease. pay by the day (too late and you miss out) style lockers combined with the longer term lease lockers encourages people to use the facilities without engaging in long term commitments.

motor vehicle users attitudes towards cyclists need SIGNIFICANT change. too many motorists have very poor attitudes towards cyclists in turn making road cycling extremely dangerous.

large pelotons of cyclists need to be better regulated as the very large groups often seen on weekend mornings are dangerous to traffic. they take up significant road space at slow speed which causes frustration for motorists and in turn puts cyclists in danger.

Shared cycle/parking lanes dont work and become very dangerous for cyclists forcing them into back roads. more dedicated cycle lanes either part time or full time need to be allocated. too many existing shoulder cycle lanes "dissappear" near critical pinch points and intersections forcing cyclists into dangerous positions in traffic. this is the result of the cycle lanes being added into the roads as after thoughts not designed into the facility to start with (or they have been designed deliberately to fail)

facilities

recent improvements in Glenrock have significantly improved cycle facilities in this area, but further effort needs to be directed in keeping motor cycles out of this area While the cycleway system in Newcastle is good and improving, their needs to be a greater awareness of the issues surrounding cycling and the promotion of cycling as a more than viable alternative to driving. For example, how hard is it to ride to the major shopping centres or even Newcastle's CBD - and when you get there, what facilities are there to lock up bikes securely and perhaps store equipment - none or very little. What is happening at Charelstown with the new development there? We rely too much on vehicular transport and the more that can be done to encourage the Community to use bicycles the better. How to do this - encourage car free days, sponsor or find sponsors for a take your bike to work day, or stage more events on weekends where entry is limited to people who ride in - have a Knights come where anyone riding their bike in gets in for free etc. Thanks for this opportunity.

facilities

1. The Whitebridge to Redhead part of Fernleigh Track is made dangerous by excessive fencing.
2. Marked cycleways beside parked cars are very dangerous.
3. There is a lot of space alongside train lines which could be used.
4. Scenic Drive up from Merewether Beach is too narrow in its present configuration for safe cycling.
5. yclists need tracks completely separated from cars.

fernleigh

Clyde St and near Tech. could have better markings. It concerns me greatly the narrow section at the newly completed part of the Fernleigh Track towards Redhead at the start of Whitebridge the new fence curves in and the track is very narrow i walk and cycye this area and feel unsafe especialy when a large group of so called road bikes fly pass you .

fernleigh

Fernleigh track- dogs off leads or on long leads are a real issue.... people lose control of their dog and thats an issue of potential injury to both cyclist and pet

It is either a walking track or a cycle way, probably not for dogs at all, especially those pet owners who dont clean up after their pets.

fernleigh

There are no toilets there, but then often public toilets are used for inappropriate social behaviour, so what is meant as a public facility is unable to be used for the purpose that it was intended.

fernleigh

Fernleigh Track is safe. I dont go anywhere else I'm too scared!

- fernleigh  
Fernleigh track to follow railway into Harbour from end of cycleway along railway to meet Kotara cycleway along railway past catholic school or from Adamstown gates along drain and follow railway to Donald street bridge
- fernleigh  
Fernleigh Track. More water bubblers and park benches to rest on. Maybe some picnic areas along the way.
- fernleigh  
Fernleigh track-pedestrians have to accept it is a cycleway, there are plenty of roads with footpaths to walk on. You need to make cycling safe, if it's a marked bicycle lane don't allow cars to park across it, mark it all the way through the traffic lights. Make a separate delimitated bicycle lane and link routes. People need to go places, not just tootle along for 100 metres. Traffic congestion and pollution is worst in peak hour, so the bike lanes need to go to places, be a clearly delimitated route. Also to reduce altercations between cyclists and drivers, give the cyclists a safe lane to use. Back streets are better but you need to give them a place to cross busy streets, e.g a traffic light. The cycle route from the Fernleigh that crosses Glebe and goes to Newcastle is a perfect example. It's impossible to cross safely during peak periods, this discourages cycling. The main reason people give me for not riding is safety.
- fernleigh  
Also there needs to be racks on buses and trains to encourage people to use the public transport then they can ride from home to work or school.
- fernleigh  
There needs to be better bicycle racks at shopping centres and strip shops. Bike racks that are as high as the top bar of the bike so it can be locked and less chance of parts being stolen.
- fernleigh  
One Fernleigh track crossing, near Adamstown Car Doctors is hazardous signage further back might warn parents.
- fernleigh  
I noted that both routes I cycle wasn't listed in the survey which was frustrating, for example riding along St James to the hospital at John Hunter.
- fernleigh  
I find the fencing on the new part of the Fernleigh Loop track (Whitebridge to Redhead) very threatening and dangerous. It is so close in some places that it makes passing pedestrians problematic. Slamming into this fence would cause terrible injuries. I hate to think how much this fence cost and wonder who designed it.
- fernleigh  
Also on the bike track from the Showground to Jesmond the posts in the middle of the track at track end and crossings are not marked well. At night this is really a problem as the lighting is not so good as well and I have more than once nearly hit them.
- fernleigh  
I mainly ride offroad to avoid traffic, so I am not familiar with some routes. I do regularly use the fernleigh track which is an excellent facility. One idea could be to provide a paved area near the whitebridge entry perhaps, where parents could teach younger kids to ride or play off the side of cycleway and out of the traffic flow. Also I see a need for improved parking at the Adamstown entrance. Overall its awesome.
- fernleigh  
I suspect many people are like me and go on bicycle rides for fun. Getting from A to B for business or shopping is not really an option in our developed world - bicycles aren't meant to transport goods and Council is irresponsible to promote that.
- fernleigh  
Certain routes like Fernleigh Track had significant historical value and for Council and the labour government in Canberra to bulldoze this away was a crime.
- fernleigh  
As the authorities weren't able to do the conversion properly taking into account the historical significance of the track they shouldn't have embarked on it. It has just become another clogged up thoroughfare with little aesthetic pleasure attached to it now.
- fernleigh  
Still a problem with occasional motorised bikes on the Fernleigh track, I have reported them to police, but they are hard to catch because they don't have any rego plates and go off road. Also graffiti on the Fernleigh track is terrible and reduces the attractiveness of the ride by 100%.

- Thanks
- fernleigh The dedicated cycle route from Fernleigh track should be continued through to Foreshore, closing roads, reclaiming land and replacing train line where appropriate.
- fernleigh The Fernleigh Track is just about unusable as a bicycle track. Some pedestrians are completely ignorant of bicyclists on the track by walking on both sides of the track, stopping suddenly, allowing dogs to stray on to the wrong side of track. Also many people just allow their children to wander all over the track and expect cyclists to have to dodge their unpredictable behaviour.
- fernleigh The section of Fernleigh track from Whitebridge to Redhead appears to have been narrowed unnecessarily by the inward facing curved fence rails. This section of the track is already narrower than that from Adamstown to Whitebridge, and this design feature results in less useable space for cyclists and pedestrians.
- Upgraded lighting on the path would be excellent, and allow people to utilise the bike paths safer in the afternoons in Winter. The tracks on the street near Lambton Park need to be addressed. I have nearly been run over 3 - 4 times in the last few years. These painted lines on the side of the road are not good enough. I realise it is a difficult thing, but extending the greenways (old tainlines etc) is an excellent thing. Fernleigh Track is awesome!
- fernleigh So, in a nut shell, if we can upgrade the access paths (street ones) to be safer to get people to the 'greenways' ares and lighting at the greenways areas, safety and utilisation will improve.
- Where the marked on-road cycleways suddenly stop , for example at roundabouts, dumping bikes into the traffic flow. A bigger, emerging problem is areas like Fernleigh track where pedestrians are tying to take over the route, whereas it was designed as a commuter route for cyclists. The parents and kids (of which I am one!) deserve sepaarate dedicated areas so that little kids aren't learning to ride on a major thoroughfare.
- As my wife says, the sooner we take over the kerbsideparking lane for bikecycleways, the earlier we willhave a city thinking critically about cars and their role in the future.
- fernleigh Right now, ourcities are designed soley for cars, is that sustainable or affordable?  
# East-west route from Donald St Bridge to city. So-called bike lane is taken by parked cars. Death trap.
- # Darling St and Stewart Ave intersection needs safety island.
- hamilton # Fernleigh track showing signs of wear and tear. Great facility but needs regular maintainence.
- . overbridge/underpass/lights where cycleway, sports fans and students cross Turton Road near Monash Road
  - . safety havens in centre of Gordon and Stewart Avenues to assist crossing near Darling St and on marked cycleway route
  - . regular sweeping of glass from vandalised locations, including shoulder of Sandgate bridge over railway line; area linking Hannel St and Honeysuckle Drive; cycleway at William St Maryville
  - . small ramp, (parallel to gutter for safety reasons,) in Kilgour Avenue to link existing paths in Empire Park to ideal access point from Snedden Street. In turn this links to safe access via Burwood, Patrick, Union, Railway Streets (and gravel paths in adjacent park.)
- hamilton . dividing/marking/gazetting shared cycle use of suitably wide sections of footpaths in King Street and Hunter St East to provide east-bound access, avoiding dangerous

Scott Street. (Buses; varying roadwidth; traffic turning without notice; congestion point where buses turn left at Watt Street, leaving cyclists vulnerable in right lane.) Shared use works well in many cities, including Vienna and Munich.

- hamilton  
A thousand places! I have just been overseas and seen ways that the wide roads of Adamstown, Hamilton and Hamilton South can be used to radiate from and extend the excellent facility of Fernleigh track. A lot of our roads could be restricted to one side of the road for parking, and then have 3 lanes-one for cyclists and the other 2 for motorists. Or, a system of these streets could be rearranged to be made for one way traffic for motorists and the other lane kept spare for cyclists. These are a few examples of how to better manage our roads so that cyclists and motorists can better coexist. Please implement something!
- hamilton  
All built up areas like Darby Street, Union Street, Hunter Street, King Street and Beaumont Street need a safer strategy for cyclists. There area bikes have to ride in is too small and is full of hazards like, car doors, pedestrians and even road pavement markers. Cyclists have been treated over the years as the lowest priority of road user and clearly with the environment in mind we should be the highest priority.
- hamilton  
Beaumont Street Hamilton and Hamilton School need proper cycleways to cater for the high pre-existing cycle use in the area.
- Broadmeadow to Hamilton via Donald St - feel very unsafe riding on busy road.
- Jesmond cycleway - street crossings near Jesmond Park sneak up suddenly and are not well sign posted.
- hamilton  
In general, more off-road cycleways that connect up and provide a continuous off road route to the CBD would be good
- Dumaresq street is an example of where Council as put bike symbols on the road to create an extremely unsafe situation. It is ambiguous and dangerous. Similarly, I don't use these but I see many main roads when driving that have a bike symbol underneath parked cars, also plenty of bike symbols that simply go nowhere when approaching a dangerous intersection. The whole idea of plastering a bike symbol onto a road is a joke.
- hamilton  
There are plenty of wide streets in Newcastle and it would be entirely possible, given the funding and wilpower, to create separate cycleways to the road. Similarly, it would be possible to dedicate one footpath on one side of key roads to bikes so that pedestrians can use the other side or share with bikes on the footpath allocated to bikes. There also needs to be some cyclist education about pedestrian safety. I cycle to commute and to do my shopping but I don't feel the need to go as fast as I can. There is a very macho bunch of cyclists in Newcastle who have little regard for other path/road users and they are just as big a problem when it comes to sharing the road/path as some motorists.

Firstly let me say how EXCITED I am to be answering this questionnaire! It seems like council and state government do not care about people who cycle to commute, and that they only care about recreational cyclists - spending entire cycleways budgets on the Fernleigh Track and Wallsend-Glendale corridors, whilst making only minimal efforts to improve connectivity by bike between suburbs and and the CBD.

This questionnaire is a great first step for council!

I think that the worst places are at traffic lights during congested periods - on road cycle lanes are dangerous as cars don't look out for cyclists whizzing by and change lanes without indicating, block cycle lanes etc.

A bad intersection, where I always come into trouble is going from Hunter St to Dumaresq St. There is a bike lane heading down Stewart Avenue (sth towards Hamilton Sth, coming from Hunter St) that just ends. I feel particularly vulnerable trying to turn right into Alexander st as Dumaresq is a no-Right-Turn.

hamilton Also travelling along Park Ave past Westfield, leading up the hill toward St Pius, a right hand turn into Bailey St is very dangerous, as traffic must wait whilst I merge. It is necessary to do this to get to the Fernleigh track.

Hamilton surrounds

Hamilton CBD

hamilton Hamilton to Adamstown

hamilton Hamilton. Newcastle CBD. Newcastle beaches.

Heading west along King St at the lights with Stewart Ave. there is a cycle lane on the western side. On the opposite side the cycle lane disappears and the cars which come up on the inside in the hope of beating the traffic in the already 2 other lanes come roaring through the lights and force the cyclists into the kerb. This configuration has been changed a couple of times and the current one is dangerous to cyclists. The next major lights at the Tudor st is also dangerous for cyclists going straight ahead.

hamilton

I live in Hamilton South and would very much like a cycleway that links my home and the Foreshore. I am fearful of roads like Stewart Ave., Parry St., King St., Hunter St., Parkway Ave. (at some times of the day) and Union Street.

hamilton

I would like to cycle to work (there is secure cycle parking and shower available), but would have to travel part way along Gordon Avenue and Maitland Road. Driver behaviour and lack of cycleways deters me.

hamilton

I'd like to add some improvements that are extremely important but are not considered in the survey so far:

1. Improve the pot holes and condition of the edge of roads around Newcastle so that tyres don't get punctures or get stuck in holes and gaps,
  2. When I cycle with my toddler on a seat attached to my bike, it is extremely difficult to cross roads when there are not appropriate edges to paths at road crossings,
  3. At the lights at Donald St Bridge on the corner of Samdon St Hamilton, and at the lights at the corner of Turton Road and Lambton Road the council has upgraded paths that lead to nowhere. At both sets of those major traffic lights there are two directions that do not have pedestrian lights so if by chance a cyclist or pedestrian ends up on the corner without the crossing, there is no way to get over the road as the traffic is too busy (yet the paths lead you to that side of the road?).
- Croudace St from Jesmond to the John Hunter Hospital (up the hill).  
In the city, around the beaches etc.

The road that runs past Broadmeadow railway station parallel to Samdon St. It has metres of poor water management and erosion meaning that cycle traffic and pedestrian traffic have to get closer to the cars.

hamilton

Riding the stretch of "bike lane" between the Donald Street Bridge and east to Beaumont Street Hamilton on a weekday morning is like playing Russian Roulette. The "bike lane" is usually full of parked cars leaving a 1 person width gap between the parked cars and the traffic moving at 70 km/h. If a car door opens there is nowhere to go.

- hamilton The popularity of the Fernleigh track shows how much people are crying out for a safe place to ride bikes. It is just a pity the walkers have taken it over and show little respect for the cyclists as genuine users of the space. How about a trade-off - the walkers can have all the paths in the Foreshore Park, and Fernleigh Track can be for cyclists only - as it was intended when the funding for it was approved!  
Teralba Rd Adamstown - looks like the moon crater  
Dumaresq St - has had power lines replaced but quality of road is shocking  
Tourle St bridge - no room for cyclists.
- hamilton Maud St to Maitland Rd - no room on road for bikes.  
The Donald Street roadbridge is a HUGE safety risk. Most cyclists use the small emergency lane but it really needs formal separation from the rest of the traffic OR the footpath needs conversion to a shared cycle-pedestrian facility. I don't ride on the footpath because: it's illegal; and there's a hard gutter (i.e. no ramp) to get up onto it. This is my number one priority and I can't stress enough how important it is. Someone will be killed here by a wandering motorist one day if nothing is done. Also, the kerbside parking on both sides of the Tudor Street intersection is also a hazard, because of the lack of space. There's plenty of room for new car parking between Beaumont Street and Gordon Avenue (on the railway line side). If Council built car parks there, at least 1 kilometre of parking could be converted to cycleway - perhaps all the way to Stewart Avenue.  
Turning from Tudor St, right onto King St (coming in to CBD from Hamilton)
- hamilton King St - heading west, just outside Markettown. The bike lane all but disappears as you cross the intersection where the traffic tries to merge and you have to take your chances. Still it's faster to ride than sit in traffic on King St, so I am not really complaining.
- hamilton All of Hunter St is a bit crazy - avoid it at all times if possible as King St is a much better route without buses.  
Cycle lanes also used as parking lanes are unacceptable. If you have to keep 'squeezing' past parked cars you will eventually be involved in an incident. For example, I cycle through Jesmond Park heading East, but then cross the road and share a parking lane up to the Pub, which is quite a busy area.
- jesmond Fernleigh track is excellent!  
Keep extending it North and South I say!  
Also . . . Will someone please inform motorists that we have the right to ride 2 abreast in a traffic lane?  
From Jesmond to foreshore should have dedicated off road bike path.
- jesmond Similar off road bike paths should exist from different areas within Newcastle to reduce need for cars to park in city.
- jesmond dedicated bike park such for smaller children similar to the one next to the pool at Maitland. This is family friendly with BBQ's, seating and a kiosk would be great. I would like to raise a dangerous situation where a bike path rejoins the road. The bike path goes along the northern boundary of the Mater Hospital (it is new) but when you are travelling towards the university the bike path stops suddenly and rejoins the road. Unfortunately it joins the road just at a point where traffic merges which is extremely dangerous. It would be ideal if this bike path was continued for at least one block so that the point where bikes merge is a bit safer.
- jesmond Greater continuity of bike paths from CBD to Uni would also encourage many more

people to ride. At the moment the trip is very disjointed - getting on and off small sections of bike path and through many intersections if you want to travel on back roads to avoid traffic.

If you want a bike strategy that works fantastically without having to build extensive bike tracks see what they have done in Vancouver - they dedicate roads adjacent to main roads as bike preferred roads (without excluding cars) and so you can travel extensively whilst sharing the road only with residents that live in that particular street. I am sure the residents of the streets would not mind as they would have heaps of quiet bikes in their streets instead of other cars.

There is a MAJOR need to provide more Bike Tracks - preferably off main roads but also linkage inbetween bike tracks. Please make sure the gradient is conducive with 'east riding' - not just plonk some tar down & call it a bike track. I refer to bike track which goes behind Jesmond Park & comes out at Croudace Street.

Another 'wish' is to avoid Howe Street (at the end of the above track). We must ride down an EXTREMELY busy & narrow section of Howe Street - no parent would ever allow a child on that road & typically it is male riders with lots of experience only - because of the safety issues.

The problem is the section noted above & then we come to a beautiful new track which is in Lambton Park but there is no access to the track from the road!

A suggestion would be to improve pavement, paths & access from the Croudace Street exit directing Bike Riders AWAY FROM HOWE STREET & around to Pearson Street.

jesmond

Pearson Street is a wide street with low vehicle movements which would promote safety & I'd also like to see it designed in such away that it would be safe to take young children along as well.

Crossing Bridges Rd - difficult no appropriate locations for cyclists - Carnley roundabout not good for cyclists.

Lambton Rd between Bridges Rd and Brunner Rd - dangerous in morning due to traffic, pedestrian movements

lambton

Bridges Rd - narrow, not safe to ride on

Crossing Turton St. along the Lambton-Broadmeadow cycleway is extremely unsafe for bikes and pedestrians. There should be a bridge, traffic lights, underpass, or some other method to allow cyclists to cross the road in safety.

The same also applies for crossing the university entrance road, especially in the mornings.

The Howe St.-Croudace St. intersection; while this intersection is very important for cyclists as it marks the beginning of the Jesmond cycleway, there is no easy or safe way across the road when westbound. There should be a marked cycle lane between the two turning lanes, and possibly a bike-specific light in the regular pattern. The eastbound crossing at this intersection is very good, however.

lambton

Many cyclists receive fines when crossing railway bridges or underpasses; particular examples include the Warabrook station bridge and the Broadmeadow station underpass. While there are signs stating that to ride bikes over or under these are illegal, the signs are not prominently displayed or positively worded -- in the Broadmeadow underpass one must actually be inside the tunnel before they see a sign telling you that riding bikes through the tunnel is illegal. Ideally, such locations should have a large prominently displayed "CYCLISTS PLEASE DISMOUNT" sign rather than a little "No bikes" symbol in a corner somewhere.

Currently along bridges road, heading from Westfield Kotara to Carnley Avenue, the cycle way just ends forcing cyclists into two lanes of traffic this is problem. It then becomes much more dangerous as you approach the roundabout as it becomes three very narrow lanes with no room for cyclists forcing them into the traffic

This could be easily resolved by a shared footpath on the north bound side from the corner of Bradford close to the roundabout at Carnley.

- lambton Please note one of the greatest dangers a cyclist faces in traffic is negotiating roundabouts.  
Cycle access from Waratah, Lambton, New Lambton to the John Hunter Hospital (where i work)has little to no cycle access which protects from general traffic on the road. A must improve, as there are a great deal of people who work there cycle also and would also cycle if safer, combined with more secure areas to park bikes.
- lambton Road crossings along islington to CBD route are difficult to cross safely.  
I live in New Lambton and travel to Newcastle West. Every possible route takes me through an area where there simply isn't enough width, especially in Hamilton. I either have to ride in the road, frustrating drivers, of risk being hit by a car door - not good enough.
- lambton I think a cycle track between John Hunter Hospital and Charlestown might be popular.
- lambton I understand Wallsend/glendale cycleway is currently under construction (about time- its only been 20 years...) and i think that will be a great benefit- lake mac council will then need to complete the link to the lake...  
  
There is currently no safe cycleway from Maryland to the Wallsend/jesmond cycleway- you have to travel along busy minmi road (with cars speeding past) or weave (the long way) through back streets to wallsend.  
  
Also- the lack of separated cycleway from the helicopter base at broadmeadow to inner newcastle, and also the section between jesmond park and lambton is very dangerous.
- lambton love to be able to cycle from lambton to honeysuckle without major traffic!  
Riding along King Street, Darby Street, Beaumont Street. Lambton Road and Maitland Road is so dangerous that I don't even bother.
- You're survey will show that I have never been hit by a cardoor or had an accident. This is not because the roads are safe but because they are so dangerous I don't use them.
- lambton I suspect this could skew the results of your survey.  
Signage is probably the easiest and most useful improvement to Newcastle's cycle network. Even though I research where I'm going better than most, I've found myself on a scary busy road with no shoulders and discovered an off-road cycleway runs parallel. With better signage, more people would likely take preferred routes and it would be easier to justify missing links:  
  
Hamilton to Uni via Waratah - Maud st crossing, Donald st railway bridge
- lambton East-West cycleway - Elder st, Lambton.

The amount of broken glass in the channel is very high throughout Newcastle's main roads. To avoid, riders have to move out into the road in many cases. Too many examples to mention all but include Park Ave Kotara, Bruncker Rd, Scenic Dr, Foreshore, Industrial Drive. Glass is mainly clear glass.

Also glass on Lenaghans Drive, Minmi, especially on Sat pm during winter when Hunter District host local races there. Looks like the vindictive actions of an anti-cyclist but this needs addressing.

Need community awareness of cyclists in New Lambton - Regent St. This area is very dangerous for cyclists eg, car doors, pedestrians, drivers not indicating, drivers overtaking then immediately turning in front of cyclists etc etc. Some drivers and peds just DO NOT SEE CYCLISTS.

lambton Also there needs to be a SAFE crossing for riders crossing Turton Rd next to EAS. During rush hour this is very difficult in getting between cycle paths. Upgraded lighting on the path would be excellent, and allow people to utilise the bike paths safer in the afternoons in Winter. The tracks on the street near Lambton Park need to be addressed. I have nearly been run over 3 - 4 times in the last few years. These painted lines on the side of the road are not good enough. I realise it is a difficult thing, but extending the greenways (old tainlines etc) is an excellent thing. Fernleigh Track is awesome!

lambton So, in a nut shell, if we can upgrade the access paths (street ones) to be safer to get people to the 'greenways' areas and lighting at the greenways areas, safety and utilisation will improve.

Whilst Lambton Park is a beautiful park for walking, the path available to cyclists only exists on two of the five street frontages. The three frontages with no paths are Durham Road, Karoola Road and Elder Street - all extremely busy roads. Karoola and Elder Street are always fully "parked out" by sports people on weekends - meaning you have to ride your bike in the middle of these roads - with Karoola being too narrow even for two way vehicular traffic when sport is on.

It's a great shame that we can't ride our bikes, take children on their bikes, or even push strollers without being on three main roads adjoining one of Newcastle's most beautiful parks.

lambton However, I would like it noted that my family and other local residents are thrilled with the new concrete paths that have been put in on the Howe Street frontage. It's BRILLIANT! Thank you.

maintenance cycle lanes are often obstructed by parked cars and are poorly maintained - cracked and pot-holed. Kerbs accessing the route off and on to pathways are often too steep  
 maintenance dedicated bike lanes, side of road well maintained so we can actually cycle closer to the curb, awareness of rights of all users of the road, perhaps training for cyclists to know how to properly use the road (reminder of road rules and rights).

I ride fast so I ride on the road. Fast riders should not be on the furnleigh track, it is not fair to be going 40 - 50 km an hour on what is also a pedestrian path.

Cycle lanes should not also be the parking lane.

It would be great to have a network of cycling routes with dedicated lanes all over the city. Road bridges such as Stockton and Industrial drive have no space for cyclists. Can be quite scary cycling over these bridges with a hoon in a car right up your tail

There is broken glass and debris on the side of the road almost everywhere eg industrial drive, Griffiths road, Maitland these cause punctures. Regular street sweeping would help.

maintenance Newcastle is an idea city for cycling, but many people are put off because drivers are unwilling to share the road.

Signage is probably the easiest and most useful improvement to Newcastle's cycle network. Even though I research where I'm going better than most, I've found myself on a scary busy road with no shoulders and discovered an off-road cycleway runs parallel. With better signage, more people would likely take preferred routes and it would be easier to justify missing links:

Hamilton to Uni via Waratah - Maud st crossing, Donald st railway bridge

maintenance

East-West cycleway - Elder st, Lambton.

The continuity of bike routes is poor. For example, several routes converge near Adamstown Station, but are not connected. Simple linemarking and signposting would help this. Better signposting to show destinations with route numbering (as done overseas) would also increase cycle use.

maintenance

All of Maitland Rd - especially between Maude St and The Tafe in Islington, The Tighs Hill Bridge, Maitland Rd near junction of Beaumont St

Where ever there are traffic lights particularly in peak periods - it is really difficult riding where there are parked cars and heavy traffic - motorists rarely consider cyclists in these busy bottle neck areas

mayfield

Throsby Creek bike path - lighting is atrocious

Clyde St and near Tech. could have better markings. It concerns me greatly the narrow section at the newly completed part of the Fernleigh Track towards Redhead at the start of Whitebridge the new fence curves in and the track is very narrow i walk and cycye this area and feel unsafe especially when a large group of so called road bikes fly pass you .

mayfield

Darby Street, Cooks Hill

Intersection of Tourle Street and Industrial Drive, Mayfield.

Main Street Mayfield.

mayfield

Railway overpass Tighes Hill

Each of the rail crossings are insufficient for both the pedestrian and cyclist alike. Subtle barriers (ie kerbed plantings) and wider shared accessways are preferred. Bridges overpassing the rail lines from Mayfield CBD are narrow and similarly to Industrial Drive about mayfield are difficult for shared cyclist and pedestrian usage. There is little room in parts for road cyclists with better signage and road logos/markings recommended for increased awareness and promotion of right to use road as cyclist. Maud Street needs improved pavements and crossings as key link over nh/sth rail divide. Better cyclist amenity required where bicycle most utilised - n order of importance - university and transport hubs, civic precinct, and key retail district / shopping centres. Future tourism or flexible local use with bicycle hire available at key hubs similar to trials in melbourne and implementation in Paris especially Vienna. Review of routes to bypass key tourist/recreational areas such as the civic precinct, foreshore, beaches and outer regional suburbs.

mayfield

Generally, if a lane is marked for cyclists, cars should not be able to park in them.

Needs to be clarity for cyclists and drivers if cyclists can cross road at traffic light pedestrian crossings. I have been yelled at for riding my bike across the crossing at Islington where the designated cycleway goes from the tafe to Islington Park. I think its Hubbard Street intersection.

mayfield

Traffic lights crossing on the fernleigh track provides another example of motor vehicle dominance. Pedestrians and cyclists should have right of way at road crossings.

I cycle a couple of times a week from Mayfield to the Uni (using Scholey Street and various back ways). To problems with cars, I leave around 6.30/7am, and then during daylight saving leave work around 6/6.30pm. During winter months I leave around 4.30pm for visibility. The route is generally ok, but messy around the Waratah rail crossing; and extremely dangerous crossing Maud Street (at the top fo Prince Street). It is just impossible to cross Maud Street safely. During busy times, I use the lights near the hospital, but the bike way is just too close to the cars, and the only other option is to ride on the footpath. How about a dedicated two-way bike path alongside the railway track from Islington (or even Waratah station, to link up with Hamilton/Waratah riders). The track could meet up with the bike track to the Uni at the back of Waratah West. Qld Transport has put a dedicated two-way bike path alongside parts of the South East Freeway in Brisbane - it's all safely and securely fully fenced off from the freeway, so this could alleviate concerns from NSW Rail.

Weekends I ride Throsby Creek/Honeysuckle/Nobbys with a friend. Bit of messiness getting from the end of Wickam to Honeysuckle, and then at the end near Nobbys (getting off the river walkway area around to Nobbys). But again, it is really only ok if we are early (i.e. before 9am). Anytime after that the area around Honeysuckle/Nobbys is just too dangerous with walkers and bikes intermixing. i cycle regularly on the industrial highway between hunter street and tubemakers/onesteel at mayfield---the cycle markings come and go --the cycle come car breakdown lane is full of broken glass,stones and other rubbish--i always wear a high vis safty vest for my own protection but this cycle route which is marked is extremely dangerous--that high vis vest has saved my life many times--you have to be seen when mixing with motor vehicals

mayfield

mayfield  
mayfield

I live in Mayfield East and would like to get to the Uni and into town safely I often cycle to work in the mornings.Cycling along Maitland Rd from Mayfield to Islington is very dangerous if you ride on the road, and the footpaths are bumpy and dangerous too. Cycling over the high level bridge at Tighes Hill, just near the TAFE, is a extremely dangerous.The traffic is usually heavy and there is not enough room for cars to pass you safely if both lanes are full of traffic, so everyone has to slow down and wait for you to get over the bridge which holds the cars up usually resulting in you getting beeped at by drivers or abused. The footpath isn't wide enough on the bridge to accomodate pedestrians and bikes so you often have to wait to let pedestrians get across or dismount and walk across. I fell off my bike while riding on the footpath near the TAFE carpark on Maitland Rd going down the hill. My wheel got wedged between the pavement and the grass verge. I injured my arm and leg, so I guess that indicates the condition of the pavement. From Islington Park I usually take the bike path which runs through the park even though it makes my journey longer as the traffic gets worse from Islington into town. Weekends if I ride around locally the situation is much better simply due to less volume of traffic.

mayfield

I was recently in Sydney and had the luck see a new on road two way cycle path being built in bourke st Surry Hills. The physical separation of the bicycle path from both cars and pedestrians seems to me to be a best practice and extremely safe form of development. This would truly encourage the uptake of cycling amongst a greater diversity of people.

The trip from Mayfield to the CBD which I have chosen to review in this survey is a truly scary one. Traffic travels very fast and at many points along the trip (both on Maitland Rd in Mayfield and Hunter St) the road is barely wide enough for the two lanes of traffic and parking. There are places on this route wher if I park my car I wont even get out unless there is no traffic coming. I will not bike on this route at all due to the narrowness of the road.

mayfield

- mayfield I would like to see improvement on Maitland Rd through to Hunter St for a designated bike lane, which could incorporate a but lane also. This road is very busy and seems to be attracting even more traffic. It is unsafe to ride on in parts, but is the most direct route to the city from Mayfield. Most times i travel through the back streets through Islington and Hamilton to get to Bar Beach as it feels safer on these roads. The Fernleigh bike track is great and it would help if there was more of these bike tracks to choose from. Its the only non car track that is of substancial distace worth riding on. Other wise we have to ride on the road and this can be dangerous especially in peak hour traffic times. Introducing more bike lanes from the beaches to inner & outer suburbs and lengthening any exsiting bike tracks would be advantageous.
- mayfield Industrial Drive - bridge over coal train in Mayfield: shared path is dilapidated and always full of debris. The paths ends after a bend, downhill at a bollard. No continued route back onto Industrial Drive.
- mayfield Maitland Road around Mayfield and Islington
- mayfield Around the CBD and from CBD over the Hill to Merewether and the Junction
- mayfield Maitland road between Mayfield and tighes hill the bridge is very narrow yet you can't ride on the foot path
- mayfield Maitland Road is a death trap for cyclists. Re-align it for 2 car lanes and 1 cycle lane in both directions.
- mayfield If parking suffers, so be it.
- mayfield Maitland Road Mayfield, especially going over the Port Waratah Coal Rail Bridge
- mayfield Overall, the position for cyclists in Newcastle is appalling and dangerous.
- mayfield Maitland road Mayfield: I believe the road is barely wide enough for the cars that use it & many of the backstreets are also very narrow.
- mayfield Maitland Road through Mayfield to Hamilton feels extremely unsafe, and even though I'm gaining experience as a rider, I'll often ride on the footpaths there. The relatively new bike lanes over the rail pass near Hamilton are a model of great road re-ordering without a physical separation.
- mayfield Fron there on down Hunter street I always feel like I'm an accident waiting to happen. The foreshore is a great route, except in the missing section from the Fish Market through Wickam area.
- mayfield My partner wont ride on the roads as she feels too unsafe, and I wont take my child on the roads or to school.
- mayfield On Industrial Drive, the cycle symbols direct riders onto the walkways over the rail bridge but these are always covered in broken glass. Same for the rail bridge from Islington into Newcastle West.
- mayfield Hunter St, King St and Maitland Rd are dangerous at peak times because of their lack of cycle lane
- mayfield Perhaps a high profile dedicated cycleway from Mayfield to Kotara shopping centre, crossing the east west cycleway adjacent to Energy Aust Stadium.

Regularly clean roadside pavement and bike lanes of broken glass, wire, timber, stones and other hazardous materials. Applies to all main routes, eg Industrial Drive to Hexham to Raymond Terrace, Wallsend to Minmi (including via link road), and Foreshore. Ban sale of packaged alcohol!

Off road link from end of Fernleigh track to CBD, along rail corridor?

Upgrade pavement surfaces, too many potholes, broken edges and uneven surfaces. Applies particularly to so called "bikeway" from end of Fernleigh track into CBD

Don't favour 2 way bike paths on 1 side of road. Better to have one way flow with separation barrier from traffic where possible.

- mayfield New bike paths along coastal strip need to be separate from walkways.  
The railway bridge between Mayfiel and Tighes Hill should be removed and replaced with a four lane car, two lane bike and 2 lane pedsetrian bridge, its a disgrace as it is now.  
Mayfile and Dangar Prak should be linked with Islington Park by cycleway.  
Cyclelanes, on both sides of the road, should be craeted all along Hunter St f4rom Mayfiled to Pacific Park
- mayfield  
mayfield The route to Uni from the CBD via Mayfield is very dangerous  
The shoulder of the following streets are all too narrow and dangerous for cyclists:  
- Hunter St  
- King St  
- Hoey Suckle Drive  
- Darby St  
- Union St  
- Industrial Drive
- mayfield
- mayfield The trip from MAYfield to CBD is good from Islington (along the walkway to Lindwood and honeysuckle), but the maitland road section. From Mayfield main street to the TAFE - is terrible.  
Through Mayfield shopping district, along Maud Street & Maitland Rd, into the city from Mayfield & the University. Also anywhere where there are drain covers with grates which run parallel to the gutter and the wheels get caught!
- mayfield A cycleway through Blackbutt will also link that side of the city with the rest in a beautiful setting.  
To comment on the Mayfield-town route that I often use, I ride on the road and not the footpath so the questions in relation to the footpath are irrelevant. The road itself is dangerous in parts and we know to put our head down and ride hard while the traffic is less dense and just hope that we don't get hit. We often ride to Raymond Terrace and back to Hamilton which is very popular amongst riders as the roads are wide and safer and we have b'fast afterwards at Beaumont Street. A lot of cyclists know its dangerous to ride over the bridge near Beresfield so we don't go along that route. Riding in Newcastle is very limited. The other area that I often ride is around the Broadmeadow racetrack because there's less chance of getting hit there, or locally around New Lambton. If there was somewhere in Newcastle that was a decent loop - say 10km-15km - and scenic, I think it would be popular amongst cyclists. The key word here is scenic.
- mayfield
- mayfield University routes need signage especially along the Throsby creek track once Islington is reached
- mayfield western end of islington park,crossing of maitlandroad at service station needs to be on eastern side of traffic lights also.  
. overbridge/underpass/lights where cycleway, sports fans and students cross Turton Road near Monash Road  
. safety havens in centre of Gordon and Stewart Avenues to assist crossing near Darling St and on marked cycleway route
- merewether

. regular sweeping of glass from vandalised locations, including shoulder of Sandgate bridge over railway line; area linking Hannel St and Honeysuckle Drive; cycleway at William St Maryville

. small ramp, (parallel to gutter for safety reasons,) in Kilgour Avenue to link existing paths in Empire Park to ideal access point from Snedden Street. In turn this links to safe access via Burwood, Patrick, Union, Railway Streets (and gravel paths in adjacent park.)

. dividing/marking/gazetting shared cycle use of suitably wide sections of footpaths in King Street and Hunter St East to provide east-bound access, avoiding dangerous Scott Street. (Buses; varying roadwidth; traffic turning without notice; congestion point where buses turn left at Watt Street, leaving cyclists vulnerable in right lane.) Shared use works well in many cities, including Vienna and Munich.

merewether

Bathers Way, especially John Parade, Merewether is not wide enough for walkers, prams, dogs and bikes. Needs to be widened or pathways marked in lanes for walkers and riders, like they have done in Perth

I would like to be able to ride from Merewether/Merewether Heights to the University of Newcastle Callaghan Campus on a dedicated cycleway. I do not feel safe sharing the road with vehicles.

merewether

Alternatively, I would like to be able to ride from Merewether/Merewether Hts to Hamilton or Newcastle Railway Station via a dedicated cycleway so I could then take bike on train to University

Merewether to the city especially along the coast would be nice.

Maybe a bike track along the railway line from Wickham to Newcastle, if it is closed, would be good.

merewether

Wallsend to Newcastle is so choked up with traffic in peak hours you have to wonder if a designated bike track away from the roads would be of some benefit. It would have to encourage some people to ride rather than drive. The Europeans certainly know how to build bike roads away from motor vehicle traffic. Get on Google and YouTube and you will see what I am talking about.

merewether

Most suburban streets are acceptable, but a few of the more busy roads can be difficult to cross eg Frederick St at John Parade.

The majority of my biking is done on urban streets. Generally speaking, they are dirty and the road surfaces are in poor condition. There is no short term fix for this. For example, Mitchell Street Merewether is a wide street but cyclists frequently attempt to travel along the middle part of the road as the old concrete shoulders are a joke. This pattern is repeated around town and prevalent where service authorities have dug into a road way and repaired the pavement by applying a thin strip of asphalt instead of more through measures.

Scenic Drive is also a popular route but the traffic conditions and narrow road way toward up the hills make it difficult for cyclists. The Bathers way pathway is wide but the frequency of pedestrian use make it impossible to contemplate mixing with bikes.

merewether

The Fernleigh track is also a tremendous resource but I foresee a time where it will be too busy to safely host cyclist and pedestrians. It is far too narrow for the most part. Good luck with sorting that out although I do note much of the funding was obtained to develop a regional cycle way so be careful when the urge is to sanction or limit use by cyclists.

The path from Merewether to Dickson Park is far too narrow, and needs to be widened, and preferably physically separated from the road. This is one of the only level sections of the track from Merewether to King Edward park, and so is easy to take young kids, but is dangerous for kids who don't have good directional stability.

The path from the northern end of Ocean st to Memorial drive ends with a sudden drop to a car park. The cycle path needs to NOT cross a car park.

From there to the big car park at Bar beach should be widened and moved further from the road.

- merewether  
Once again, the cycle path should NOT cross a car park as it does here, at Bar Beach.  
The walking/bike track from Merewether baths to Strzelecki Lookout urgently needs more painted signs on the path to say that it is a shared track and arrows to say 'keep to the left'. Young mothers with prams walking 2 and 3 wide do not move to the left whether you are walking or riding.
- merewether  
minmi  
Also International visitors do not know or realise that we (in Aust) keep to the left. Also alot of Australians have forgotten or choose to forget as they have RIGHTS!  
A dedicated cycleway that links Maryland to Minmi.  
A lot of cyclists ride out along the Newcastle Link Rd to the F3. Whilst part of this road is LMCC the other half is NCC. I was involved in a hit and run on the Link Rd and find it is one of the worst roads in the area to cycle on. Seperated lanes from motorists would be the ideal solution...to most cycling issues in Newcastle.
- minmi  
minmi  
Dedicated cycleway from Minmi joining cycle routes within city of Newcastle and Lake Macquarie  
Glass and debris on Newcastle link road and road through to Minmi and Black hill. There are too many drinkers throwing glass bottles that smash on side of road.
- minmi  
debris on Maitland road west bound.  
Massive improvements are needed on Minmi Rd between Callaghan college & the road you turn left to head to Sandgate Rd. Very dangerous & surprising how many people cycle through there & it also needs to be double lanes each way with the ever increasing population out there. We have just moved out there & amazed how much traffic head that way after 7am!
- minmi  
minmi  
Minmi Rd between Minmi and Wallsend  
Minmi Road- from Minmi to Wallsend- there should be a designated cycle lane. It is very hazardous and the shoulder of the road is gravel.The elderly on scooters, plus children walking from school, plus heavy traffic and cyclists all share this road, yet there is no safe route for the people on scooters or bicycles. I have put off buying a bike in expectation for the cycle lane on Minmi road, as when that's in I'm going to start riding to work. Otherwise the traffic is too heavy at peak times, with no safe place to ride.
- minmi  
minmi  
Minmi, Fletcher, Maryland and Wallsend. Could use a clear cycleway into town along Minmi Road and Newcastle Road.  
Off Road, Minmi Road between Wallsend & MINMI  
Minmi to Weat Wallsend
- minmi  
Minmi to Hexham on old Heritage Rail Line Corridor.  
Please the Bridge on minmi road between cowper st wallsend and wallsend high very very rough and dangerous for cyclists as you swerve on to road to avoid large humps.also road from cowper street to summer hill dump is horrible for cyclist rubbish from people going to the tip litters the road.perhaps more time for the mobile gutter sweeper the council owns and as a rate payer im sick of seeing the mobile gutter sweeper sleeping in truck on said road when perhaps maybe could have done a sweep on said road. Also just more marked cycleways on main roads etc just so car drivers etc know we can be there i know it is ok in the cbd and surroundind suburbs but please more for surrounding suburbs .

Woodford St. Minmi & Lenaghans drive is a popular route, needs widening.  
 Minmi Rd. Wallsend to Minmi, dangerously narrow sections.  
 Hexham bridge lane modification has made it suicidal to cross Tarro to Hexham direction with the new vehicular left turn traffic light bypass off the bridge. The bridge on ramps in both directions are no better. A cycle path along the rivers edge with pedestrian crossings either end would be ideal.

minmi

There goes this years budget!  
 Foreshore - becomes very crowded

new lambton

John Hunter to the Uni - is very dark and steep - unusable after work in winter.  
 I work at John Hunter Hospital, as many people in Newcastle do. I ride from Cooks Hill to John Hunter Hospital, via the cycleway alongside the sportsgrounds in Broadmeadow. I avoid Russell Road as I have come off there before, avoiding cars pulling out despite red lights. I avoid the main road outside JHH as the traffic density is too high, preferring the bush track nowadays. I purposely ride a MTB with fat tyres as I often cross the curb to avoid traffic.

The ride is reasonably safe from Cooks Hill until Beaumont St.

Outside the school of performing arts is problematic. Heading West there is no simple way to cross to the other side after the rail bridge. Heading east there is a "would-be-funny-if-it-wasn't-so-stupid" cycle lane which cuts across the outside traffic lane as one starts up the railway bridge.

Crossing the road at Energy Stadium is difficult as traffic stop in the turning lane, and the next lane stops to let you through, but the furthestmost lane zips along regardless. Also the parking at Energy Stadium enters just 'upstream' and so any gaps in traffic are taken by exiting traffic. This includes the off-site parking for JHH (a good initiative, just means a lot more cars nowadays).

new lambton

Years ago I would ride down Scenic Drive, but nowadays I would avoid it, traffic is too dense, the scenery is more interesting to car drivers than looking for cyclists and the descent leads to unwitting increases in speed.

I'd like to add some improvements that are extremely important but are not considered in the survey so far:

1. Improve the pot holes and condition of the edge of roads around Newcastle so that tyres don't get punctures or get stuck in holes and gaps,
2. When I cycle with my toddler on a seat attached to my bike, it is extremely difficult to cross roads when there are not appropriate edges to paths at road crossings,
3. At the lights at Donald St Bridge on the corner of Samdon St Hamilton, and at the lights at the corner of Turton Road and Lambton Road the council has upgraded paths that lead to nowhere. At both sets of those major traffic lights there are two directions that do not have pedestrian lights so if by chance a cyclist or pedestrian ends up on the corner without the crossing, there is no way to get over the road as the traffic is too busy (yet the paths lead you to that side of the road?).

Croudace St from Jesmond to the John Hunter Hospital (up the hill).  
 In the city, around the beaches etc.

new lambton

The road that runs past Broadmeadow railway station parallel to Samdon St. It has metres of poor water management and erosion meaning that cycle traffic and pedestrian traffic have to get closer to the cars.

new lambton

Improve bike track access for citizens in Rankin Park, New Lambton Heights & New Lambton around the John Hunter Hospital Area. Possibly linking current cycle routes with other routes. This will encourage wider use of this form of transport.

Lookout road between Russell Rd & Ridgeway Rd - north and south bound. No cycle lanes and road narrows down causing squeeze points.

Lambton Rd - bridge over railway line adjacent to Broadmeadow rail station heading east. Cycle lane/footpath goes nowhere and no safe entry back onto road.

Industrial Dr - between bridge over rail line and George St heading north. No cycle lane and road narrows down causing squeeze point. Footpath goes nowhere and cannot be used by cyclists as it does not have a safe entry back onto Industrial Dr.

Industrial Dr - heading south - cycleway/footpath over rail bridge. Footpath very rough and entry back onto road difficult to negotiate therefore discouraging cyclists to use the footpath.

new lambton Roundabout on corner of Hannell and Cowper Sts - Cycleway leading into roundabout goes nowhere ie two car lanes and a cycle lane suddenly merge into two lanes only. Dangerous for cyclists.

new lambton riding up to the John Hunter Hospital for example, if you go up Russell Rd there is scary equal space for motorist and cyclist. Around the campus at the Islington Tafe there is a tricky crossover from the Throsby Creek to the Tafe then if you go to Mayfield it's dangerous on road and also on side walk for pedestrian as well as bike

Road marking on Mackie Ave and Jellicoe Pde.

new lambton Better linkages between cycleway sections ie. between New Lambton park and Lambton park along Hobart road. I am sure there are other small sections of roadway between otherwise safe sections that need improvement. Focus on linkages between existing sections. Another bit is the busy intersection of Hubbard St and Maitland Rd trying to go east to west it is difficult to get back on the right side of the road, especially with small kids. The issue of crossing a major road at a dedicated crossing point but ending up on the wrong side of the next road is a problem. The crossing of Croudace Rd and Howe St at Lambton on the Lambton-Wallsend cycleway is a good example of how this can work well.

new lambton Usually where lanes are reduced in number, for example Broadmeadow Road near New Lambton shopping area & King Street heading into Town.

sandgate Between Tarro and Sandgate (particularly the rail overpass at Tarro and the Pacific Hwy & New England Hwy intersection at Hexam) it is very hard for cyclists to stay safe in traffic. Would be great if it could be bypassed for bike riders somehow?

sandgate bike/trike parking at Sandgate station - when you don't want to carry it up and down stairs to carry on train; On-road over bridge likely too narrow for trike (Shortland side of Sandgate road leading to Sandgate station)

sandgate more lighting at sandgate near macca's

A dedicated cycle lane from Newcastle to Maitland. A dedicated cycle lane to Stockton and Kooragang Island.

stockton A dedicated cycle lane to the F3 link road

stockton I live at Stockton and it is too far to cycle anywhere for travelling purposes (i.e. cycling over Stockton bridge, too dangerous cycling along Kooragang Island and Industrial Drive). Cycling is only good for recreational purposes in and around Stockton itself.

stockton In Stockton, extend the bike path all the way to the bridge.

stockton More cycleways generally and specifically cycleways in Stockton - I believe some are planned however little information and when and details.

stockton More safe bike tracks and probably lighting even if it's solar like along Stockton

stockton Breakwall

stockton Stockton area needs better lighting, more picnic tables and garbage areas

	<p>Stockton bikepath - is serious erosion issue on the eastern section of the track near the dog leash free area- if something isn't done soon the track will end up being destroyed. Don't believe me, go and have a look yourself, it is a disgraceful waste of rate payers money to not maintain an existing bike path like this, especially when it is so heavily used.</p>
stockton	<p>These surveys are a limited - I use the bikepath along the harbour foreshore on both sides, including through Honeysuckle to Carrington and around the city. It would be great if cars were removed from the mall and the lane in the middle was converted to a bike path!</p> <p>The route from Kooragang Island to Williamtown Airport needs improvement. The back road via Fullerton Cove is free of motor traffic but for once the Fullerton Cove road meets the main road, it is dangerous to cycle with a high volume of cars and trucks, only one lane in each direction and poor shoulders.</p>
stockton	<p>Hi just to let you know I do not use any of the routes that were in the survey as I cycle to work , hence the survey forced me to select one so I selected the most appropriate one.</p>
survey design	<p>. overbridge/underpass/lights where cycleway, sports fans and students cross Turton Road near Monash Road</p> <p>. safety havens in centre of Gordon and Stewart Avenues to assist crossing near Darling St and on marked cycleway route</p> <p>. regular sweeping of glass from vandalised locations, including shoulder of Sandgate bridge over railway line; area linking Hannel St and Honeysuckle Drive; cycleway at William St Maryville</p> <p>. small ramp, (parallel to gutter for safety reasons,) in Kilgour Avenue to link existing paths in Empire Park to ideal access point from Snedden Street. In turn this links to safe access via Burwood, Patrick, Union, Railway Streets (and gravel paths in adjacent park.)</p> <p>. dividing/marking/gazetting shared cycle use of suitably wide sections of footpaths in King Street and Hunter St East to provide east-bound access, avoiding dangerous Scott Street. (Buses; varying roadwidth; traffic turning without notice; congestion point where buses turn left at Watt Street, leaving cyclists vulnerable in right lane.) Shared use works well in many cities, including Vienna and Munich.</p>
throsby	<p>1) the throsby CBD link needs to be connected from marina to lee wharf</p> <p>2) No lights on the Throsby Creek from Hannel St to William street Maryville, Physically dangerous and discourages women to ride as feels unsafe.</p> <p>3) No safe dedicated link from Wickham to Junction Merewether etc across both Hunter and King streets.</p> <p>4) No continous path from town or Wickham to Mayfield, Mater hospital/University or John Hunter Hospital</p> <p>5) Great use could be made of following waterways/stormwater and railways as cyclepaths as these have excellent gradients.</p> <p>If the rail could be followed along the southern railway it would be a fifteen minute bike trip from Glendale to town.</p>
throsby	<p>Lobby state government for better facilities for bikes on trains and buses.</p>

A cycle/pedestrian underpass underneath the Hannell St bridge to connect the two separate sections of cycle/pedestrian way along Throsby Creek would provide a major improvement to this (already very popular) cycleway and pedestrian link.

The road crossing at this point is the weak link in an otherwise world-class and very safe waterfront cycle/pedestrian way, and a bridge under Industrial Highway here would mean that someone could ride all the way from Islington/Tighes Hill/Maryville to Nobbys Beach without crossing a single road. This would open up the city and the beach to many more cyclists.

I have discussed this with engineers who say that the underpass itself is not a particularly difficult engineering challenge, and the key impediment is actually a fibre-optic cable beneath the water that runs alongside the bridge, which is apparently extremely expensive to move. However, this will one day occur (perhaps in conjunction with the roll out of the new broadband system?), and plans should be developed now for when this opportunity comes along, so that it's "shovel ready" to implement when the moment arrives.

throsby

Between Islington Park and Maryville, the cycleway is not lit at all in one section. It is well lit the rest of the way to Honeysuckle.

The LHS coming out of town along Parry and Donald Sts are not very safe. Not enough room for cars to park and cyclists to ride.

throsby

Between Wickham and Honeysuckle along foreshore. Boardwalk needs to be finished as a priority to avoid cyclists having to share current narrow footpath and/or road with no cycle lane initially available between Hannell St and Honeysuckle Drive. Poor lighting and a lot of broken glass along roadside makes this area unsafe.

throsby

Bicycle facilities in the city and beaches. Improvements along forshore and honeysuckle (please finish the track from marina to honeysuckle ASAP). Its a little crazy around the brewery, doors opening from shops, pilars, bins, signs, footpath seating are an issue, its just not wide enough.

throsby

throsby

cycleway from the foreshore in newcastle to wickham  
 Due to family commitments, I usually ride after dark.

I travel from Mayfield to the foreshore area.

Even though there is a dedicated cycleway from Islington park to Throsby Creek, the section from Islington to Linwood is too dark and secluded. I feel unsafe, and usually take my chances with the traffic through Islington/Hamilton/Newcastle West. In terms of riding on the road, there are sections of this route that have less cycle room and are more dangerous than others.

throsby

I have two young children and I think it is extremely important to have off road cycle paths. I have just discovered the Foreshore, Throsby Creek to Islington Park cycle way and I think it is absolutely fantastic and a real credit to the council.

I would also like it to be easier to find out about the off road cycle ways so that I can get on the ferry and then ride with my children.

throsby

We spent this Sunday riding and we all had the best day in a long time. I like to cycle from Mayfield to the beach with my toddlers, the first part is great via Throsby Creek and along linwood estate - just gets dangerous in the Lee Wharf/Honeysuckle area and beyond.

throsby

throsby I often cycle to work in the mornings. Cycling along Maitland Rd from Mayfield to Islington is very dangerous if you ride on the road, and the footpaths are bumpy and dangerous too. Cycling over the high level bridge at Tighes Hill, just near the TAFE, is a extremely dangerous. The traffic is usually heavy and there is not enough room for cars to pass you safely if both lanes are full of traffic, so everyone has to slow down and wait for you to get over the bridge which holds the cars up usually resulting in you getting beeped at by drivers or abused. The footpath isn't wide enough on the bridge to accomodate pedestrians and bikes so you often have to wait to let pedestrians get across or dismount and walk across. I fell off my bike while riding on the footpath near the TAFE carpark on Maitland Rd going down the hill. My wheel got wedged between the pavement and the grass verge. I injured my arm and leg, so I guess that indicates the condition of the pavement. From Islington Park I usually take the bike path which runs through the park even though it makes my journey longer as the traffic gets worse from Islington into town. Weekends if I ride around locally the situation is much better simply due to less volume of traffic.

I walk/bike along Throsby Creek (between Hannell & Lewis Streets) most days. Lighting in this area is critical - the area has been vandalised and I feel unsafe walking after dark.

Additionally, drivers need to learn to share the road with cyclists. A public safety campaign might help, but hefty fines (enforced) would be appropriate too.

throsby I used to ride my bike to work about 50% of the time, but after an accident (collision with a vehicle, the fault of the crappy road, not the driver), I have been hesitant to ride.

throsby it will be great once you can cycle all the way from throsby creek into town without the little bit of road near hunter water.

throsby Link between Honeysuckle foreshore and Throsby creek cycleway - the missing link in Wickham is dangerous

Linking cycleways. Link the Carrington cycleway right through the Honeysuckle precinct and around the foreshore to Bar Beach, Merewether and onto Glenrock.

Improve bicycle acceptance on the Stockton ferry. Free passes for cyclists?

throsby make all cyclepaths off road, excellent examples overseas (Whistler, Canada). The road is not a good environment to encourage people to cycle.

throsby More signs on Foreshore/Throsby Creek area to remind people that the path is a SHARED area. Remind them not to walk across. Keep dogs on leashes.....not running in front of bikes.

throsby Need improvement along the harbour foreshore to allow sufficient dedicated cycleways all the way from Throsby Creek to Nobbys

throsby Northeastern side of Honeysuckle to Hannell Street Needs improvement to enable bicycle riders to feel safe in that area

On the Throsby Creek to Foreshore cycleway, there are significant breaks in the continuity of the path.

While the lighting in Islington Park along the cycleway is adequate, from the William St Bridge to Hannel St the lighting is just about non-existent.

Crossing Hannel Street is a major hazard. A pathway under the bridge like the one under Cowper St would be a much better option.

As soon as you pass the Marina (coming from Tighes Hill direction, heading towards town) you have to go onto rough asphalt that is often strewn with broken glass, and then choose either a narrow footpath or a road that is barely big enough for the cars that use it. This area is bendy and particularly unsafe if you are on the road. The footpath is used by pedestrians who generally do not appreciate people riding by them/around them.

Then you arrive at the circles leading to Honeysuckle and the cycleway just stops (as though we can just pick it up again on the other side). And to get onto the foreshore you have to navigate bollards that are awkwardly placed for getting from the road to the walkway.

At the Brewery there is another problem of trying to either navigate on the Harbour-side or on the road side which both tend to be narrow, often populated with pedestrians and the various furniture, queues and waiters from the various outlets.

It seems that cycles are most unwelcome along this stretch (even on the road-side).

throsby

The pathway along the small green space, near the water police station is also inadequate. It takes one person or one bike. If bikes are expected to use the roads at this point, there should be clear direction of this and adequate cycleways that do not just simply peter out because the road narrows.

throsby

Please link cycleways together, eg how long does it take to link carrington end of the shared pathway with the honeysuckle section to create the length from carrinton to Nobbys? My family walk this now as the middle unlinked setion is not safe for my little daughters to ride their toddler bikes along

The area from the Fish Co-Op south past the NCYC marina past the park to the lights at Honeysuckle Drive.

There is a designated cycle lane on Hannell Street yet cyclists continue to ride, & in some cases their bike is fitted with motors that travel at speeds of up to 35kph, without any regard to walkers.

As a legally blind person who is in & around that area on a daily basis, I have been hit by cyclists on more than 10 occasions in the last 5 years.

I have seen numerous others ranging in age from toddlers to seniors who have been hit in this narrow area & I & others are continually abused by cyclists who think we should get out of their way.

Rocksalt Restaurant has installed fencing to stop cyclists from riding through their seating & prevent patrons from being hit as they leave.

As this area is not part of any cycling track as defined by NCC, cyclists should be banned from riding along this area & made to get back on the road in their marked lane & return the walkway to walkers.

throsby

At a minimum there should be speed humps & signs erected stating that this area is a walkway & get off your PUSH BIKE & push it past this area.

There should also be patrols to police this & fine anyone who breaches the rules.

The area/path and cycleway between Honeysuckle and the Marina at Throsby Creek should be linked.

- throsby Is there something positive intended for this wasteland ?  
The non-continuity of the foreshore cycleway is disappointing and will remain so for some considerable time given the slow up-take of properties at the western end of the current development in Wharf. I believe that the Honeysuckle Corporation should construct a temporary cycleway to bridge the gap in development along the foreshore towards the marina. It could be adequately cordoned off if and when development proceeds. It will be a shame if the gap remains indefinitely. I believe that it would be a relatively inexpensive exercise with a lot of pavement existing through the old Lee Wharf hardstand area which is now used for carparking. As a frequent cyclist along Wharf Road, the strip I am talking about is extremely unfriendly with potential car door opening and non-existent cycle markings.
- throsby The route between the end of Throsby Creek and around the corner to Honeysuckle is dangerous at present until you can rejoin the cycle route on the foreshore. There is a marked cycleway on the road but the traffic makes it undesirable to use as people open and close doors all the time. Marked cycleways do not make cyclists feel safe. The installation of physical barriers do. I have cycled in Vienna all over the city with no problems as there are dedicated lanes away from trams and traffic. Interesting to see that London is implementing bike hire this July. Such a good way to go for short hops and ability to take a bike to your destination.
- throsby The section of bike track from Islington Park to Industrial drive needs more cleaning, maintenance, and tree trimming maintenance. Plus the last part alongside the warehousing between Industrial Drive and Lewis st is in URGENT need of lighting. Everyone I know either wont cycle there at night or is scared if they do. It is shameful that all the funding has gone to the other side of Industrial drive and the old part of Maryville has been ignored.
- throsby The Throsby Creek pathway runs out before Foreshore Drive. There's a large wasteland to detour around (unless it's been fixed recently because I haven't ridden around there for a few months).
- throsby Throsby creek section between lewis st & hannell st- no lighting here whatsoever , many near misses with pedestrians in the dark.
- Incomplete Section from the wickham marina to honeysuckle foreshore needs to be completed asap .
- throsby Section from Hubbard st islington ( end of throsby cycleway ) to Newcastle Showground ( start of cycleway to Kotara) needs to have a continuous dedicated cycleway to link these 2 cycleways together.
- throsby Throsby Creek shared pathway requires a centre lane for pedestrians to keep to one side of the pathway and something seriously done about off leash dogs. I have on several occasions witnessed bike riders either taking a fall, or almost falling - children and adults, due to off leash animals on the pathway.
- throsby Twice a day I have to ride up over the railway bridge on Industrial Drive/Hannel Street, and because the pathways are always full of stones and the tree branches try to decapitate you I end up using the road. This means that the traffic passes less than a metre away from me at 80km/h. Either the pathways on both sides need to be widened and made suitable for bikes or there needs to be an alternate route - which of course would mean more bridges.
- throsby Another spot that needs work is the connection from the Newcastle Marina through to Honeysuckle. Riding on the road between these two points is a little dangerous which is why I see most people riding on the footpath.

**WALLSEND-NEWCASTLE CYCLEWAY:**

1. Gradient on western side of Cameron Rd/ Longworth Ave in Wallsend intersection needs to be more even and gradual.
2. Short rough section from southern end of Mordue Pde to Newcastle Rd in Jesmond needs to be rebuilt with decent sealed surface.
3. Sudden "pinch" on short connecting section to western end of cycleway through Jesmond Park needs to be eased (for toddlers).
4. Bridge on cycleway over canal near Tyrone St in Lambton needs widening and realigned to eliminate sharp bends on approaches.
5. Traffic lights at crossing on Turton Rd would be very helpful especially in peak-hour traffic.

**THROSBY CREEK CYCLEWAY:**

1. Western approach to crossing of William St needs realigning to remove sharp curves, also cutting back vegetation alongside path, to provide better view of traffic in both directions.

**HARBOUR FORESHORE CYCLEWAY:**

1. In view of being used by so many cyclists and pedestrians, feel this should be divided into separate sections.

throsby

2. Section along Honeysuckle Dr east from Hannell St needs more definitive marking and improved surface.

Access from Wallsend to Broadmeadow is pretty good except for access across Nelson St at Wallsend and general issues relating to galss on paths. The bike route follows Kemp and Dan Rees St (Wallsend CBD) and requires you to cross Nelson St. There is no pedestrian crossing at the traffic lights at Cowper St. The only crossing available is half way down Nelson St, which is a high pedestrian area and 100m away and is not acceptable for cyclists. Crossing directly between Dan Rees and Kemp St (ie across Nelson St) is also very dangerous as it is very close to the corner at Cowper St and you cannot see cars coming around the corner. I have been nearly run over here a few times. This is the biggest issue I have with this otherwise good route.

wallsend  
wallsend  
wallsend

I would like to make note of my support of the comment in the Newcastle Bike Plan regarding poor access across Cowper St to Wallsend park (ie near Brooks St). The current median is very narrow and as a result your bike or yourself sticks out in to the traffic lane. Its even more concerning for mothers with prams as there isnt room for both mum and baby.

Expedite the Wallsend to Glendale track  
fletcher,wallsend to edgworth

Hunter Street and King Street are the main routes. The most unsafe area is the narrow pinch on the corner of the old S&W Miller Building (Hunter St crossing Stewart Ave heading west). You then have to swing out around the bus stop and then have more narrow lanes right through to Tudor Street. I have been nearly hit and abused more times here than anywhere.

The most obvious solution to the CBD route, (and more trees, parking and general amenity) is to make King Street run one way and Hunter the opposite, and give a whole lane on one of these over to a dedicated cycle track. It's a no brainer and not a very expensive one at that.

The survey didn't ask about shade. Riding on shaded routes is always more preferable to the regular rider. This is very important.

wallsend I would also like to discuss travelling off the main roads to Wallsend, and to Tarro and Beresfield. These road are extremely unsafe and there are many opportunities for routes around the Hexham Swamp and other open space.

I understand Wallsend/glendale cycleway is currently under construction (about time- its only been 20 years...) and i think that will be a great benefit- lake mac council will then need to complete the link to the lake...

There is currently no safe cycleway from Maryland to the Wallsend/jesmond cycleway- you have to travel along busy minmi road (with cars speeding past) or weave (the long way) through back streets to wallsend.

wallsend Also- the lack of separated cycleway from the helicopter base at broadmeadow to inner newcastle, and also the section between jesmond park and lambton is very dangerous.

wallsend in outer western suburbs - wallsend area  
Jesmond - Wallsend

wallsend How do you safely cross Newcastle Rd without being prey to traffic?

wallsend Minmi Road, Wallsend

wallsend There is no safe route from Fletcher to the inner city.

Wallsend to Minmi cycle route is on a main road. We do no do this with young children. Recent upgrades at Minmi Road outside of Bishop Tyrell have missed the opportunity to widen the road and put a barrier between cyclists/pedestrians and cars. This point is very concerning to me and i never feel safe either cycling or wlaing along this road. (I live at Fletcher)

wallsend After completing this survey, I realised we use Lake Macquarie cycle ways more eg Green Point and Warners Bay to Boolaroo because we do not have to worry about cars with our kids. These cycle ways are not at all linked to roads. Newcastle Council needs more of these.

wallsend Wallsend, New Lambton

**WALLSEND-NEWCASTLE CYCLEWAY:**

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wallsend

1. In view of being used by so many cyclists and pedestrians, feel this should be divided into separate sections.
  2. Section along Honeysuckle Dr east from Hannell St needs more definitive marking and improved surface.
- Crossing Maud St from Prince to Vera Street Waratah is a death trap. We NEED lights.

waratah

Don't copy Sydney in designing improvements; look to Melbourne and Copenhagen. Engage expert consultants, and make sure politicians learn from them. Cycling access to Uni and Mater hospital via Maud street - extremely dangerous road and main thoroughfare, limited alternatives for cyclists.

Throsby Creek - extend cycleway to Mayfield. Excellent facility along foreshore and creek but not easily accessible for families cycling with young children from Mayfield, Waratah and surrounding suburbs.

waratah

Support for the needs of competitive cyclists participating in organised club events - training and racing. The more people see cyclists out and about (and the club groups are excellent at enhancing the visibility of cycling as they cycle on average 200km per week) the more other people will feel it is the 'norm' and feel comfortable about cycling themselves.

waratah

I can't really pin point a location. However, in general, the safety of Newcastle roads for cyclists is appalling. Often, the quickest route to somewhere is not by the already existing bike paths but by roads, especially when traveling a long distance. For example, traveling to University from the inner city or even shorter distances. Bike lanes are ALWAYS too narrow and share the same space as car door opening area. Bike lanes also tend to end abruptly leaving the cyclist stunned and instantly immersed in heavy traffic > for example on Turton Road as you pass Waratah shopping village and are heading towards the train station the bike lane JUST ENDS...

I cycle a couple of times a week from Mayfield to the Uni (using Scholey Street and various back ways). To problems with cars, I leave around 6.30/7am, and then during daylight saving leave work around 6/6.30pm. During winter months I leave around 4.30pm for visibility. The route is generally ok, but messy around the Waratah rail crossing; and extremely dangerous crossing Maud Street (at the top fo Prince Street). It is just impossible to cross Maud Street safely. During busy times, I use the lights near the hospital, but the bike way is just too close to the cars, and the only other option is to ride on the footpath. How about a dedicated two-way bike path alongside the railway track from Islington (or even Waratah station, to link up with Hamilton/Waratah riders). The track could meet up with the bike track to the Uni at the back of Waratah West. Qld Transport has put a dedicated two-way bike path alongside parts of the South East Freeway in Brisbane - it's all safely and securely fully fenced off from the freeway, so this could alleviate concerns from NSW Rail.

Weekends I ride Throsby Creek/Honeysuckle/Nobbys with a friend. Bit of messiness getting from the end of Wickam to Honeysuckle, and then at the end near Nobbys (getting off the river walkway area around to Nobbys). But again, it is really only ok if we are early (i.e. before 9am). Anytime after that the area around Honeysuckle/Nobbys is just too dangerous with walkers and bikes intermixing. I live in Waratah, and feel that there is no continuous, safe dedicated bike path either to the university (until you get to the actual uni grounds) or in to town. I don't feel at all safe sharing the road with cars, and we're not allowed to cycle on paths. maitland road and hunter street do not have bike lanes along most sections. there are no bicycle parking facilities at Hamilton Station or Beaumont Street. There is insufficient signage along the bike track to Kotara. The crossing on Maude street to access the bike track to the university is quite dangerous.

waratah  
waratah  
waratah  
waratah

Maud Street Waratah  
Maitland Road  
Waiting at lights

Maude Street Bridge is a deathtrap. It is probably outside council juristicion but it desperately needs widening. Even the footpath is too narrow for a bike or a pram.

The main issue at many busy intersections is getting from the left hand lane into a right turning lane (esp Intersection of Maude Street and Maitland Road and Griffith Road and Lambton Road)  
Maude street, Edith street, Lambton rd and roads leading to Wallsend via Newcastle University. Hanbury street, Vine street, Crebert street, Ingall street, on Waratah/ Mayfield rail bridge, actually all major bridges in Newcastle.  
Prince St and Maud St crossing on the way to the Uni next to teh railway bridge.

Extremely dangerous & I'm surprised no-ones been killed- very difficult to cross during monrings & arvos, poor visibility 7 not mluch room.  
A lot simpler to lay out a track on the abundant railway space below, totally avoiding Maud St.

also Horseshoe bridge over Waratah- very narrow pedestrian strip, and bike strip also narrow- could be widened & traffiac calming measures instituted to limit speed of vehicles.  
Signage is probably the easiest and most useful improvement to Newcastle's cycle network. Even though I research where I'm going better than most, I've found myself on a scary busy road with no shoulders and discovered an off-road cycleway runs parallel. With better signage, more people would likely take preferred routes and it would be easier to justify missing links:

waratah  
waratah

Hamilton to Uni via Waratah - Maud st crossing, Donald st railway bridge  
East-West cycleway - Elder st, Lambton.

Sometimes the "cycle lanes" drawn on the road make things less safe for cyclists because they are actually drawn in the "car door death lanes", so they make drivers think you should ride there while this is actually the least safe thing you can do!

King Street, heading west, at the intersection with the Pacific Highway is terrible. It used to be ok, but was changed about a year ago. Now, before the traffic lights, heading west, there are three lanes of cars going straight ahead plus a marked bike lane. There is no bike lane on the other side of the intersection and the left lane is not wide enough for a car and a bicycle. In the afternoon, if you are in the bike lane and stay left after the intersection cars will always try to pass you leaving an unsafe gap. I now wait at the traffic lights in the middle of the left car lane rather than the bicycle lane as it is the only way to ensure that cars do not pass you with mere centimetres to spare. I think this part of the road could be improved by having a marked bicycle lane on the other side of the intersection, one that makes it clear to the cars that the bicycles have right of way and should not be passes so closely.

waratah Another spot that could be improved is at Waratah, the crossing of Maud Street at the end of Prince Street. There is a pedestrian refuge island, which is great. However, I have seen the post on it knocked over a few times in the past couple of years, so it still doesn't feel that safe. At peak times, it can take 5-10 minutes to cross the road here. Maybe lights or a crossing would be good.  
 Teralba Rd Adamstown - looks like the moon crater

Dumaresq St - has had power lines replaced but quality of road is shocking

Tourle St bridge - no room for cyclists.

waratah Maud St to Maitland Rd - no room on road for bikes.

waratah There is an urgent need for a pedestrian crossing or traffic lights at Maud street near Prince Street and Vera street. Prince and Vera are heavily used by cyclists travelling to the university, since Vera links to the cycleway into the Uni. During peak hour cyclists get stuck at Maud for ages, which can be very frustrating and potentially dangerous. I believe a crossing or lights across Maud St. at this point would make cycling to uni a more attractive option, which would help ease parking and congestion problems at the Uni.

## Q22 – Information Sources

location	source_info__other
club	bicycle NSW magazine
club	Bike Club Forums
club	bike ecology centre newsletter
club	Bike riding groups
club	cycle group emails
club	cycle groups / clubs
	Cycle specific magazines (eg Australian Cyclist;) cycle specific webssites, (eg Newcatle Cycleways, GerryAttric Playgroup, Bicycle NSW.)
club	
club	cycleways movement
club	Cycleways movement
club	cycling clubs, bike shops.
club	CYcling NSW website
club	cycling organisations
club	Cycling organisation"s web site's
	Cycling organisations, cycle shops, cafes, noticeboards for eg at the uni
club	
club	Local cycling organisation (including their websites)
club	NCM
club	Newcastel Cycleways Movement
club	Newcastle Cycleways Movement
club	NUBUG - Newcastle Uni Bike Users' Group
club	Websites for Cycling groups
direct	Included in rate account notices
direct	Information with rates notice
direct	initial letter drops
direct	Leaflets left in mailbox
direct	Our News letter
media	Local Newspapers like Stockton Messenger
media	local phone book
media	Pushbike Magazines
none	Dont waist council money on this resource
	expect to find information about cycling programs. Riding bikes is not a part of my life
none	I don't look for these very much, just get on my bike and go where I need to! I figure it out as I go (mostly). Do you look for information about car programs an facilities?
none	none
none	Not applicable
none	not interested
none	not interested, so not looking for information
	The community need to get up & participate in the decision making. Our councils are a disgrace & both Governments are taking over & telling us what to do
none	Compulsory question on drivers test
online	ABC Newcastle Website
online	council could post on mayor cycling forums ?
online	council web sites
	council's website (yes it is an option but i think there could be more info than what is currently available)
online	

online	Cycle websites
online	Cycling Web Sites
online	Cycling websites
online	Deciated Website
online	dedicated website eg. www.cyclenewcastle.com.au
online	email to Newcastle Voice users
online	email update to interested parties
online	facebook etc
online	google
online	Google maps
online	Google search
	I guess I would go to Council's Newcastle Tourist Office and get information on places to cycle.
online	internet
online	internet
online	Intramanet
online	iPhone App, Local Cafes
online	Need a dedicated website for Newcastle and hunter cycling.
online	nternet
online	rotorburn website
online	Social Media
online	University & School web sites
online	University Website
online	webpages
physical locations	Bicycle retailers
physical locations	bike shops
physical locations	Bike Shops
physical locations	Bike Shops
physical locations	Bike shops, clubs
physical locations	bike shops, post office, news agents
physical locations	boolaroo bike shop
physical locations	Brochures in tourist centres, council office and bike shops
physical locations	Cycle retailers
physical locations	shops
physical locations	At bike shops or through schools.
physical locations	Information Centres, schools, TAFEs, universities and also bike shops.
physical locations	NUSA Office - University
physical locations	school, college, library
physical locations	University Publications
physical locations	University sites
physical locations	libraries
physical locations	library
physical locations	Tourist centres
physical locations	Tourist Information Centres
physical locations	tourist information, newsagencies
physical locations	Visitor's Centre on Hunter Street
physical locations	Beside bus/train timetables
physical locations	Bus advertisements - motorist awareness of cyclists
physical locations	bus stops could have both teh bus routes (duhhhhh but dont) adn bike rules and routes on the protectie area of the shelter.
physical locations	train stations, shopping centres, educational facilities
physical locations	RTA are the transport authority - what are they doing about this in newcastle?

signage  
signage  
signage  
signage  
signage  
signage  
signage  
signage

Bike lanes should be marked on the roads!  
By getting out and exploring myself  
Information signs around the cycleways  
Just the marks on the road, so far.  
Posters  
signposting  
street signs  
where I ride  
bike racks

## Q23 – Final Comments

### subject

### comments

At the moment, the focus has to be on making the popular cycling areas that we do have safer; as well as developing cycling areas to help alleviate traffic congestion/parking problems (i.e. to the Uni).

Here I do want to see an old-fashioned roads/rates/rubbish approach - although thinking roadways-bikeways-safety. At the moment I reckon it would be waste to spend Council money on the icing (i.e. posters, brochures, pretty signs). There are much more fundamental safety issues that need to be addressed.

I didn't say earlier, Fernleigh Track itself is brilliant, but getting onto and off the track around Adamstown Station is a nightmare. Again it's fine if you go early when there aren't too many cars around. This seems to apply to all the bike routes I use, there are sections that are terrific, but getting between those sections is dangerous - tracks just run out, or stop and then cars and bikes and pedestrians are left to fight it out! So one priority has to be to properly connect the great section that we do have.

congestion  
congestion  
congestion

bikes not to share the road on major traffic routes  
Cycles lanes should not double as parking lanes  
Cycling could really provide some relief from the parking problems in the CBD if integrated well with public transport. The child fare for bikes during peak hour on trains should be removed. Bikes should travel free as an incentive.

congestion

Buses should accommodate bikes and trains should have more bike racks. Dedicated lanes and markings on roads would be good, would also be better if they didn't have trees planted in them or tight parking. Look at Sydney CBD cycle lanes that are dedicated and separate from car lanes via little concrete edge, maybe along Hunter or King streets? Just give up some parking, if people rode they would need car parks, you have to force them to ride, cars are too convenient and easy in Newcastle, i.e. you expect to be able to find a park outside the premises you are visiting and you usually get one.

congestion

congestion

driving alongside parked cars is dangerous when they suddenly open their doors. I don't feel safe taking my son on a bike in traffic.  
Expecting people to cycle more needs to be combined with a more serious attempt at providing safer means for people (including children) to use bicycles.

congestion

Current "cycle-ways" which are really parking bays are totally inadequate and should not be called cycle-ways at all. They are dangerous and become non-existent leading up to just about all intersections.

congestion

Generally needs to be more road space dedicated to pedestrians and cyclists. Shared pathways should also be much wider, at least the Fernleigh Track which carries quite a lot of traffic.

I am a very experienced cyclist and confident in all traffic and conditions. I enjoy facilities like the Fernleigh track but I don't need them to commute. I'm happy to be part of the traffic flow and pick my way through the quieter streets where possible, and to be honest, I don't get a lot of grief from drivers. Just the occasional razz from young kids.

congestion

However, I have helped novice riders come to grips with commuting and I have seen how dangerous and terrifying it is for them. If you are serious about getting people on bikes for transport or pleasure you must have dedicated bike lanes

with physical barriers to keep cars out. You can't have people parking in bike lanes.

I challenge any novice cyclist at the council to take a ride along the "cycle way" from Hamilton into the CBD in peak hour to get a first-hand feel for the danger you are putting people in.

I could go on ... anyway, thanks for the opportunity to have a bit of input. I am not a cyclist but have come across many who ignore road rules eg go through red lights yet insist on using the roads; cyclists have also taken up most of the lane and blocked cars from passing; I believe both cyclists and motorists need to be educated much better to co-exist on the roads. Often the roads are far too narrow to have cyclists as well as cars eg Newcastle Road where traffic is often very congested and fast moving. Also, when I am on my walks cyclists often whiz past me and give me a huge --they should signal their approach.

congestion

I have been riding bikes for thirty years. I sometimes commute to work, and it is really dangerous. Union Street is good, is wide, but also the cars are parked for the whole day and I am not having to continually watch for driver sitting in the cars to try and be prepared for any opening doors. I have had to swerve many times for car doors and silly drivers.

congestion

Thanks again.

congestion

I would ride more often if I was not worried about traffic and doors opening on parked cars

congestion

If people felt safe there would be more people willing to use their bicycles but at the moment this is not the case both of my children have had accidents on their bicycles one by a door opening the other by being hit by a car

congestion

Painted cycle lanes are a help, but separate cycleways are the ideal and would really get people out of cars. You feel vulnerable on the roads as many people see the cycle lane as a car park.

congestion

Shared parking and cycling lanes are suicide for cyclists.

congestion

There is a major lack of bike paths in Newcastle. Bike 'lanes' right next to parked cars are useless.

congestion

There is so much potential for Newcastle but the works need to be genuine not token effort by putting markings in car lanes. Dedicated spaces need to be set aside

congestion

Well, of course the city of Newcastle is fantastic. It will be even better when the unsafe "car door" cycle lanes are removed and dedicated cycle lanes on enough roads that nearly everyone can feel safe riding around the Newcastle region are put in. :) This would improve the health (physical and mental) of people in the region, reduce costs for maintaining roads, and help look after the environment.

I don't believe there are enough off road cycle ways in Newcastle or if there are a lot then there is not a lot of publicity, so there needs to be more publicity.

education

I also think it would be wonderful for the new bike/walking path in Stockton to go all the way to Stockton Bridge - it would be a good tourist facility as well as something wonderful for the Stockton community. It would be good if it could link to Kooragang Island for the cyclists who are often racing and training.

education

I don't like cyclists riding on the footpath, but they obviously do it because they don't feel safe on the road. I would welcome a push to get more people onto bikes and fewer cars on the road. Newcastle is the ideal city to become bike friendly - it's flat and fairly small. There is an issue with bike theft - I've had two stolen in three years, but I only buy second hand bikes - so I'd like to see a bike borrowing system for people who want to ride home. I think this happens in Amsterdam.

- education I don't think I qualify to make a statement here. I would be considered as a child learning to ride a bike.  
We lived in an American city (stanford) with a strong commitment to providing cycling as a mode of transport, both recreational and commuter. I always felt safe cycling there and even did the grocery shopping by bike. We did not need a car!
- education Please consider emulating this progressive city by introducing regular rides along key routes with the GM, Lord Mayor, key council staff and the general cycling community. Start with a ride from the fish market to Nobbys saturday at midday. When I was a child in Ireland, I completed a cycling course and test, similar to a driving test, were I was taught the rules of the road including correct signalling.
- education This would greatly improve cycling safety.  
Whilst it is important to be able to cycle safely in Newcastle, it is also important for car drivers to be able to drive safely.
- I ride & drive, and I have just as many negative comments regarding cyclists behaviour as I do regarding drivers so it is important not to "overfocus" on the cyclists point of view .
- education Perhaps Cyclist awareness education is just as important as Driver awareness education.
- education Workplaces must have good facilities for cyclists to store their bikes, shower and change, drying areas, lockers, etc. It's not easy to ride to work in winter in the rain!
- education Work on the culture of most motorists who are 'anti-cyclists' by educating drivers. Take example from many other european and asian cities where bikes and motorbikes are very common.
- education A coherent council program to encourage cycling would likely be very effective with people like me, especially if it includes driver education.
- education Inexpensive cycling skills training and independent advice about choosing a bicycle would be key elements also.
- education A lot needs to be done to get us back to the 50s when a lot of people rode to and from work.
- education A significant barrier to cycling is Cityrail's attitude to bicycles on trains. Advertising cycle paths available for travel in and around Newcastle. Currently, I have very little idea of where they are and the links they provide. Information regarding this is very difficult, I've learned, after searching for a "map" during 2009.
- education I don't own a bike, am a poor rider, so would only be interested in riding on dedicated cycle paths - for safety reasons.
- education Although I am a cyclist, I believe that there needs to be an immense amount of work done to educate both cyclists and drivers of other vehicles about the law and the rights and responsibilities of each party. I am often upset when I am out riding and I see other cyclists not following road rules as I know that cars already dislike us and that then makes things worse. I have also been a cyclist in Victoria and the ACT and find that Newcastle is the worst place for safety and road conditions to ride a bike. It has the least tolerant drivers.
- education Although I don't ride a bicycle because I have balance problems I think cycling should be actively encouraged by all levels of government. There is a need for driver education to understand that the road is there to share, not the sole domain of the motorist. Also some cyclists need to be more considerate on shared bike / walk pathways.
- education

- education  
An education programme for both cyclists and motorists would be of benefit. Not everyone is aware of the rules and regulations that apply to both cars and cyclists in relation to each other. Cyclists are generally viewed as a nuisance especially when riding in large groups. As a motorist and an occasional cyclist I am aware of the attitudes of both road users and there is valid arguments on both sides. A campaign incorporating the rules for both groups but which also promotes tolerance and courtesy on the road I think would be of great benefit as well as the adequate space for everyone to use the road in safety.
- education  
Arrigant attitude of serious cyclists to other users of shared walk/cycleways puts other members of the public off using the facility. Cyclists should be required to have an identification plate on the cycle so that corrective action can be directed at the offending person.
- education  
As a motorist I am appaled at the behaviour of cyclists. After they have been overtaken by vehicles, they don't hold their place in the traffic line but overtake and then hold up traffic as they start off.
- education  
Bicycle riders don't follow road rules - stop signs, traffic lights, travel on the left side of the road, etc  
As a walker on a cycle track I find cyclists hardly ever signal with their bell that they're behind me. If there are going to be more cyclists, and cycle ways, then there has to be an education campaign about how to manage the relationship between cyclists and pedestrians.
- education  
As mainly a driver, the flagrant abuse of road rules by some cyclists is inflammatory, and is likely to carry over to all cyclists.
- education  
If bicycles were capable (electric motor assist) of travelling with the flow of traffic they would be far safer.
- education  
as stated earlier we really do need safer areas and more education for all on cyclists rights.I was taken out by a car driver on cowper street wallsend and his reponse was i had no right on road.
- education  
Bike riders need to be responsible too. If they want consideration, they too have to obey the rules eg not riding through red lights or squeezing unsafely between traffic to get ahead.
- education  
Bike tracks are great but I think people, both cyclist and walkers need to be more considerate of each other to avoid accidents and mishaps.
- education  
Compulsory bells on bicycles. As a pedestrian having a warning from cyclists approaching from rear would be very helpful!
- education  
Copenhagen is a great example of a city that encourages cycling. We should be providing incentives for cyclists (car registration reductions?), or de-icitivising driving (massive fines, vehicle confiscation for aggressive driving).
- education  
In Copenhagen drivers have to wait at traffic lights for cyclists, and people of all ages cycle. I would love to see Newcastle embrace this kind of bike friendly culture.
- education  
education  
Cycle to work iniatives and encouragement for younger citizens  
Cycling and cyclists need to be encouraged and valued by the general public as a respected user of the roads. (Obviously this means cyclists need to be worthy of that respect by abiding by road rules)Education of both parties will only benefit both parties as there will be less congestion on the roads, less pollution and healthier population. Everyone wins!
- education

Cycling facilities and bike paths are improving and therefore encouraging more people to use them. These improvements in facilities and paths need to continue. Education of road users to share the road and about cycling facilities will also help.

education  
By eliminating a few squeeze points on some major roads safer cycling routes can be established.  
Cycling in Newcastle is reasonable as long as you do not go on the main roads where the bycycle tracks are usually used as parking zones and put rider at risk weaving in and out on them.

Riders too have to be mopre aware and adhere to traffic rules when using main roads .

education  
education  
Often two riders move into the traffic lanes if they have to pass parked trucks or at bus stops this is a dangerous practice and makes mototists frustrated when they have to slow until the cyclists move back into the cycle lane.

education  
Cycling is good for health and recreation  
Cycling on shared roads will be highly dangerous for cyclists until you get rid of all the incompetent motorists (ie about 20%) off the roads.  
education  
Cycling should be encouraged: it's enjoyable, cheap. social and healthy. A co-operative culture needs to be encouraged so that cyclists can share the road without threat. Also, we leisurely cyclists would like a bit more tolerance from the fanatics - the 'lycra louts.' Could we revive the velodrome for laps and leave Broadmeadow racecourse and the streets that surround it to the more relaxed?

education  
Cycling should be promoted and encouraged for its social economic and environmental benefits.

"Loaner" bikes would be a good idea if we could guarantee their security eg Amsterdam in dedicated bike rack areas.

All roads should have dedicated cycle lanes, if not marked, then assumed to be present.

Cyclists should be incentivised to ride more often. Motorists should be incentivised to become cyclists.

education  
Perhaps more public bike racks with internal security devices would be useful.

education  
Cyclist also need to be aware of pedesrtians as well.  
Cyclists have to decide if they are road users, footpath users or what. They should be made to obey road rules ie red traffic lights and STOP signs, ride on correct side of road. Drivers should learn to respect rights of cyclists, if the riders are behaving properly. I have had a bike rider come around a corner on the footpath, slide onto the wrong side of the road and end up under my car. My eldest son is a keen bike club member and was part of a group T boned by a driver with a bad attitude.

education  
Cyclists should be aware of their vulnerability and should obey the rules of the road like motorists have to do.

drivers continually drive into walking /bike lanes and appear distracted and stressed.

education  
Either not know rules or chose to ignore them at the risk of the pedestrian or bike rider. I would prefer to ride against the flow of traffic to increase the warning time of a car moving into my lane

- education Educating drivers on the rights of cyclists is crucial. Dangerous driving behaviours and intolerance is borne of ignorance.
- education Encouraging bike use for to and from work. With parking at a premium downtown more bike racks/facilities would be good.
- education From a car driver's point of view, many cyclists seem to be unaware of the road rules, such as walking their bike across pedestrian crossings and not riding them across. I've also witnessed a lot of dangerous behaviour by riders both on roads and on cycleways. There needs to be an awareness campaign to teach cyclists the basic rules.
- education Generally speaking, behaviour whether it be of a cyclist or motor vehicle driver will always reflect their personal approach to individual/s level of care & consideration of others—good or bad.  
Any behavioural issues that need to be altered aren't changed because of increased available space or road rules, lighting, or destination services etc, they need to orientate from an innate understanding & maturity.
- education I am a very experienced cyclist and confident in all traffic and conditions. I enjoy facilities like the Fernleigh track but I don't need them to commute. I'm happy to be part of the traffic flow and pick my way through the quieter streets where possible, and to be honest, I don't get a lot of grief from drivers. Just the occasional razz from young kids.
- education However, I have helped novice riders come to grips with commuting and I have seen how dangerous and terrifying it is for them. If you are serious about getting people on bikes for transport or pleasure you must have dedicated bike lanes with physical barriers to keep cars out. You can't have people parking in bike lanes.  
I challenge any novice cyclist at the council to take a ride along the "cycle way" from Hamilton into the CBD in peak hour to get a first-hand feel for the danger you are putting people in.
- education I could go on ... anyway, thanks for the opportunity to have a bit of input.  
I am both a cyclist and motorist. I sometimes feel that cyclists want the best of both worlds...they want to be able to demand thier right of way but at the same time break the law themselves. While I fully support the need for cyclists to use public roads I think that most of them need an education in how NOT to become a nuisance! I beleive that a lot of them go out of their way to inconvenience motorists who dont have the ability or legal right to travel up the kurb side of the traffic, nor do they have the ability to cross the road at pedestrian crossings, traffic light crossing etc. I found it extremely funny that an article in the Newcastle Herald recently the cyclists were complaining that pedestrians wouldnt get out of their way....isnt that the same complaint motorists have. The bottom line is that unless you separate them, there will always be conflict between cyclist and motorist.
- education I am not a cyclist but have come across many who ignore road rules eg go through red lights yet insist on using the roads; cyclists have also taken up most of the lane and blocked cars from passing; I believe both cyclists and motorists need to be educated much better to co-exist on the roads. Often the roads are far too narrow to have cyclists as well as cars eg Newcastle Road where traffic is often very congested and fast moving. Also, when I am on my walks cyclists often whiz past me and give me a huge --they should signal their approach.
- education I don't like gangs of cyclist that take over the road I think they should have to have a licence like everyone else or a greenslip to pay for road usage and accidents.
- education also these pro type weekend warriors that use places such as warners bay foreshore should be restricted to a speed limit as familys that are using them and being hit.  
the footpaths around nobbys to mereweather also need to be widened

- education  
I have a number of photos (including the sign) of a bike chained to the fence at Waratah station with a sign put on it by rail staff saying "You are not permitted to chain bikes or anything else to rail property" and "In future we will have the bike removed and sent to Sydney to be auctioned as lost property"
- I have spent 4 months abroad on exchange in Germany, and compared to that country, Australian public spending does not allow the country to move ahead as efficiently as it could. The country is held back by spending money sporadically and without any overall plan, aims are unclear - especially in terms of public transport and cycleway networks.  
NZ appears to have better cycleways and cycling awareness programs and better public transport within its cities than Australia, and yet their economy is not as strong as ours. Its local governments must plan and stick to long term wholistic approaches. What does Australia spend its money on?
- Cycling as a commute is discouraged in Newcastle and this need to be turned around. I often feel that I am doing something I shouldn't be doing, and that there is a lot of pressure to drive a car and conform. This shouldn't be the case.
- Newcastle is the only place in the world where I have been screamed at by motorists at least weekly or had glass bottles thrown at me from car windows (this has happened twice).
- education  
I grew up here, but things like this make me want to move away.
- I like to walk daily but avoid using cycle ways. Cyclists should be made to use bells when approaching behind walkers. So many times I have walked my elderly mother down the side of Throsby Creek (she uses a walker) and quite often we have nearly been run down by a cyclist because we can't hear them approaching, and they won't slow down. (lots of walkers use ear phones when walking)  
As a driver for 45 years I think that if you give cyclists less restrictions on the road there will be more accidents. There is no police control on the roads, they don't like helmets, lights or hand signals.  
Sorry, I know we need more exercise but not loss of lives.  
I believe that any one on the road car or bike should know the rules of the road, maybe cyclists should also go for a basic rules test to obtain a cycle licence before they are allowed on the road.
- education  
I normally cycle with young children on their own bikes so we usually use the footpath or quiet back streets in Cooks Hill for cycling. I think curb ramps are very important for young children cycling on footpaths - they don't need to get on and off their bikes. This is desperately needed on the route from The Junction to Merewether beach - I popular route with young families.
- education  
I think there needs to be greater awareness of cyclists, and respect for their space, on main roads in Newcastle. I don't feel that exists, and so I don't enjoy riding on the road in Hunter St, Union St, Darby St and Glebe Rd. Newcastle Mall should be more bike friendly to encourage locals to ride in and shop/use markets. There are hardly any bike racks in that area, and bikes need to be chained awkwardly to street furniture.  
I pretty much said it all before.
- education  
One question though, as older people maybe want to cycle but cannot manage a 2 wheeler...and maybe look to getting one of the 3 wheeler bikes....what would be the rules for them regards riding on footpath and/or road ??
- education  
I support the encouragement of cycling. I currently walk to work and would always take a car to shop so that I can carry the groceries.

- education  
I think riding on unbusy footpaths should be approved as long as people ride at a walking pace and pedestrians have priority of way. I do this in areas where I feel unsafe on the road and pedestrians seem to resent it even though I am extremely conscious and considerate of their needs.
- education  
I used to be a cyclist in the late eighties when I lived in Adelaide. The cycleways were well planned & drivers were very considerate, cycling was a respected form of transport. When I returned to Newcastle in 1991, I felt I was risking life & limb cycling. Drivers were incredibly inconsiderate & arrogant, some even purposely drove close/swerved towards me to scare me, I haven't cycled since a particularly hairy experience in 1992.
- education  
I think in general Newcastle drivers are rude. I haven't owned a bike for many years, though my children (now 15 & 16 yrs) used to ride to school. At the time we lived in Maryville, the boys attended Tighes Hill Public School & used the cycleway along Throsby Creek. I have very fond memories of that cycleway, though never allowed the boys to ride on main roads, even where bike lanes were provided.
- education  
I walk a lot on cycle ways and in most cases have found cyclists to be courteous on sharing the path, however when driving a car it is different. Quite often I find cyclists riding in the middle of the lane and not to the left side, particularly up Park Ave towards the junction with Charlestown Road where it becomes very dangerous to try to pass them but creates a traffic hold up if I have to stay behind all the way up the hill
- education  
I walk fairly regularly on the cycle/walkway between Maitland road and Newcastle Marina. Most times my dog comes with me. He is always on his lead. At other times my granddaughter is with and I'm frequently surprised at the inconsideration of cyclists when passing us at great speed and without so much as a warning that they are coming. Its not always possible to keep a dog walking in a straight line, and I fear for my granddaughter (2 yrs old), who could be seriously hurt.
- education  
It seems to me that more education needs to happen on both sides. St Kilda foreshore has designated lanes for runners and cyclists - best to keep the two from running into each other. Possibly the same could happen here, the 'cycle/walkway is wide enough to be divided in two.
- education  
And as far as cycling in the designated cyclelane on city roads - how do cyclists not collide with parked motorists inadvertently opening their car doors??
- education  
I would love to cycle, but feel cautious about getting on a bike.  
I would like to see a primary school student and parent bicycle program available in Newcastle. Run on similar lines to the learn to swim programs in the school holidays.
- education  
I would like to see cycling included as an activity in comprehensive Council-  
auspiced activity programs (eg, active seniors) that have promote both physical and social wellbeing.
- education  
I would love to see the bike riding culture grow. It can only be a good thing that people use a bike rather than a car to get to work, school, shopping, socialising etc. I would not like my children to be bike riding on today,s roads because the car drivers are not aware enough of bikes.I would like to bike ride more myself but the cars scare me off I am afraid. Car wheels are so unforgiving.
- education  
If cyclists use the roads, should they not be registered ? and also obey ALL road rules.

education	<p>If there were a safe fairly flat place I would again ride but the courtesies towards walkers seems to be lacking in the some of the speedsters.</p>
education	<p>Improvement to footpaths for children riding bikes, education to the public about the awareness of paths being used as a shared area.</p>
education	<p>Increase public awareness of cycleways and locations to encourage more people to cycle.</p>
	<p>Introduction of this survey has a photograph of four persons riding side by side on possibly a footpath or shared pathway.</p>
	<p>Riding abreast is common. As a regular driver on the Nelson Bay road I often see riders riding abreast and encroaching the roadway at times.</p>
education	<p>Provide education and training program for riders, motorists and walkers on the safe usage of cycle ways. Responsibilities of the cyclist, motorist and walkers might also need to be widely communicated.</p>
	<p>-It is really enjoyable to ride a bike around Newcastle as it's relatively flat.</p>
	<p>-Stockton ferry has good bike racks</p>
	<p>-pedestrians regularly jump in my way by mistake when I ring my bike bell to warn them I am approaching.</p>
education	<p>- pedestrians wearing I</p>
education	<p>Large groups of cyclists typically on weekend rides need to be educated to be less aggressive with other road users and not block vehicular traffic flows for long periods of time</p>
education	<p>Male P plate drivers with 3-4 young people in car are worst for abuse.</p>
education	<p>Maybe have more family get together with bike rides, Maybe even FREE maintenance with bikes. Teach people how to care for bikes.</p>
education	<p>More bike awareness on Glebe Road &amp; Brunner Road, Adamstown.</p>
education	<p>More enforcement of rules aimed at cyclists.</p>
education	<p>More motoring awareness</p>
education	<p>More people should cycle for their health but injury by motorists is one, I do think though that the sports cyclists often break road rules and this infuriates motorists so penalties for cyclists breaking road rules should be enforced to make everyone on the roads feel they are being treated fairly.</p>
education	<p>More police on bicycles to improve visibility and driver respect</p>
education	<p>Motorised bicycles on shared (bike/pedestrian) cycleways are a bloody menace.</p>
education	<p>Must be more education for both cyclists and especially car drivers. This should start at the school level and through the media to catch the rest of the population</p>
education	<p>Need to work with clubs to provide a strategic plan for cycling in Newcastle that incorporates the needs of those who already cycle frequently. The people who are out there on a regular basis are the best promoters of cycling for those who wish to start cycling or cycle more often.</p>
education	<p>Newcastle is a fantastic place to cycle as it is so flat. I would love to see bikes equal cars on the road in our city. I'd also be keen to see a bike swap system here as they have in Amsterdam. Anything to get more cyclists on the road and achieve safety in numbers!</p>

Newcastle is blessed with having an easy cycling environment – limited hills and predominantly wide streets. I commend efforts to encourage more use but be careful for what you wish for. Some of the natural focus for increased use like the Fernleigh track will struggle. There are ‘haunts’ frequented by cycling clubs and I’m sure submissions from these groups will elaborate on their concerns. I would recommend a focus in this respect and encourage recreational users to collaborate with their needs. It will be an impossible task to make the cycling outcomes “all things for everyone” given the limited funds and wide range of needs likely to be expressed. I favor linking the big picture and the byways will have to wait. Don’t fall into the trap of making some dink small area look good and have all the whistles and bells at the expense of linking a broader network even if some standards have to be compromised in the short term.

education

Newcastle is not a bike friendly city; motorists are rude and sometimes behave dangerously and is a real put off for people considering taking up cycling (for whatever reason).

education

One word Respect.

This applies equally to both sides involved in this issue.

There appears to a strong Them and Us syndromme about in the community.

Cars, trucks, buses and cyclists all share our roads and the poor old cyclist is the least protected and more prone to serious injury.

Drivers of other vehicles need have an increased awareness of how just how vulnerable a cyclist is on a road.

Care and share.

education

Bring in the Dutch model for cyclists.

People drive everywhere in Newcastle because it is either too dangerous or too intimidating. Newcastle can be a very accessible city with the right facility and improvement in motorist’s attitudes toward cyclists.

education

Please educate cyclists to ensure they realise they do not have the same presence on the roads as cars.

education

Provision of cycle racks outside businesses and in shopping centres can be improved.

An education program of drivers, pedestrians and cyclists re sharing the route so everyone is safer. Teaching the etiquette of using the route.

Pedestrians can be very "passive aggressive" on shared pathways ie don't move left when you ring your bell because they think they have more right to be there than the cyclist.

education

education

Public Education and Driver Awareness via the Media would be good.

Riders should also be made to use lights and ride safely. Even though the cycle ways are safe many riders ride dangerously fast and do not use lights at night. I have almost colided with other cyclist through both. They also scare many pedestrians with their speed.

education

Riding a bike is not good in Newcastle. I have now started driving a car and feel that cyclists ignore the cars that are behind them and think they own the road. When a car is behind them, they should at least let the car through and not cycle at their own speed holding up traffic. Australia is not used to cyclists as in Europe or Asia. Cyclists if they want to use the road should at least be encouraged to do a cyclist training program to be wary of cars. Unfortunately there are no programs that I am aware of.

education

education

education

Roads are busy & bike riders have bad reuptation.lack of bike riding skills

Should be actively encouraged as an alternate form of transport

should be encouraged by council, and a cycling culture should be made attractive in newcastle,

free bike riding and bike maintenance courses

- education strong relationship with bike users and bike route suggestions by internet and practice eg University to CBD bike ride on a Sunday to show users the safest route  
Some bicycle riders who ride 2 or 3 abreast who abuse motorists if the motorist dares to toot his/her horn to warn the riders that they are causing traffic chaos, angst to the motorist and as a result of their riding abreast take their life into their own hands, these people need to be dealt seriously with by the law. As a bike rider I also drive a car, pay car rego and for a drivers licence that in turn pays for the up keep of the roads that bike riders also use, I feel there is need for bike riders who don't own a car and use the public roads for their route should have to pay some sort of levy or bicycle rego as they are getting a free ride at the motorists expense.
- education Sorry I am no longer a cyclist. However as a car driver, I am always alert when driving near a cyclist. Unfortunately, some riders believe they own the entire road, I ask they keep to their lane, and keep steady. Also they must give clear hand signs, or maybe have an indicator installed on their bike. Plus well light at night, e.g. tail lights, and light coloured clothing.
- education speed limits for bike riders should be considered on dual purpose pathways - pedestrian/bike areas. Bike riders can easily spoil the unrushed ambience of the harbourside walking areas and should be shifted to a separate area to avoid conflicting purposes and enjoyment. Serious cyclists need to be more aware of families, children, pedestrians and to use different spaces rather than zones for general relaxation and walking with children. Groups of serious cyclists can really spoil the outdoor experience for recreational users. And create a real hazard.
- education Support for cycling groups to stage regular weekend events for families and singles to improve awareness and interest in cycling would be a good investment for Council. Such a program should become self sufficient in a year or two.
- education there are some interesting recent studies from the UK; that women riders account for around 70% of cycling fatalities in London. The reason suggested was that males tend to be 'more aggressive' and get themselves through lights / traffic and out of the way before they can be hit. there remains somewhat of an 'us and them' conflict between bike riders and car drivers and clearly it would be ideal if cars could be calmed / slowed in mixed use areas. this is similar to the bike / pedestrian conflict that can be dealt with by riders slowing and signalling (by bell) as they approach pedestrians. with cars and bikes though, it is more problematic and using the 'hierarchy of risk control measures' it would be safer to 'eliminate' cars from some areas and to 'separate' cars and bikes wherever possible, OR to slow cars down in mixed areas. the use of a bike corridor along rail lines also has great merit.  
thankyou for this survey.
- education cheers

	<p>There is a general lack of public education in relation to cyclists and their rights to use the road. Drivers get frustrated because they simply don't understand what we are and are not entitled to do on the road by law. For instance, a cyclist is permitted to approach an intersection on the left-hand side of a queue of vehicle and wait in front of the first vehicle. Drivers view this as queue jumping when it is perfectly legal to do so. Car doors are also a big risk and recently I received a severe gash on my left hand because I reach out to stop a car door hitting me. Marked cycleways or shared cycle-vehicle lanes would provide greater security and safety on the road.</p>
education	
education	<p>There is a long way to go with regard to motorist behaviour in Newcastle for cycling to become a regular transport option for the current casual cyclist.</p> <p>There is little or no enforcement in relation to breaches of the Traffic Act by local police. Police cars can be seen driving past both juveniles and adults who are not wearing helmets or who break the rules such as ring on the incorrect side of the street or on footpaths in inappropriate areas. Riders can be regularly observed on Newcastle street, without head of taillights. Electric bikes can be observed being ridden at high speeds along footpath areas such as Throsby Creek without lights or appropriate head wear.</p>
education	
education	<p>Where to begin. The general feeling of locals is they don't like cyclists on the road. We have been verbally abused by people that clearly don't understand the road rules. Public awareness is extremely important because this is where accidents happen. On the other hand, cyclists also need better training. I prefer to ride either alone or in small groups with trusted friends rather in bunches because they are dangerous and some cyclists do dangerous things - mainly in frustration of not being able to overtake safely - which puts everyone in the pack at risk. Safer, and more cycling routes, would definitely help this problem.</p>
education	<p>Would be keen to see the re-introduction of cycle safety training for primary kids. Some children have NO IDEA about using public roads.</p> <p>A basic certificate in cycling proficiency would go a long way to reduce bad cycling habits. It could also include basic bike safety eg properly adjusted brakes etc.</p> <p>Happy to be involved in training but don't know where to start.</p>
education	
facilities	<p>I don't like cyclists riding on the footpath, but they obviously do it because they don't feel safe on the road. I would welcome a push to get more people onto bikes and fewer cars on the road. Newcastle is the ideal city to become bike friendly - it's flat and fairly small. There is an issue with bike theft - I've had two stolen in three years, but I only buy second hand bikes - so I'd like to see a bike borrowing system for people who want to ride home. I think this happens in Amsterdam.</p> <p>Workplaces must have good facilities for cyclists to store their bikes, shower and change, drying areas, lockers, etc. It's not easy to ride to work in winter in the rain!</p>
facilities	<p>Work on the culture of most motorists who are 'anti-cyclists' by educating drivers. Take example from many other european and asian cities where bikes and motorbikes are very common.</p>
facilities	<p>well if they put in bike racks everywhere....</p>
facilities	<p>make sure they dont get any ideas of parking meters for them.... !</p> <p>all new roads should include provision for cyclists, and all new or infill development should provide for off road cycling.</p>
facilities	

Shopping centres, such as Westfield, typically do not have easy access or parking for cyclists.

The Fernleigh track is fabulous.  
allowing bikes on trains at no cost during peak times would increase public transport use and free up space on the roads as well as contributing to reducing the carbon footprint of Newcastle community.

Bike lanes need to be wide enough for cars to open doors without knocking people off their bikes.

Beaumont St is a fatality waiting to happen.

Maitland Rd at and near the intersection of Beaumont St is a fatality waiting to happen.

Turning right from any two lane road within the CBD and its surrounds is extremely dangerous.

facilities  
facilities

amazingly few facilities around the university  
Another idea from Japan is to work on the culture of folding bicycles. Rather than going to the effort of putting huge bulky bicycle racks on the front of buses etc. People could start to buy folding bicycles which fold up into nice tiny little packages and wrap them in a protective bag and then simply carry them onto the bus.  
I have an R&M Birdy over here in Japan and it is the best thing I have ever owned, super convenient and I can carry it on trains. \$2000 in value, but there are plenty of much cheaper ones starting at just a couple of hundreds dollars. Maybe offer an incentive to people who actively use folding bicycles. I have no idea, but it really is a smarter way to get around.

facilities

Are there any bike stands available? I am not aware of any bike stands, let alone lockable ones

facilities

Beach Road in Blackrock, VIC have a great setup out the front of cafe's for bike storage while cyclists enjoy a coffee and morning tea. The bikes are stored out of the way of pedestrians therefore keeping the footpath free for foot traffic.

facilities  
facilities

Better signage

Companies/organisation/employers need to prioritise bicycle parking areas higher than cars.

NCC for example has a room dedicated to bicycles half a block away from the main office, while the underground carpark is completely dedicated to vehicles.

facilities

Women feel vulnerable when parking there early in the morning & picking up late at night. Safe & accessible facilities need to be provided close to destination points

facilities

Having bikes for hire in Newcastle forshore would be the best thing ever. at Nelson Bay they have bikes for hire all the time.

facilities

I think public bike exchange/hire hubs around the city would be an excellent solution to getting around the city.

I would love to see cycling become a major form of transport, but it will never happen because it is just too dangerous on our congested roads with narrow lanes.

facilities

One way to get people out of cars would be combine cycling with public transport, Bike lockers at Train Stations and bus stops also bike racks on trains and buses.

I'm not sure why the strategic objective here is to make cycling an "equal" transport choice. It really should be to make it a preferred choice (especially over the motor vehicle) in certain situations (e.g., where someone lives within cycling distance of their workplace and for local recreational transport within certain distances).

Developing mode-segregated cycleways is a key part of the strategy (not the token painted ones on roads that become car door deathtraps for cyclists).

Cycle storage facilities at popular targeted end-of-trip locations (work and recreational) will also provide a major boost to cycling.

So much of the success of the strategy will depend on integration and linkage issues (i.e., connections between cycling and other transport - especially public transport - modes; between the different "fragments" of the current local cycleway network; between development planning and approval processes and cycling infrastructure provision).

Use of easements alongside other public infrastructure networks (especially the stormwater drainage network and rail corridors) should be seriously explored - I am fully aware of the concerns and issues involved here and of the resistance of other public infrastructure managers (especially rail) to this, but this needs to be broken down until reason prevails.

So much of the effort is also cultural/attitudinal. The attitude toward cycling in Amsterdam, for example, is totally different to Newcastle, where the motor car rules, both actually, and in the city's transport "mindset". Specific practical initiatives that promote cycling do help to change this, but until cycling is actually seen by the general population as a serious, viable and safe form of transport that is superior to the motor vehicle for shorter distances, things will not change. This means gradually developing systems that actually favour cycling over motor vehicles (e.g., peak hour cycle-only transit lanes on roads, bicycle phased traffic lights along identified major cycle routes, etc). These kinds of initiatives have a practical impact, but also - perhaps even more importantly - give some policy assertion to cycling over the usual policy dominance of the motor vehicle, and may - over time - break down the (usually sub-conscious but nonetheless obvious) "superiority" mindset of Newcastle motorists.

facilities Newcastle needs to work to a point where it can credibly market itself as a "cycle city". When it can honestly make that claim without feeling embarrassed or ridiculous (which it certainly couldn't do now), that will mark a key milestone in the success of the current strategy.

facilities In the summer if I ride a bike to work I need about 3 changes of clothing & a long shower. Public transport is still vital. If the weather changes for the worst while you are at work you need access to public transport as you need to get home. Then you will need to store the bike. You will also need to get to work the next day & retrieve your bike.

facilities It is a fabulous place to ride a bike but we need more facilities eg places to tie up your bike out of the rain at civic station and more designated lanes preferably with some protection from cars. Happy to be involved further as I commute to work at uni by bike.

facilities I've not noticed too many secure parking places for cyclists to leave bikes while engaging in other things, eg shopping, walking in park, sight seeing, picnicing etc  
More bike racks.

Ediucate motorists, motorists seem to have a basic belief that cyclist do not belong on the road and that they are a pest.

facilities

More leniency for cyclists, after all they are doing the right thing and they are pioneers of new road use

- facilities More facilities for cycling need to be provided. Its great to see the council are going to do something
- facilities More secure bike racks at public places, eg, train stations, Energy Australia Station, Beaches more importantly both ocean bathes where the bikes are fully protected from passer bys would be great, so as not to fear tyres being let down, removal parts from...being removed.
- facilities Need to keep trains running and olaces to put bikes within them
- facilities The John Hunter Hospital needs to provide secure bike storage for bike commuters , that is accessible for shift workers
- facilities We need to make cycling a safe enjoyable alternative and we need to implement safe bike paths now before the place gets too big  
 There are not nearly enough bike racks in which to park in the CBD and suburbs. They take up minimal space and as so many more people are using bikes as their primary source of transport, the parking situation needs to reflect this. More bike racks.  
 Also, having to pay the price of a childs ticket when travelling on the train in peak hour is not fair as it penalises the bike rider.  
 Finally, there should be secure racks on buses in which to stow bikes during travel.
- facilities There are such a shortage of bike stand - why not have a school competition to design bike stands, or maybe a competition with design students at TAFE and uni, possibly looking at integrating with other sustainable transport eg bus stops. Or see them as public art. Brisbane City Council has some fantastic bike stands near their public transport eg ferry stops
- facilities Putting out a bike paths book that includes cafes/ toilets/ water along the way would be great, ideally in a book format so that it can fit in your back pocket, not just an enormous map
- facilities We have moved here from Germany where cycling is a very important form of transport. I guess apart from the safety issues of road sharing, the main thing I notice is lack of bike racks. In Germany every shop has a bike stand out the front, so you don't think twice when you want to go shopping. My father rides about 200km each week but wouldn't dream of riding his bike to do the shopping as there are no safe parking facilities.
- infrastructure I feel Newcastle could benefit by having more dedicated cycle paths along our shoreline. Tourists and locals could benefit greatly from being able to take in the scenery while riding their bikes in a safe environment
- infrastructure I feel that it is very dangerous to cycle in Newcastle - there needs to be proper planning and dedicated cycle lanes if we are going to promote it. I've seen so many near misses on the roads where cyclists are involved because the cars have to go around them or swerve - it is afterall a road, not a cycling track - what about the drivers rights - do the cyclists pay registration, petrol tax, insurance???
- infrastructure Very important that proposed cycleway between Wallsend and Glendale is constructed as soon as possible, with suitable connection to Lake foreshore cycleway from Eleebana to Booragul. Would also like to see cycleway along western boundary of University campus extended to meet Maitland Rd at Sandgate.

- infrastructure we have the topography, the climate, and to some extent the attitude. Now we need the infrastructure
- infrastructure With development between Wallsend and Minmi there should be a safe Cycleway constructed between the towns
- infrastructure I find riding around Newcastle very pleasant. The cars drivers are courteous and patient. They give way at roundabouts and wait until there is enough space to pass. The main reason I have heard for not riding is safety. The more work that can be done to provide separated cycle lines and bike paths, the more cyclists you will see.
- infrastructure We need MORE SAFE OFF ROAD routes .
- infrastructure We need more safe routes, where we do not have to fight traffic. This should be a major priority, as it promotes health and well-being and would help greatly to lift Newcastle's amenity. The Foreshore development way back when was the best thing that ever happened to Newcastle - this could be just as big.
- infrastructure With the coastline revitalisation please give consideration to bike paths that are separate from walk paths as it is so heavily used.
- infrastructure A good stretch of cycleway can be significantly under valued and under used if there are no safe linkages to get to it or to get off it. Fixing these linkages should be a priority for a robust network to develop. ALL on-road (shared with traffic) cycleways must be clearly marked with obvious road marking to make it obvious to all road users.
- infrastructure A network of linking cycleways would be fantastic
- infrastructure Absolute safe cycling areas as in Europe to ride bike.
- infrastructure Although I do not cycle and have not owned a bicycle for many years, I do agree that provision of cycleways will encourage more people to choose this eco-friendly mode of transport. My daughter and grandson own bikes but do not use them very much because of the danger on the roads.
- infrastructure although I do not cycle, I am all in favour of more cycle tracks and secure places to leave cycles.
- infrastructure Any improvements to bike riders safety and amenities will be welcome. Perhaps some back streets linking the shopping precincts could have one lane reserved specifically for bike riders, day and night, to encourage safer and environmental bike riding.
- infrastructure As a lifelong cyclist I don't often use the formal cycle routes and have indicated the Fernleigh track as this is the only route that I have used (and there was no option for "none of the above"). Cycle tracks invariably do not go between the points that I need to travel from and to and are therefore of very limited use in an integrated transport strategy. More effective ways of integrating cycle traffic with motor traffic are what is needed. Segregated cycle lanes would be ideal but this would still not avoid the inter-action between cyclists and motorists i.e. at intersections. Countries that have widespread cycle use do not necessarily have dedicated cycle ways; they have a different attitude towards cyclists (and pedestrians and other road users) and see them as fellow road users. It is the attitude of motorists that most deters people from adopting cycling as a legitimate transport alternative.
- infrastructure

As me and my wife only are in Stockton during the weekends, I guess my response to this survey is not very representative. However, we do like to ride around in Stockton on our bikes, it is a great area for cycling, very flat and little traffic.

I do think that the best way to promote cycling is to completely separate the cycle path from the cars and also pedestrians. In Sydney's Inner West, where we stay during the weekdays, they (the council?) has painted bicycle symbols in the street, like that will improve the safety of cyclists! In my opinion, ridiculous!

infrastructure

I do think the bicycle helmet law is somewhat discouraging cycling. I am from Sweden and there it was natural to take the bike when you did your grocery shopping or ride it to work etc.(weather permitting). If you are a serious cyclist or a child, I guess it is wise to have protection, but when, as I am, a casual user of the bike for short trips, I hate the stupid helmet. If I got knocked over by a car, the helmet won't do me much good.

As someone who rides most days of the week, I feel passionate about improving cycling safety in this city. Not only for my own safety but for the safety of others, as I have seen the risks involved in cycling in Newcastle. A few small measures that I think would help improve cycling safety are:

- Discourage cars from frequenting shared road/bike paths by reducing the speed limit to 40km/h or other measures (such as speed bumps that do not impede the cyclists).

- Do not allow cars to park in bike paths when the bike path is shared road/bike path. Parked cars are the most dangerous thing on the road for a cyclist. The danger of a car door opening suddenly and hitting you unawares is an ever present danger for a cyclist when overtaking a parked car. The only way to avoid this is to pull into the main lane and into the flow of traffic. This comes with its own dangers but often I feel safer riding this way than overtaking a parked car.

- Have more continuity between bike paths. The rail road seems to be the bane of bike paths in Newcastle as, though there are some great bike paths in Newcastle, they often seem to stop once they get to a rail road and not provide a safe way to cross, nor connect with another bike path on the other side of the rail road. The bike path past Energy Australia stadium is the best example of this. It stops in the middle of nowhere, leaving the cyclist the choice of riding on the side of 2 busy roads if they want to continue into town.

- Educate drivers that when turning left they need to check their blind spots for cyclists, and if there is a cyclist on the left hand side of a road when they are turning left, they should slow down and pull in behind the cyclist rather than turning left in front of them.

I love living in Newcastle and one of the factors that influence this love is my ability to commute to work on my bicycle. But with this comes associated risks that I feel are much greater than if I was to join the majority of people and drive a car to work. I like to think that the council is concerned about my safety, but I feel I have not seen much action in all the years I have been riding to back this opinion up.

infrastructure

As stated before, we need bike paths that are physically seperated from cars. A few lines of paint on the road does NOT constitute a bike path. Riding along with traffic is really quite scary with the ever present threat of the car door opening bumping you into the path of the car coming up from behind.

I am not a fanatic cyclist, I don't join clubs or see it as a hobby - it's simply the way I get around - and it's a struggle.

Until it feels safe to ride around - most people will not take it up. And to feel safe, bikes need to be kept totally seperate to cars.

Germany is an inspiration for this - every little old lady trundles down to the local shops on her bike, guys in suits zip across town, etc... But this is because every footpath has a bike path! It is considered dangerous to ride on roads with cars travelling at 3-5 times your speed.

And bike paths in Germany (or indeed many European cities) simply mean a strip of the footpath is of a slightly different material, concrete tiles as opposed to plain concrete, or something - very simple, and costs comparitively little if you are replacing the footpath. They are not fancy, have little signage, bollards or anything else - but they are effective and they are on EVERY footpath.

<http://athleticmindedtraveler.com/blog/wp-content/uploads/2009/08/blog-bike-lane-3.jpg>

Having just moved to newcastle I see this city as really well positioned to take a really bold and positive position on this - it's so flat, and you can cycle anywhere around town in 30 minutes! Please use these natural advantages to seriously encourage cycling by providing appropriate infrastucutre! And... thanks so much for asking!

infrastructure

Regards,  
Thanks for asking!

As the population is increasing in the western suburbs, it would be nice that greater consideration is given to improving cycle paths between the west and Newcastle CBD. An off road or more direct local road option is required between Broadmeadow and CBD.

infrastructure

Riding on Newcastle/Griffith/Scott St/Rd is not going to be possible when the F3 to Branxton Expressway is completed (ie 30% increase in traffic).

infrastructure

At the moment I don't ride because I don't have a bicycle. I am unlikely to buy one unless I feel that it is safer and more convenient to navigate throughout Newcastle on a bike. However, if this did happen I would happily ride most short trips and even some of the longer ones.

At the moment, the focus has to be on making the popular cycling areas that we do have safer; as well as developing cycling areas to help alleviate traffic congestion/parking problems (i.e. to the Uni).

Here I do want to see an old-fashioned roads/rates/rubbish approach - although thinking roadways-bikeways-safety. At the moment I reckon it would be waste to spend Council money on the icing (i.e. posters, brochures, pretty signs). There are much more fundamental safety issues that need to be addressed.

I didn't say earlier, Fernleigh Track itself is brilliant, but getting onto and off the track around Adamstown Station is a nightmare. Again it's fine if you go early when there aren't too many cars around. This seems to apply to all the bike routes I use, there are sections that are terrific, but getting between those sections is dangerous - tracks just run out, or stop and then cars and bikes and pedestrians are left to fight it out! So one priority has to be to properly connect the great section that we do have.

infrastructure

Australia in general does not have a strong cycling culture, and hence not as many people ride as could do so. Lack of safe paths, highly publicised disputes and accidents between cyclists and motorists only adds to the lack of take up.

Painting lines on roads, mainly where cars will park, is not a bike friendly solution, but mere window dressing on councils part. More money (from somewhere!) needs to be spent on cycleways to get more people to ride, and feel safe doing so.

Better main road maintenance will allow better/elite riders to safely ride at speed without threatening casual cyclists and pedestrians.

infrastructure

Bicycle routes should be physically separated as far as possible from all other traffic.

infrastructure

Cars and cyclists do not mix. Have a cycle inspection program similar to that imposed upon auto owners. No bicycle riding after dark unless brightly illuminated.

infrastructure

Centre refuges are needed where cycle routes cross busy roads, esp Stuart Avenue, Glebe Rd, Maitland Rd.

infrastructure

Connectivity with other bike lanes / paths is one of two the main issues, so you can bike to where you want to get to. The other is safety: if you separate cars from bikes, you'll have more people biking.

infrastructure

Currently I feel very unsafe cycling within Newcastle, particularly the CBD and immediate surrounds. The current cycle lanes are deathtraps - I have been hit by a car door once and have been extremely lucky on numerous other occasions when cars have opened their doors into the "bike lane".

There should be an integrated bicycle network to take cyclists out of the direct traffic lanes and to encourage greater use of bicycles.

There are some fantastic cycling areas in Newcastle - Fernleigh track, Jesmond Park and Glenrock (off road for Mountain biking) are fantastic assets to the city, but there are no safe linkages of these areas with other cycle areas.

infrastructure

infrastructure

Cycle ways are good, but there is always room for improvement. Cycling in Newcastle both on and off road (Glen Rock) is wonderful. I would suggest it would be hard to improve. Except that I would love to see the rail line pulled up and replaced with a cycle path!!

infrastructure

infrastructure	<p>Cycling in Newcastle is difficult due to the limited number of cycling lanes, and the Driver attitude towards cyclists. Cycling facilities need to be improved but an education program for drivers is equally important so drivers are more aware and respectful of cyclists.</p>
infrastructure	<p>Cycling in Newcastle is relatively easy because of the easy terrain &amp; grid layout of the streets which allows easy alternative routes to be chosen over main roads. Main roads continue to be dangerous routes for cyclists, as stated previously, which usually results in choosing a longer but safer route. Ongoing promotion of cycling would raise awareness for residents, visitors and all road users.</p>
infrastructure	<p>Cycling infrastructure in Newcastle has a lot of potential to grow and become more comprehensive. Of the properly implemented road markings, cycle lanes and dedicated lanes I do see they are certainly of high quality and I think it is a worthwhile endeavour to provision this type of infrastructure given the relatively small city diameter of Newcastle.</p>
infrastructure	<p>The ability to hook bikes on buses would be very nice, however I do acknowledge that this is likely impossible to implement at a local council level.</p>
infrastructure	<p>Cycling is &amp; ought to be a major part of the transport plan. the more facilities, the more safe the riders feel the more people will ride.</p>
infrastructure	<p>I am a strong supporter of anything that supports cycling, at the expense of MV) in Newcastle.</p>
infrastructure infrastructure	<p>Cyclists need dedicated bike lanes. Best suited for this are bike lanes that are a separate height to both the road and the footpath, so they are easily recognised as bike lanes and cannot be misused by cars.</p>
infrastructure	<p>Fernleigh Tunnel is a fabulous place to cycle and walk. Well done! Find another name for dedicated cycleways. They should be there to accommodate all users ( ie pedestrians) AND NOT JUST CYCLISTS since they assume that the facility is there for them.</p>
infrastructure	<p>Perhaps cyclists should be registered and contribute to the costs of "cycleways" instead expecting the ratepayers to carry the funding load.</p>
infrastructure	<p>For everyones safety please do not put more bikes on the road or on shared walkways. If you want to encourage cyclists you need to have them on a track of their own. Even that presents problems with fast and slow cyclists particularly children and cyclists who are racing.</p>
infrastructure	<p>For the future of our kids; more cycle ways with security such as more lighting and emergency phone access (like the ones on the highways) to report accidents, prowlers or muggers.</p>
infrastructure	<p>get rid of the railway ..re-place it with light rail and cycleway/walkways....</p>
infrastructure	<p>ad trees and rest stops..."please". good work Steph. suggest your client contact people like Ross Harrigan and myself for detailed feedback. cheers</p>
infrastructure	<p>Higher use of bicycles will also rely on easy distance on bikes to services. I suggest that the council also puts something into building development policy about maintaining and developing the business/service zonings and spaces for every suburb.</p>

I am a very experienced cyclist and confident in all traffic and conditions. I enjoy facilities like the Fernleigh track but I don't need them to commute. I'm happy to be part of the traffic flow and pick my way through the quieter streets where possible, and to be honest, I don't get a lot of grief from drivers. Just the occasional razz from young kids.

However, I have helped novice riders come to grips with commuting and I have seen how dangerous and terrifying it is for them. If you are serious about getting people on bikes for transport or pleasure you must have dedicated bike lanes with physical barriers to keep cars out. You can't have people parking in bike lanes.

I challenge any novice cyclist at the council to take a ride along the "cycle way" from Hamilton into the CBD in peak hour to get a first-hand feel for the danger you are putting people in.

infrastructure I could go on ... anyway, thanks for the opportunity to have a bit of input. I am both a driver and a cyclists and have great empathy for both, however feel most people are impatient and intolerant of cyclists on the road. Education of these people is pointless and segregation of cyclists is the only solution.

infrastructure I am encouraged by the steady progress made in support for cycling in the Newcastle area, especially the wonderful Fernleigh Track and signposting indicating to all users that it is ok to cycle on public roads.

In turn there is a very obvious increase in family groups cycling the streets on weekends; commuters and other daily users.

infrastructure It will be important to get some of the suggested related improvements in place before the University expands it's inner-city campus.

infrastructure I am in my 60s and would like to walk the cyclepaths and support them greatly for younger fitter people. I'd like to get more exercise on a path not rough terrain so, go for it..

infrastructure I desperately want to ride to work, and ride with my children to school, but I am not confident enough to do this without a better tarred/ concrete cycleway on the main road to do this. You are very vulnerable on a bike, and drivers can easily make a little mistake that can cost a cyclist their life. Once the cycleway network connects to Western Newcastle, then i'll be able to link in with the other great cycleways already existing. I bought a small car so its carbon footprint was smaller, but i can't fit a bike in the boot- so i have to ride to and from the destination. I want the roads safe to connect me to the cycleways.

infrastructure I do not agree with cyclists riding on roads where there is traffic that pay for the privilege and have licenses to do so.

infrastructure I guess this idea would take some cooperation with Lake Macquaire and Cessnock councils but why not develop a cycleway from newcastle west towards mt sugarloaf with a link through the old train tunnels on the richmond vale line similar to the Fernleigh track leading to Kurri Kurri. This sounds like quite a distance but following the link road then along the rail line it is almost a direct line to Kurri. This could boost users of the picnic facilities at the Sugarloaf park and west area of Newcastle is rapidly expanding. It could be possible for residents of Edgeworth, west wallsend, areas to commute (on a bike of course )towards Newcastle for work.

infrastructure I have cycled extensively in Melbourne, and it is delightful. One feels safe, because the designated cycle lanes are intelligently integrated into the road lanes and traffic flows. There are also extensive off-road cycle/walking paths that are very well used by cyclists. Newcastle should take a leaf out of their book.

- infrastructure I love riding the fernleigh track and the throsby creek track. Thank you  
I love riding to and from work - its a fabulous way to get around cheap and great excercise - i would like to see more bike paths and designated bike lanes so that cycling is promoted and becomes a safer and more convenient mode of getting around for all Novacastrians.
- infrastructure The Thrsoby creek and Foreshore bilke paths are great - it just gets tricky when theres lots of pedestrians as well - usully on the weeknds - need more designated space for bikes when designing dual bike paths/pedestrian walk ways.  
I normally cycle with young children on their own bikes so we usually use the footpath or quiet back streets in Cooks Hill for cycling. I think kurb ramps are very important for young children cycling on footpaths - they don't need to get on and off their bikes. This is desperately needed on the route from The Junction to Merewether beach - I popular rounte with young families.
- infrastructure I think there needs to greater awarness of cyclists, and respect for their space, on main roads in Newcastle. I don't feel that exists, and so I don't enjoy riding on the road in Hunter St, Union St, Darby St and Glebe Rd. Newcastle Mall should be more bike friendly to encourage locals to ride in and shop/use markets. There are hardly any bike racks in that area, and bikes need to be chained awkwardly to street furniture.
- infrastructure I read the RTA's new policy on the \$158 million that will be spent. Unfortunately their focus on education rather than a revised policy for road layouts seems to be leaving us in the same place we are now. The commentary on their blog seems to be most concerned about the steepness of co-located cycleways beside new freeways, rather than reversing the generations of road improvements that are not cycle-inclusive.  
Hopefully Newcastle City Council can have a vision of working with the RTA to implement commute routes that give the fathers, sons, mothers and daughters a chance of making their next birthday if they ride on the current painted cycleways.  
There has to be a sensible transition to improving the existing routes, and ensuring that new opportunities are utilised as effectively as possible to help Newcastle be a great place to work, without being killed on a bike on the way home, (as I nearly was last year)  
I ride on roads and I take the view that roads are for cars who pay their registration and I need to keep out of their way. This survey listing main cycleways as the principal routes taken is therefore of limited relevance to me.
- infrastructure I think it's extremely important to create safe, accessible cycleways in heavily trafficked areas. With the rise in fuel prices and the pressure to reduce our carbon footprint, cycling should become more and more common. Presently I only feel safe riding on recreational cycleways or very quiet back streets.
- infrastructure I think there could be a designated bike routes in and around Honeysuckle easily connecting with the track on Throsby Creek. At the moment Honeysuckly Road is very narrow and dangerous to ride on.
- infrastructure I would like to be feel safe enough to ride my bike around Newcastle. Growing up in Scandinavia it was the common form of transport  
and it is such a plesant,easy way to travel. So
- infrastructure introducing safer means for cykling would be wonderfull.
- infrastructure I would like to see as many cycleways provided as possible, for those who are able to use them and to encourage others who currently may not cycle.

- infrastructure I would like to see off road cycle ways that are continuous & lead to destinations. Ideally a network that link all parts of Newcastle & Lake Macquarie.
- infrastructure I would love to cycle more, but feel that I won't until there are safe, continuous and dedicated bike lanes to use.
- I would ride a further distance in order to use a dedicated cycle path, so I think "arterial" cycleways are a great idea. Not every road needs to be cycle-friendly.
- Some of my friends prefer back streets to avoid traffic density, but the roundabouts and reduced vigilance of traffic in those areas is worse than riding along the shoulder of main roads.
- As much as I winge about red lights when I am at them (stop-start riding is less fun!), I far prefer a route where I can cross larger roads in safety, so often those red lights in the larger roads are the safest place to be.
- Interrupted cycleways are just a waste of everyone's time (eg. Laman St) - there is a cycle lane painted when the road is wide (not really needed), and then no path marked when the road narrows (the exact time you need it). It is better not to have any markings. Better still to have a continuous path marked in a street 4 or 5 blocks away (see start of my answer for this section).
- Shared paths (with pedestrians) could have a sign saying that "cyclists will (or will not) ring / honk, please keep to the left half of the path (or) stay where you are", just to make the expected practice explicit / clear to both pedestrians and cyclists. I often don't honk and take to the verge (MTB), thinking I am being polite, and have been shouted at to "ring your \*\$%^& bell". I am actually unsure what I should do.
- infrastructure Thanks very much for considering cycling, it is something a few of us feel very strongly about.
- infrastructure I would ride a lot more for transport (not just recreation) if I were able to do it on dedicated cycleways. This particularly applies around the inner city, which is spread out and so transport is an issue. Parking is a hassle in the inner city so cycling would be a good alternative except that the safety issues of riding on-road put me off every doing it.
- infrastructure I'd like to see all these cycleways linked so people can get from one end of Newcastle to the other. It's great to hear about the Fernleigh Track but I live in Mayfield, a suburb with little access to green space and cycleways.
- infrastructure If The Council or State Government expect people to ride their bikes more then they had better get serious about providing more safe secure cycle ways in The City and The Suburbs !!!!!
- infrastructure If you want to know about successful cycling practice see the set-up in Berlin where the designated bike track is for bikes only. No walkers, no cars. The best I've seen.
- I'm not sure why the strategic objective here is to make cycling an "equal" transport choice. It really should be to make it a preferred choice (especially over the motor vehicle) in certain situations (e.g., where someone lives within cycling distance of their workplace and for local recreational transport within certain distances).
- Developing mode-segregated cycleways is a key part of the strategy (not the token painted ones on roads that become car door deathtraps for cyclists).
- Cycle storage facilities at popular targeted end-of-trip locations (work and recreational) will also provide a major boost to cycling.
- infrastructure So much of the success of the strategy will depend on integration and linkage

issues (i.e., connections between cycling and other transport - especially public transport - modes; between the different "fragments" of the current local cycleway network; between development planning and approval processes and cycling infrastructure provision).

Use of easements alongside other public infrastructure networks (especially the stormwater drainage network and rail corridors) should be seriously explored - I am fully aware of the concerns and issues involved here and of the resistance of other public infrastructure managers (especially rail) to this, but this needs to be broken down until reason prevails.

So much of the effort is also cultural/attitudinal. The attitude toward cycling in Amsterdam, for example, is totally different to Newcastle, where the motor car rules, both actually, and in the city's transport "mindset". Specific practical initiatives that promote cycling do help to change this, but until cycling is actually seen by the general population as a serious, viable and safe form of transport that is superior to the motor vehicle for shorter distances, things will not change. This means gradually developing systems that actually favour cycling over motor vehicles (e.g., peak hour cycle-only transit lanes on roads, bicycle phased traffic lights along identified major cycle routes, etc). These kinds of initiatives have a practical impact, but also - perhaps even more importantly - give some policy assertion to cycling over the usual policy dominance of the motor vehicle, and may - over time - break down the (usually sub-conscious but nonetheless obvious) "superiority" mindset of Newcastle motorists.

Newcastle needs to work to a point where it can credibly market itself as a "cycle city". When it can honestly make that claim without feeling embarrassed or ridiculous (which it certainly couldn't do now), that will mark a key milestone in the success of the current strategy.

infrastructure

In other cities they have been busy building cycleways and increasing people's usage - even if we start NOW, we'll be playing catchup all the way. Poor show!

infrastructure

Inner Newcastle parking and traffic problems would be greatly alleviated by separated designated bike lanes.

infrastructure

It is good overall, however on a recent visit to Canberra, cycleways are everywhere. They seem to link the whole city, are easily accessed and easy to ride. We have a disjointed system. One that links the whole city continuously would, I believe encourage more use of bicycles. Also the lack of suitable secure parking for bicycles and shower facilities makes it hard for people in office situations want to ride to work and get all sweaty.

It would be good to connect the cycling tack from islington park on the other side of the creek as well

So coming from Mayfield, down past the bottle shop and along the dog park to the footbridge.

infrastructure

This would be quite a decent shortcut

infrastructure

It would be nice to link the cycleways on Ash Island to the rest of the cycle network

infrastructure

Keep bikes and cars and pedestrians separate.

Lambton is a very hilly area and I don't walk on the roadside, let alone ride my bicycle on it. The footpaths that do exist are often jutting up around inappropriate trees, which have enormous root systems. We live one block from the pool and also have a lot of foot traffic from Energy Australia Stadium. I think any money spent on upgrading existing footpaths and construction of new footpaths would be money well spent and very much appreciated by the general public.

The Lambton area also has a lot of rear lane access, meaning the street is often full of residents' parked vehicles. This creates a danger for any cyclists, especially when it's so hilly and not well lit.

infrastructure

Many of the bike tracks in Newcastle are not integrated well and have gaps. Cyclists often know shortcuts which reflect the easiest, safest or most convenient route. These options should be explored so that new bike tracks can be considered.

e.g. Hamilton South to University: Start Pulver Street - Darling Street - cross Brunner Road - Melville Street - Coorumbung Road - to Broadmeadow Station - through underpass (walk bike currently) - Browns Road to crossing at lights at Showground (Griffiths Road) - Thorn Street - Boreas Road - right into Broadmeadow Road - right at Brett Street - Young Street - through Waratah Park to crossing at Waratah Station - up Prince Street - cross Maude Street (hard to cross but safety bollards in middle of road which help) - up Vera (or King) Street - onto bike track (old railway line) into University.

infrastructure

This is the route with the least hills and even though it crosses at least two major roads is very safe.

infrastructure

marked cycle lane on roundabouts

More attention to making routine cycling eg getting to school work or shopping is needed, too much focus is on leisure cycling, although some of this is good for children.

infrastructure

More cycle lanes on major roads makes commuting to work more viable for so many more. Newcastle is so flat - there should be more cyclists about.

infrastructure

More emphasis on heritage and aesthetic appeal on off road cycle paths please.

infrastructure

More inner city cycleways and safe parking for the bike upon getting to destination in the city.

infrastructure

More off road bike tracks. Maintaining, designating and leaving areas of bushland for people to enjoy off road, safe cycling. Ensure in these areas that people are not dumping rubbish, and have some areas that are for cycles NOT accessible for motorbikes.

infrastructure

Please more of a focus in the western areas of Newcastle, feeling frustrated by the continual focus in the Eastern areas of Newcastle. Even in this study the list of areas focuses on the Eastern suburbs of Newcastle. Comparatively a lot less money spent in the West especially Elernmore Vale.

infrastructure

More off road routes are needed to ensure the safety of cyclists in Newcastle.

infrastructure

More Signs along cycleway to remind cyclist to take more care when passing walkers with children

Motorists are the biggest hazard to cyclists in Newcastle. Hunter street is impossible to cycle on due to the narrow width and cars parked. Motorists in general have a very negative attitude to cyclists and will often put the cyclists safety in danger intentionally. Motorists need to be educated to provide ONE METRE of space - especially trucks and buses.

- infrastructure The Fernleigh track works as well as it does with pedestrians, dogs, recreational and training cyclists as it is wide enough to accommodate two cyclists abreast in either direction (if this proves necessary). More (dedicated) cycling paths where cars cannot access would be GREAT.
- infrastructure My cycling will increase markedly once there are networked, separated cycleways to use, for both safety and enjoyment
- infrastructure My daughter lives in Canberra and when we visit I envy the cyclists riding in relative safety with many routes to choose from. It would appear than may people (all ages) ride in Canberra, to work and for pleasure.
- infrastructure Need for more cyclist only bike paths. I say this as a motorist as the proximity of cyclists to cars is in my view dangerous, given the speed and riding weather conditions
- infrastructure need more off road dedicated commuter cycleways and increase in the size of the electric motor people can use on their bike so it is a viable option for people to use to get to work
- infrastructure need more offroad riding areas like glenrock
- infrastructure Need more routes separated from cars
- infrastructure Need more vehicle free cycle tracks - but these must be safe. Outside of the park areas, I find the track around the lake frightening, and will not go there on my own. Newcastle city doesn't have a cycleway near the beaches or river.
- infrastructure Newcastle council should look at examples of designated cycleways in Brisbane and Melbourne. They are excellent!!
- infrastructure Newcastle has a very flat terrain that would really benefit from some off road cycleways - It would lead the uptake of cycling in Australia if this were funded. A single dedicated lane, painted green and separated by a concrete strip would increase safety, capacity and cycling uptake enormously.
- infrastructure Newcastle has great potential to being a city of bike riders, it is flat, has long direct roads to various hub locations and has many facilities within short distances.
- infrastructure By providing safer routes, more people would be encouraged to ride rather than drive and this would reduce the amount of emissions produced from short car trips >1 kilometre. This would be a valuable investment in the face of climate change and as well as address the growing congestion and parking issues faced by the city.
- infrastructure Newcastle has possibly the best potential for a cycling city amongst any other place I have lived. There are gentle hills and wide, quiet streets. Most significantly, there are a whole network of abandoned railway lines on gently gradients that snake through almost every suburb. Furthermore, working railway lines could also host cycleways in the periphery ("rail with trail")
- infrastructure Unfortunately, no one seems to view the potential of these features as part of a proper network of cycleways. Almost all the development of cycling infrastructure is piecemeal.
- infrastructure Cyclists don't want showers, bollards and signage. We want safe cycleways that connect with one another in an integrated network.
- infrastructure NCC and LMCC ought to jointly hire a planner/urban designer as a dedicated cycleways manager. There needs to be a proper strategic plan for creating a safe, connected bike network within these two cities.

Newcastle has some excellent dedicated cycle paths but they remain relatively useless as that are not linked.

Need to make the following the main priorities above any other spending:

Link north end of Fernleigh Track at Adamstown to Broadmeadow-to-Kotara path.

Need to link Fernleigh Track at Highfields (Fernleigh Loop exit) to Yule Rd at Merewether with dedicated path along the north edge of Glenrock.

Need to provide safe marked route along Yule Rd and through Merewether to link to East Coast Cycle Route at Parkway Ave.

Need to link path along Throsby Ck at Islington Park through to Mayfield and then on to University to link to the path from Jesmond.

infrastructure Need to provide separated path along Hunter St from Civic to Mall/Pacific St.

Newcastle has such great potential for good cycling due to the climatic conditions, flatness and grid pattern of streets which always ensures there are back/quite routes.

If only council good join up these existing routes with separated on road lanes, they could encourage a lot of people onto their bikes.

infrastructure Council needs to make a concerted effort to make the city cycle friendly because the current on road lanes are extremely dangerous.

Newcastle is blessed with having an easy cycling environment – limited hills and predominantly wide streets. I commend efforts to encourage more use but be careful for what you wish for. Some of the natural focus for increased use like the Fernleigh track will struggle. There are ‘haunts’ frequented by cycling clubs and I’m sure submissions from these groups will elaborate on their concerns. I would recommend a focus in this respect and encourage recreational users to collaborate with their needs. It will be an impossible task to make the cycling outcomes “all things for everyone” given the limited funds and wide range of needs likely to be expressed. I favor linking the big picture and the byways will have to wait. Don’t fall into the trap of making some dink small area look good and have all the whistles and bells at the expense of linking a broader network even if some standards have to be compromised in the short term.

infrastructure

infrastructure Obviously a very popular pastime/mode of transport. should be improved and encouraged for a whole range of reasons.

Off road shared pathways are needed not dangerous on road cycle ways usable by experienced cyclist only not safe for children or the older cyclist

If council staff got off their rear ends and actually looked at the poor road conditions instead of suggesting narrowing the existing road ways then they may see how stupid their on road idears are

infrastructure shared pathways can be used by all pedesrians and cyclist alike regardless of age or ability including people with walkers or accompanied children  
Oops, I wrote everything in the previous writing opportunity.

infrastructure Main points: More cycle paths and allow cycling in Blackbutt Reserve.

Our cycle ways need to be wider to accommodate the public and cycle traffic. They need to be sign posted to remind everyone (cyclists and walkers) of the requirements of chared pathways.

- infrastructure Ideally there should be more cycle lanes (of a decent width) on our roads. To make turning safer for all we need special indicators at traffic lights for cyclists to turn safely and without having to move amongst traffic when making a turn ie...similar to the bus turning lane at Jesmond.  
Please create more off road tracks that actually take you to your destination. Not everyone likes to ride on cycleways. Take a trip to Canberra & see what Newcastle could have.
- infrastructure Possibly a few more 'shared pathway' signs along the 'shared' routes and a sign suggesting cyclists and walkers keep to the left.
- infrastructure Properly constructed off road cycle paths are more safer than ones that share the road with cars and trucks.
- infrastructure Providing safe cycle lanes into the CBD would certainly cut down the number of cars. Worth a thought....
- infrastructure Refer to the comments in the 'needs improvement' section... and lighting is a must for riding at night.
- infrastructure Roads are not in good condition in many suburbs & cycling can be hazardous with potholes & very bad kerbs.
- infrastructure Routes for bikes as public transport need to follow easy or friendly routes. e.g no major hills - easy terrain for commuting.
- infrastructure Drain system should be utilised where possible to access wide area without major costs and acheives separation of cars and bikes.
- infrastructure Remove the Rail line from Wickham to Newcastle and then there is a perfect commuter corridor/cycleway all the way to the East end. Low gradient. Dual access could be established at least as far back as Adamstown or beyond and join with the Fernleigh track.
- infrastructure Remove 4 way stop signs in various Newcastle locations - particularly back streets of Cooks Hill difficult for cyclists to move through.
- infrastructure Road Junk (too many Islands, traffic refuges) also makes cyclist visibility difficult for and of cyclists - this also applies to Cooks Hill and city.
- infrastructure Lack of ramps on footpaths for riding with Children.  
Safety needs to be addressed. If it is at all possible, separate pathways for walking/cycling need to be introduced in areas that lead to known cycleways. Kotara for example has a bike path on one side of Nothcott Drive. Excellent, but this doesn't join up to the Fernleigh Track unless you ride on the footpath, and across a road, towards the Adamstown Train Gates. Also, on the other side of Nothcott Drive, the path way is very narrow, and it is difficult to get to Blackbutt area's and houses. As traffic in the area will get worse with the expansion of the Homemakers Centre, it is important to find a way to allow cyclist to safely ride in these areas.
- infrastructure Also riding from Kotara into town means riding on the roadway over the Donald St bridge, to get to Honeysuckle. We need separate pathways, for everyone's safety and enjoyment.
- infrastructure See my previous comment about bike strategy of Vancouver which works fantastically without the investment of significant infrastructure in bike tracks.

Some busy, main roads need more facilities for cyclists. In particular around traffic lights and intersections.

infrastructure On back streets I usually stick to the road. It would be useful to have ramps at intersections on all footpaths - this would greatly help when pushing prams also. Around Mayfield there are many intersections with no ramps.

infrastructure Stop improving roads. Grid-lock is what makes people use other forms of transport.

infrastructure The all important comment is to recognise that vehicle traffic and bikes do not mix and with human nature ,never will; Therefor any future planning must be aware of the above and act accordingly.Could King Edward Park be used for a bike only road... could the large area of Waratah Park contain a cycle track around the outer perimeter of the area. Could there be a track around the perimeter of the International Sports Centre.Allthe above of course relate to recreational cycling... on the main or arterial roads my only suggestion is that they have some sort of barrier between tne road and bike lane that would provide some sort of protection for the bike rider.

infrastructure The best way to improve the safety of cycling in the long term is to get more people doing it. Improvements to the cycle network should be aimed at potential new riders and continuity is the key. We have great cycling facilities with off-road tracks such a Fernleigh. We just need to improve signage so people can find them via the safest route

infrastructure The cycle signage from Adamstown / kotara near bruncker road seems to disappear - I have never managed to go the who dedicated route because (I think) it must be missing some signs.

infrastructure Thanks

infrastructure The cycleways are just not well integrated, requiring too many trips on busy roads. We need a spoke and hub system of cycleways.

infrastructure The fernleigh track is a great asset providing a valuable link into the city it should be regularly maintained and every effort should be made to link it throughout the city. Cycles are going to become increasingly more prominent on our roads and more designated paths and cycle ways are essential.

infrastructure The Joy Cummings Promenade between the old Lynches Prawn building and the Pilot Station is used by hundreds of cyclists often at high speed but there are signs at each end saying cycling is not permitted. A decision is required as to whether cycling is permitted or not and if it is permitted then appropriate sign changes requiring a maximum speed 10kmh with give way to pedestrians, as installed on the promenade along side the Newcastle Marina in Hannell Street.

infrastructure The lack of continuity of cycleways around Newcastle and suburbs is the biggest thing stopping most people from utilising their bicycles more often

infrastructure The more cycling facilities the merrier as far as I am concerned.Looking forward to the final stage of the Fernleigh being completed. Would like more ramps at railway stations, e.g. Teralba to allow for ease of getting the bike from the train to the road. Whenever we have friends come to visit, we hire bikes in order to enjoy the pastime together but also as a means of showing our friends/family around our wonderful city and suburbs.

The most annoying thing about cycling is that most cycle ways are on roads and you have the opening door issue. The other thing is that the lane constantly ends...

We need major cycleway planning, to build cycleways on back roads and off road, rarely on main roads, only if a proper lane can be provided and beware of hills, these need to be avoided.

Signage and education will need to follow.

infrastructure

the new cycleway at stockton foreshore on river side is excellent and should be extended

infrastructure

The problem with this survey is there are some areas that are good, but they are not consistently good. eg along the foreshore, in places there is plenty of room, and in others, they have been poorly designed, narrow places or cycle ways that just stop forcing a conflict between cyclists and pedestrians as pedestrians don't like cyclists close to them.

In addition, cyclists are frequently abused by motorists on the road or pedestrians on shared cycleways/footpaths leaving them to feel they don't belong anywhere no matter how responsibly they ride.

As a model, NCC should look at how Vancouver City, Canada has set up their cycleway network. Despite the poor climate, many people in that city cycle commute etc as they are on safe pleasant cycle ways with easy access across busy roads, they are given right of way on cycleways so cars must wait for them and it is not a disjointed unsafe journey, they are off major roads which is better for motorists too, there is a network of connecting cycleways that are well sign posted, motorists and pedestrians are tolerant and respect cyclists as shared users of roads and cycleways.

infrastructure

The survey didn't ask about shade. Riding on shaded routes is always more preferable to the regular rider. This is very important.

I would also like to raise travelling off the main roads to Wallsend, and to Tarro and Beresfield. These road are extremely unsafe and there are many opportunities for routes around the Hexham Swamp and other open space. The whole foreshore walkway should be cycle free.

infrastructure

There is to many people, young, old, in strollers etc along that area & the cyclists don't care less.

The council should also think twice about making footpaths, walkways, etc areas where people park their registered motorcycles as this is dangerous for someone like me who is legally blind.

They are a NSW registered vehicle & as such should be parked on the road.

After all it is against the law to park a vehicle on the footpath in a residential street.

**PUT THE TWO WHEELED CYCLISTS BACK ON THE ROAD WHERE WHEELS BELONG & GIVE THE FOOTPATHS BACK TO THE FOOT TRAFFIC!!**

infrastructure

- infrastructure  
 There are some fantastic cycleways in Newcastle, but there are also some very dodgy "cyleways" (e.g. cyle lanes on Industrial Drive and Turton street which are dangerously narrow in places, and in the case of Industrial Drive, suddenly disappear, leaving cyclists at the mercy of high speed traffic). If there was more effort to complete and link up existing cycleways I believe a lot more people would use bikes for transport.
- infrastructure  
 There are too many 'missing links' around Newcastle, there needs to be a consistant network of bike tracks. If this is done then people would be encouraged to use the tracks more frequently.
- infrastructure  
 Also, watch the gradient - too step & no one but the experts want to ride.
- infrastructure  
 Don't spend money of parking, bike racks, shower etc. Worry about the infrastructure (tracks)first & then the need for these other things can be addressed.
- infrastructure  
 Look to other cities for guidance & implement what has worked.  
 There has been a reduction of the street lighting in the Newcastle council area and though I have contacted the council in regard to this I was told, "It complys to the standards". I do not care about the standards I just know that the candle power of light is less and many lights are not working in some streets there are no lights at all. Some road surfaces are in poor repair and though repairs are done soon after the repair fails due to poor standards used in repairs. Good surfaces are important and if there are problems you must hae good lighting to be able to see the problem at night. Not happy as complaints not taken seriously.
- infrastructure  
 There need to be signs identifying areas where pedestrians are required to share with bike riders. On the sign there needs to be explanation that this requires people to keep to the left whether they are walking, pushing a pram, or riding a bike. The tracks are wide enough. There just needs to be an education program to teach most users to share the path and keep to the left.
- infrastructure  
 There needs to be more designated cycle ways for pleasure and to get access to various areas around the city.
- infrastructure  
 There really needs to be more dedicated areas for cycling, including areas on the verge oh the main roads
- infrastructure  
 Also, cyclists need to be more considerate of driver's. Afer all they don't pay any road tax
- infrastructure  
 There should be dedicated cyclelanes on every major street.
- infrastructure  
 there should be defined spaces along major arterials in and around the city. Just copy everything they do in Denmark.
- infrastructure  
 Totally separating cyclist and cars is the best solution.
- infrastructure  
 Until there are safe bike paths, separated from other motorised traffic we will not encourage many more people to enjoy cycling. They could be two way bike paths but must be physically separated from other motorised traffic.
- infrastructure  
 We used to live in Canberra and cycle everywhere. I used to cycle 30 km to work each day mostly using dedicated cycle ways on on road cycle ways which were all linked up utilising underpasses to avoid conflict with traffic. It was safe.
- infrastructure  
 Here I wouldn't even contemplate regular long distance cycling.
- infrastructure  
 Would like to see more off road dedicated bike paths which can be shared by social/family cyclists which have no chance of collisions with cars.

<p>infrastructure priorities</p>	<p>Newcastle is a brilliant city compared to larger places I have lived. We do however lack infrastructure for alternate forms of transportation like sufficient safe cycle tracks. Considering Newcastle has a push for lowering carbon emissions making cycling easier would cut down traffic significantly and subsequent carbon emissions. Suitable secure, cctv monitored lockup points for bikes would also be a plus.</p>
<p>priorities</p>	<p>USE THE GPT PLAN ASAP !!! All of my life I have been a cyclist, and I encourage all to do so, but with to-days denser and faster traffic safer pathways will be essential but I do not consider Newcastle Council ratepayers could meet the necessary cost of such a programme.</p>
<p>priorities</p>	<p>An important initiative. Thanks!</p>
<p>priorities</p>	<p>I am not a developer (I'm an architectural lecturer and cyclist) so I can say that permitting student housing developments in the CBD, with no parking, will inject the critical mass from which other benefits will flow, to commerce, transport, congestion, the environment, parking, and the most important people in all of this, those who willingly cycling when they might otherwise drive.</p>
<p>priorities</p>	<p>We are the goose with the golden egg here, yet we're a voiceless and often persecuted minority. Give the red carpet treatment to cyclists and drivers will see bikes as more prestigious than cars.</p>
<p>priorities</p>	<p>Any serious transport plan must include funding to raise the prominence and safety of cycling in Newcastle to 21st century sustainable city standards. Taking a wider view, the triple bottom line (financial, social, environmental) paybacks are huge - its a win-win outcome.</p>
<p>priorities</p>	<p>Ban cars on Hunter St from wickham to mall.</p>
<p>priorities</p>	<p>council goes to so much trouble for what is 5% of the population. perhaps they could look at providing a better public transport system that has small mini busses that interconnect with each other to provide a quick reliable system of transport. this could be complimented with sports ovals open for parking and pick up spots near by. people who work and pay rates and taxes cannot always ride pushbikes and if a good transport system was provided at an acceptable charge then there would be less cars on the road.</p>
<p>priorities</p>	<p>Council should be leading up to a situation in the Central Business District where cyclists and pedestrians have priority over private cars. There are several ways to do this.</p>
<p>priorities</p>	<p>With the epidemic of "lifestyle" diseases and environmental adversities, alternatives must be provided for the health and wellbeing of people and to live up to Newcastle's 'sustainable' city self-promotion</p>
<p>priorities</p>	<p>Cycling is very over rated. It gains resources and attention far greater than the benefits.</p>
<p>priorities</p>	<p>A cost benefit analysis would show the real value of cycling compared to other forms of travel and pleasure.</p>
<p>priorities</p>	<p>Cycalist should contribute financially to the cost of providing facilities in Newcastle. The Management plan should include a bike permit fee. I cant use my boat or go fishing without paying a fee. Part of that fee is to help provide infrastructure and policing.</p>

<p>priorities</p> <p>priorities</p>	<p>Do not put more cycle ways on the roads - they are accidents waiting to happen. Cyclists should be registered and required to obey road rules and should not ride 3 or 4 abreast. In most places single file is the only safe option. Most of the year it is too hot and the rest it is too cold and wet - bit of rain today and didn't see a bike on the road. Waste of money for seasonal use.</p>
<p>priorities</p>	<p>does not apply to most aged citizens, and we are in the majority of residents. Every day I ride on the road I have to put my life in the hands of people I don't know. Some are fine and give you an appropriate amount of space and respect, but others just abuse you for no reason, swerve to "scare" you, or throw things at you for fun.</p>
<p>priorities</p>	<p>I think it would be a good thing if all of the NCC councillors rode a bike from City Hall to Wallsend to really appreciate the difficulties and challenges involved in making Newcastle the great cycling city that it could be.</p>
<p>priorities</p>	<p>Gazelle bikes in Sydney is organising a study trip in Amsterdam for anyone involved in setting bike policy - it is especially relevant to local councils. It would be great if someone from Council went on the trip: <a href="http://www.gazellebicycles.com.au/component/content/248.html?task=view">http://www.gazellebicycles.com.au/component/content/248.html?task=view</a></p>
<p>priorities</p>	<p>Get it together and be an eg to other communities, attempt to offset the environmental damage caused by the coal mines, think about the future by acting today, make cycling the mode of public transport, set goals, have ambitions</p>
<p>priorities</p>	<p>Holland has such a successful bike history that any Australian city would do well to incorporate more of their proceedings. They are the biking capital of the world Hunter street and Maitland Road are soooooo very dangerous. Even King street isn't that great. I would love to see some work done as I know many people who don't ride because it is too dangerous.</p>
<p>priorities</p>	<p>Fernleigh track is great, so is the Throsby Creek and Foreshore track (although it has heaps of peds in town).</p>
<p>priorities</p>	<p>I am a doctor. There is significant evidence to show that encouraging use of bikes and public transport reduces obesity and general well being.</p>
<p>priorities</p>	<p>Unless bold steps are made to encourage more use of bikes and public transport we will spend a fortune funding health costs caused by an exploding car culture.</p>
<p>priorities</p>	<p>Not fanatical its fact! I believe this is the single-most important thing that Council should be focussing on. Cycling has huge health and environmental benefits for the whole community. I would be very happy to see Council invest more in cycleways.</p>
<p>priorities</p>	<p>A cycling route to link Newcastle University with the CBD would also be helpful.</p>
<p>priorities</p>	<p>I do not understand why this is a council issue. Who pays for cycle ways etc in Sydney?</p>
<p>priorities</p>	<p>I have spent 4 months abroad on exchange in Germany, and compared to that country, Australian public spending does not allow the country to move ahead as efficiently as it could. The country is held back by spending money sporadically and without any overall plan, aims are unclear - especially in terms of public transport and cycleway networks.</p>
<p>priorities</p>	<p>NZ appears to have better cycleways and cycling awareness programs and better public transport within its cities than Australia, and yet their economy is not as strong as ours. Its local governments must plan and stick to long term wholistic approaches. What does Australia spend its money on?</p>

Cycling as a commute is discouraged in Newcastle and this need to be turned around. I often feel that I am doing something I shouldn't be doing, and that there is a lot of pressure to drive a car and conform. This shouldn't be the case.

Newcastle is the only place in the world where I have been screamed at by motorists at least weekly or had glass bottles thrown at me from car windows (this has happened twice).

I grew up here, but things like this make me want to move away. I think cyclists pose a real problem for both other road users and pedestrians where there are not adequate facilities for them, but the cost of providing such facilities comprehensively so that cycling becomes a real option for the majority is likely to be too much for any city (except modern planned cities or suburbs such as Canberra).

priorities

I think that improving cycling facilities is very important. We need to start reducing our reliance on cars and make bikes more attractive.

priorities

I think we should get rid of the railway line in Newcastle and change that corridor to a cycleway. I think the current cycleway track at Fernleigh should be closed at certain times (say once a month on a weekend) for half a day to pedestrians and allow cyclists to run competitions there.

priorities

I think it is important to have a long term (eg 30 year) plan for sustainable city..including transport/infrastructure.

In addition, investigate bicycle swap/exchange. Not sure what this is called...pick up one place then leave at destination.

priorities

If you want people off the roads focus more on public transport rather than cycling. The uptake of cycling is dependant on too many factors (i.e. fitness, weather, location, access to a bike, available time). Public transport uptake is usually due to only 2 factors -location and money.

priorities

I'm not sure why the strategic objective here is to make cycling an "equal" transport choice. It really should be to make it a preferred choice (especially over the motor vehicle) in certain situations (e.g., where someone lives within cycling distance of their workplace and for local recreational transport within certain distances).

Developing mode-segregated cycleways is a key part of the strategy (not the token painted ones on roads that become car door deathtraps for cyclists).

Cycle storage facilities at popular targeted end-of-trip locations (work and recreational) will also provide a major boost to cycling.

So much of the success of the strategy will depend on integration and linkage issues (i.e., connections between cycling and other transport - especially public transport - modes; between the different "fragments" of the current local cycleway network; between development planning and approval processes and cycling infrastructure provision).

Use of easements alongside other public infrastructure networks (especially the stormwater drainage network and rail corridors) should be seriously explored - I am fully aware of the concerns and issues involved here and of the resistance of other public infrastructure managers (especially rail) to this, but this needs to be broken down until reason prevails.

So much of the effort is also cultural/attitudinal. The attitude toward cycling in Amsterdam, for example, is totally different to Newcastle, where the motor car rules, both actually, and in the city's transport "mindset". Specific practical initiatives that promote cycling do help to change this, but until cycling is actually seen by the general population as a serious, viable and safe form of transport

priorities

that is superior to the motor vehicle for shorter distances, things will not change. This means gradually developing systems that actually favour cycling over motor vehicles (e.g., peak hour cycle-only transit lanes on roads, bicycle phased traffic lights along identified major cycle routes, etc). These kinds of initiatives have a practical impact, but also - perhaps even more importantly - give some policy assertion to cycling over the usual policy dominance of the motor vehicle, and may - over time - break down the (usually sub-conscious but nonetheless obvious) "superiority" mindset of Newcastle motorists.

priorities  
priorities

Newcastle needs to work to a point where it can credibly market itself as a "cycle city". When it can honestly make that claim without feeling embarrassed or ridiculous (which it certainly couldn't do now), that will mark a key milestone in the success of the current strategy.  
It is amazing that the Premier has announced major expenditure for cyclists in Sydney but nothing extra for regional areas including Newcastle. Funds for completing the foreshore cycleway as previously mentioned by myself could be sought. It would be one of the few major projects carried out in Newcastle that actually approached completion and might get some positive response for a change!

It should be supported at all cost.  
It would be GREAT for this town to embrace cycling far beyond any other Australian city. It's got the views, scenery, amenities and it's still small enough to not be too congested. There is a HUGE opportunity in the cycle touring market, both domestically and overseas, as well as a real potential to reduce congestion and pollution on our roads. Just look at cities in Europe, or Tel Aviv in Israel as examples.

priorities

The payback is large for any community that is willing to make a SERIOUS commitment to getting its cycling environment right.  
IT would be nice to see a combined effort with Maitland, Lake Macquarie and NCC to design a network that would support cyclists that wish to commute via cycling. Plus to be used as tourism potential. Cycling in NEw Zealand and Europe is a very large part of their tourism dollar. Each of these local council areas have tourism destinations and attractions, so to have a cycle link would be good.

priorities

It's important that this mode of transport is encouraged and planned for in the future. Newcastle is a car city which is a shame considering we are small enough to make a real impact on reducing car use if we want to.

Park and ride for cars and bikes...better bike parking facilities would be good, companies encouraged to set up rent a bike in prominent places like along the coastline,as they do in Europe.  
We could lead the way!!

priorities

priorities

It's the way of the future. Lets make one side on major roads cycle ways & pedestrians on the other :)  
More pro-active private funding to be utilised (ie. compulsory cycleway development in areas designated by council - to be mandatory if major development is granted).

NCC to be more committed to cycleway development and state minimum distance required/year!

priorities

Initially, link up already existing cycle-paths (ie. develop a cycle-way network not have disjointed & fragmented paths)

- priorities Newcastle has a prime opportunity to become a cycle friendly city due to it's geographical features. off road cycle ways or cycle ways shielded by city traffic would be most suitable. Newcastle council should look to other developing cities (such as brisbane) as examples, and also consider providing cheap and readily available bicycle hire for residents and tourists, as many forward, green-thinking, European cities, such as Barcelona have done.
- priorities Newcastle has a revolutionary opportunity to make this Australia's premier biking city.
- priorities Newcastle is one of the best cities in the World for cycling - the Community should take advantage of this. While Council is a key stakeholder, there are many bike shops in the area, the RTA, NRMA, local industries, the University of Newcastle, Hunter Health and other organisations have a major role to play here - and we shouldn't think that these initiatives would be free either - there should be either a voluntary or compulsory levy imposed in order to see any initiatives take place sooner rather than later/never! We live in a great place, and cycling around Town and the area reflects our good fortune. Thanks again for this opportunity
- priorities Newcastle should take the lead here and put in more first class bike lanes - if they were separate from the car lanes then more and more people would use them. Every time more Fernleigh Track gets lengthened, more and more people use it. People want the opportunity to ride but dont want to take the risks on the road. Look at what Melbourne has achieved with its bike network. But it is a good sign that the Council is actually thinking about this and hopefully things will improve.
- priorities In 07/08 I bike commuted to work for 2 years with my toddler in a seat on the back, making daily trips from Hamilton to CBD. I currently bike commute daily. I feel the traffic in Newcastle is far more respectful of cyclists than i had encountered while living in Sydney.
- priorities someone is going to get killed along minmi road between Fletcher and Minmi..i dont know what you can do about it that is not going to cost lots of money. Good luck.
- priorities Soon we won't have a choice but to cycle. We need to prepare.
- priorities The Fernleigh track is the only good thing about cycling in this city.
- Planners (RTA and Council) seem to be so car focused that secondary users of the roads (cyclists) don't matter. We are forced into narrow lanes with parked cars and drivers who speed past without any consideration for your safety.
- You try and do the right thing but still get abused. We can't win!
- This city has so much opportunity to make it cycle friendly yet has missed the mark on many occasions.
- All in all, it's nice to do a survey, but like anything else that happens here it will take thirty years before a decision is made.
- priorities I can't help but think that results from this survey will result in a lot of head nods but not much else!
- priorities The Newcastle City Council would appear to have nothing but contempt for cyclists based on the pathetic infrastructure it provides. I would highly recommend observing the fantastic cycling cities of Europe such as Vienna and Bremen and taking their advice on how to improve infrastructure. Cycling in Newcastle needs to be completely rethought from the ground up to reduce congestion costs and carbon emissions, and to encourage people to cycle.

priorities The sooner we do something to improve cyclists' conditions, the sooner we can progress, even if our first step is not the optimum one.  
Use the University website to market both improvements on and news about new cycleways. More people use bikes there and more will do if you market this as awareness is increasing at the Uni about using bikes as a transport mode.

The more people use bikes for everyday purposes the better.

priorities And especially for Uni, the parking is horrible so bicycling is a very good alternative.

We need to have a healthy sustainable transport system. Toxic Exhaust emissions with unclean air & obesity epidemic are killing us!

[1] Biketivism (Push-bike Activism) promotes:

- Clean air not toxic exhaust fumes
- Carbon free not climate changing chaos
- Peace not wars for oil/consumerism or animal Road Kill
- Sustainability not peak oil depressions
- Safe First Class Road Users bypassing speeding car culture carnage
- Effective communities not Urban car sprawl
- Cheap transport not multinational greed
- Health & fitness not sedentary obesity
- Safety in Numbers, Party on wheels
- Push-Bike FUN not evil road rage
- Preservation of environment not more highways, roads, land clearing, dams, mines
- Human power empowerment (etc!.)
- We don't block traffic, WE ARE TRAFFIC!

1. Retire 25 years early! : Combine Train, Bus & Push-Bike Trips With a Big Lock & A Cheap Bike. Put your health & Safety 1st

2. I'm safely passing parked cars! I'm not a road hog, cycling in the traffic lane! I could be your mum. Learn safety, respect & love!

3. "Cycling is Too Dangerous?": Learn To Ride Safer &/Or Take the Back Streets. Let's really save lives: motorists wear helmets.

4. "Push-Bike riding is too hard & sweaty?" : Learn to ride properly OR Ride slower &/Or Have A Sponge Down

5. Push-Bikes Are Safer Than Walking Or Driving! When will you do your own research? Or is your news Limited?

priorities 6. Push-Bikes Slow Everyone Down To Safe 30km/hr community speeds. Local

Clean air to walk, cycle, bus & train!

7. Council & RTA Say, "Narrow "Bike Picture Lanes" are bad; Car Doors & squeeze points frighten cyclists. Take the lane safely"

8. "Rain, Shopping, Security, Helmets & Kids": Lame Excuses For Not Having Push-Bike-Fun. Find/Learn Solutions.

9. Equal Respect: Push-Bikes Wait 30s At Red Lights. Motorists Wait 30s To Safely Change lanes when overtaking Cyclists.

10. Push-Bike Riders "Pay" For Roads & City Parking Spots With Taxes And NCC Rates. Motorists are more subsidized!

11. "Get off the main road?" But riding push-bikes in back streets takes longer. Is motorist's time more important than cyclist's?

12. Most Cyclists try to be nice by riding in car-door opening death lanes. But cycling in the traffic lane is safer for cars & bikes!

13. Push-bikers stop whinging about broken glass!

Get better tyre combos, to ride safer, and to not swerve into traffic!

Too many bike shops in Newie tell customers that their bike is not worth fixing, the cost being more than a cost of a new bike. What a load of

unsustaina-garbage.

If you cost new tubes, tires, wheels and a few other things you quickly get over \$100 to fix a bike.

What about fixing the buckled wheels? And sanding the rust off the wheel rims? Etc.

And the NBEC still has plenty of as new tires waiting to be used.

So spend up big when buying climate change consumer throw-away never repair goodies. Or get stuff for free at your sustaina-fun-NBEC!

NBEC takes ethical responsibility for its products and accepts them back to be re-used by other poeple. Not like other shops where they don't care how much of their product goes to landfill, to pollute the environment.

Properly repaired & maintained bikes should ride like new ones!

If yours doesn't, then it needs fixing. No excuses for unsafe bikes!

A well maintained bike will keep working safely. Remember to fix any small

problems ASAP, otherwise they become bigger and take longer to fix. Save money, resources, and the planet and don't buy new bikes or new parts.

If you are annoyed at your bike it might be due to the bike set-up or riding style, so ask for some info.

At: Newcastle's Bike Ecology Centre,

106 Robert St Islington  
Phone: 49616582  
Email: newcastlecriticalmass[ @ ]yahoo.com.au  
web: newcastlebikeecologycentre.blogspot.com

Time: 9am to 5pm

What Fun can be had:

1. Borrow a bike from the Community Push-Bike Library (returnable deposit :\$5 to \$150)
  2. Buy a second hand bike (\$5 to \$150)
  3. Get parts & non-working bikes for free
  4. Use tools for free (volunteers can help you use them)
  5. Fix up a non-working bike for free (volunteers can help you fix them)
  6. Join a fixing workshop for free
  7. Stop getting annoyed by cars for free
  8. Get bike info/handouts/magazines/stickers/newsletters/flyers/etc.
  9. Donations of pre-loved bikes or parts can also be done
  10. Help us build a fantastic sustainable community self-help centre!
  11. Learn different tyre/tube combos to stop punctures
  12. The NBEC will buy bikes from NBEC volunteers if they are up to bike library standards (ride like a new bike, no buckles, etc)
  13. If you want a working bike for free refer to Critical Mass promo.
- Newcastle Bike Ecology Centre motto:

REDUCE consumption, waste, & pollution,  
RE-USE & repair.  
RE-CYCLE as the last resort

Get a spare, 2nd hand, back-up bike!

This is quite important, but many people learn the hard way when their only bike breaks down, or is stolen.

Having a back-up bike puts your mind at ease, so you don't get rushed into

buying a new bike when something unfortunate happens to the bike you're riding. Or when you go to head off in the morning and you have a flat tire. Hop on your spare! Or have a not-so-good bike you can lock up somewhere and not worry (too much that it's stolen)

Mission/Vision of similar global centres:

The Community Bicycle Center exists to empower people through bicycles and bicycling experiences. As a result of Community Bicycle Center's work, people of all ages and backgrounds will improve their well being (skills, attitudes, beliefs, and health) through bicycle experiences.

Our indicators of success include:

reducing bicycle-related injuries

increasing the number of bicycle transportation trips

and increasing access to safe bicycles.

Many people get scared off riding a bike on the road because cars are passing them too fast and too close. We are getting the same situation on shared walking/cycling paths as well (where people are getting scared by cyclists passing them too closely and too fast).

Q: What has caused this?

A: The council & RTA in Newcastle has put in the worst bike picture "lanes" on the roads that don't even meet the safety standards. Narrow bike picture "lanes" situated between parked cars & the left traffic lane is a recipe for disaster. If riding in them & a person opens their car door you will crash into them. And cars are passing you too close & too fast for comfort. Even though for adults cycling with safety skills is less crashes than driving in cars.

HOW DO WE SOLVE THIS?

Unfortunately a lot of research, different lane position riding and cycling experience is required to bust the myth that riding a bike as far left as possible is wrong. Please read the explanations below to expand your mind!

If you think riding a bike is too hard or too dangerous, then you are doing it wrong.

Stop getting annoyed by cars and stay out of the car door lane.

You really aren't being kind to motorists by getting out of their way/lane.

We are kind when we don't put kids jumping out of cars lives at risk.

Unsign-posted "bike picture lanes" are too narrow & Road Rules 153, 144 & 247 advise not to ride in them. They are car-door-opening-death lanes. When passing parked cars, 30m beforehand, check for cars, then move into the next lane safely, away from door opening zone.

Please never ride in the car door lane....

Even when Bicycle Victoria continue to publish crap about riding slowly, or checking

for rear brake lights etc. I only heard/saw my 1st one last month and it was

sickening. And one of my friends just got doored, lucky to be alive. Many Councils

are encouraging car door death riding by placing bike pictures in the car door zone.

They look like bike lanes and motorists and cyclists think they should ride there.

Yes I admit motorists get angry when you take the lane, but they don't know the dangers of car-door-death riding. Why don't I just make motorists happy, and ride in car door lane? Answer is I don't want to die. I'd rather be safe and ride in the traffic lane, and then other cars travel at safe speeds behind me. Win - Win

situation for everyone!

##### Little Known Road Rule #####

When I talk about a right to ride safely my context is  
best summed up in an example:

All vehicles should travel "as far left as

practicable"

But many Aussies think bicyclists should ride as far

left as POSSIBLE. That's where we see most bicyclists

ride, so it must be law right??

We have a right to bicycle as far left as safely

practicable, including giving room for a car door that

could open in front of us. And having road position

to reduce the amount of motorists dangerously squeezing

past us when overtaking

I try to have this info in my auto signature so I

don't need to answer these questions. But thanks for

asking and maybe I will change my auto signature.

I think current bike lanes are way too narrow and

there are too many car door opening and cars squeezing

past too closely occurrences for them to be perfect.

Many first time cyclists using these bike lanes still

feel frightened. I agree for experienced cyclists

that some bike lanes make you feel more safe. But

when the first time cyclists still feel frightened in

the "You beaut new bike lane" it is easy to see why

they revert to cars.

Bike lanes are good when accompanied with education of

safe bicycling. I would never separate these two

things.

But a major

reason Critical Mass exists is to assert our right to ride (safely) on the road. Until different solutions like Michael suggest exist we need to continue to assert our right to get from A to B safely and timely.

So Critical Mass is a celebration of cyclings good virtues (mostly enviro). And our right to ride on the road. We do NOT have a right to ride dangerously (running red lights,

mowing down children, etc). We have a right to ride SAFELY on the roads.

But as I said motorists are taking away this right for us to ride safely by passing many cyclists too closely. Many motorists say to get into the bike lane, but the bike picture lanes in Newcastle aren't mandatory because they are too narrow.

Many cyclists complain about cars or trucks passing them too closely when they ride on the very edge of the road or gutter. Most people are unaware that this riding style usually encourages cars to dangerously

overtake, sharing the lane when there is not enough room to share. This further encouragement of the now socially acceptable practice of passing cyclists too close means when a cyclist rides in a different manner (Critical Mass style for example) it is socially unacceptable. I suggest to them to get a flag that sticks out in traffic (like me) OR learn safer cycling techniques, so we can be spared the whinging.

Cyclists require 2m passing distance which usually means the car/truck would need to change lanes to overtake. That means the car/truck needs to wait until the other lane is clear. Or should the car/truck just force its way into the other lane, making on-coming traffic swerve to miss them??

Would love to see more dedicated cycling options available but I don't feel it should be at the expense of reducing the number of car lanes on the major arterial roads in and out of town - with the rail possibly being removed I can see more traffic on the roads and reducing the flow would cause gridlock like in Sydney.

priorities

I'm concerned that council is willing to let more cars into an area that is effectively a peninsula. I'm concerned that there is no real thought for the safety of bicycle riders in the inner city. I ride as my main form of transport. It's scary riding on the roads because cars of young people yell at me for their entertainment. A separate bike lane in and out of town please.

priorities

priorities	<p>Newcastle is a brilliant city compared to larger places I have lived. We do however lack infrastructure for alternate forms of transportation like sufficient safe cycle tracks. Considering Newcastle has a push for lowering carbon emissions making cycling easier would cut down traffic significantly and subsequent carbon emissions. Suitable secure, cctv monitored lockup points for bikes would also be a plus.</p>
priorities	<p>Bouquets for the fernleigh track. Shame its the only serious attempt at cycling infrastructure in the town. Brickbats for the management of the laman st trees - the campaign of disinformation has been so depressing. Similar for the railway proposal. Both these issues clearly have financial gain for vested interests at their core, which is dressed up as public good.</p>
priorities	<p>Please encourage investment and entertainment in the centre of town, noise / people in from the suburbs late is only hated by a small, negative minority. We need excitement in town to keep our young people from leaving as soon as uni's finished. Please make our bike paths meet up, or at least empty out onto the right side of the road and at handy crossings of busy roads. Maybe rail lines and storm water drain sides could be turned into commuter bike paths.</p>
priorities	<p>I really want Newcastle to improve its cycleways. I think reopening the mall to through traffic was a really bad idea. Where is the provision for art cinemas in Newcastle? We need to promote transport based cycling, and design our city for people NOT cars.</p>
priorities	<p>Why not provide subsidized housing in inner Newcastle with the proviso that there is no car facilities? This would mean those people would spend their money in the surrounding shops. Its a simple first step.</p>
safety	<p>Currently I feel very unsafe cycling within Newcastle, particularly the CBD and immediate surrounds. The current cycle lanes are deathtraps - i have been hit by a car door once and have been extremely lucky on numerous other occasions when cars have opened their doors into the "bike lane".</p>
safety	<p>There should be an integrated bicycle network to take cyclists out of the direct traffic lanes and to encourage greater use of bicycles.</p> <p>There are some fantastic cycling areas in Newcastle - Fernleigh track, Jesmond Park and Glenrock (off road for Mountain biking) are fantastic assets to the city, but there are no safe linkages of these areas with other cycle areas.</p>
safety	<p>Cycleways throughout Newcastle need a major overhaul before I would consider travelling on them in any meaningful way. Its just too dangerous for cyclists at the moment.</p>
safety	<p>Cycling in Newcastle is difficult due to the limited number of cycling lanes, and the Driver attitude towards cyclists. Cycling facilities need to be improved but an education program for drivers is equally important so drivers are more aware and respectfull of cyclists.</p>
safety	<p>Cycling in Newcastle is extremely dangerous.</p>
safety	<p>There is a lot of anger towards cyclists. In addition there appears to be more glass/waste on the roads than any other city I have ridden in.</p>
safety	<p>Thank you for the chance to complete a survey on cycling.</p>
safety	<p>Cycling on the streets today is very dangerous with inconsiderate drivers of all ages. Bicycle riders are also inconsiderate when they ride on the footpaths. Many young men I see riding bikes are doing so without helmets or other safety gear. Night riding should be carried out with the bike having ample lights or the rider wearing the illuminated vests. But I am an older citizen and if I was to bike ride for exercise I would do so only in my area and very very early morning.</p>

Cyclist's need to safe, so all that needs to be done to make this happen, should be done.

Cyclists should be aware of the traffic rules. (educate)

- safety Motorists need to be aware of cyclists in the traffic. (educate)  
I have cycled extensively in Melbourne, and it is delightful. One feels safe, because the designated cycle lanes are intelligently integrated into the road lanes and traffic flows. There are also extensive off-road cycle/walking paths that are very well used by cyclists. Newcastle should take a leaf out of their book.
- safety I rarely ride on the road as I think it is too unsafe. On the other hand I also find that cyclists who do use the road can be very inconsiderate to motorists.
- safety I used to cycle but now find the roads to dangerous.
- safety I was a cyclist when i was young. Now I am too old and there are too many steep hills where I live to enjoy the transport of bicycles.
- safety I would like to ride to work and home, but one of the reasons for not doing this is the safty of the route on the roads. When I lived in Fern Bay I enjoyed the ride to and from work (via ferry), but from Kotara to Wickham it seems much more difficult and unsafe.
- safety I would love more linkages and designated cycleways. I feel it is just too dangerous to ride to many places.
- safety I would love to see cycling become a major form of transport, but it will never happen because it is just to dangerous on our conjested roads with narrow lanes.
- safety One way to get people out of cars would be combine cycling with public transport, Bike lockers at Train Stations and bus stops also bike rakes on trains and buses.
- safety I would love to see NCC create more 'on road' safe cycling lanes. I love cycling around Newcastle because eveything is so close. I just wish it was safer to do so. If you want to live and stay alive do not ride bikes on Newcastle roads anywhere pity the three men in the last few years heeded that warning on kooragang island they found out the hard way all three are DEAD the first one lived at williamtown and used to ride regular a 4wd got him one on stockton bridge no bycycle lane his dead and want us to ride in inner city Newcastle even your Bus drivers do not look out for cyclists and you would have to be mad riding in their any where is Dangerous what about the cyclist on the f3 a truck takes them out Cyclists on Australia roads are the walking dead its only7 a matter of time.
- safety I'm appalled at some of the 'cycles' stencilled on the roadway where it is absolutely dangerous for a cyclist to ride. The very worst is in Park Avenue, just north of Westfield Kotara where there is a 'cycle' stencilled on a lane that just disappears with no where for the cyclist to go, except in to a guide rail.
- safety Riding in Newcastle is largely difficult and dangerous unless on dedicated cycle routes. Shared cycle and pedestrian paths do not work. Neither do 'cycle paths' adjacent to parked cars.
- safety In Denmark bicycles are available for free. You pick them up from certain points and there are drop off points to leave them when you are finished. There are more bikes than cars, even older people (like me) ride bikes all over the city.
- safety We need more SAFE cycleways to encourage riders.
- safety It is extremely unsafe and I often feel the need to ride on the path (then encroaching on pedestrians) for my own safety.
- safety There just needs to be clear paths and lanes, people often park over them.

- safety It is too scary to ride on the Newcastle roads with traffic. Look at Canberra's bike paths, that's what Newcastle needs.  
It needs to be made safe by seperation from other vehicular traffic.
- safety Newcastle is ideal size and topography for cycling. I would cycle to work daily if it was safe (Merewether to John Hunter Hospital). At present it is not.  
Main roads are particularly dangerous...I ride on the footpath! No doubt some pedestrians are put off. Like most I try to be courteous and allow pedestrians tight of way
- safety Make it safe!  
Perhaps like Canberra, let cyclists put their bikes in the racks on the front of buses and then let them ride free on the bus.
- safety My friends who are more avid cyclists tell me that in Newcastle we have a very high number of cyclists as compared to the rest of Australia. However I also know many people who won't even consider biking as they don't feel they can get to where they want to go safely on a bicycle (me included). I tend only to ride short trips on back roads or along cycleways.
- safety my girls like to ride their bikes alot, but we rarely go out because it is to dangerous for three little girls to ride unaccompanied. my girls usually ride around our cul de sac with adult supervision.
- safety My son rides his bicycle a fair bit and I unfortunately disappointed in the lack of cycle paths throughout Newcastle.
- safety Newcastle is a great, flat area for cyclists to commute to work and school. Most workplaces now have showers and changerooms. If it can be made safer, I really believe that more people will consider cycling as a regular mode of transport.
- safety Newcastle is a very unfriendly city for cyclists especially considering the increasing number of cyclists.  
Newcastle is a very unsafe place to ride a bicycle. It is becoming choked by cars.
- There needs to be a clear commitment by Council to favour bikes and public transport over cars and to put connectivity for cuycling and public transport as a higher priority to connectivity for cars. There needs to be a focus on cycling safety if people are to switch.
- There needs to be massive investment in cycling and it should be integrated into all transport upgrades
- Cyclists should not be shuffled off to 'back' streets but instead s main streets (like Hunter, King, Darby and Beaumont St needs to be made safe for bicycles by creating cycle paths along them).
- safety Council needs to stand up to the NSW and federal Governments to demand safe cycling and 'cycling first' planning principles and funding.
- safety Newcastle only has a few proper bike paths.  
Bikes are not an alternate form of transport due to safety problems. Only ride my bike as a hobby on weekends.

Newcastle seems to be an ideal city for much, much more cycling to occur. It is relatively flat, the weather is conducive for most of the year, lots of locations are within a reasonable distance of one another etc.

It is a real pity that we don't have more cycling infrastructure than we do.

(I do need to mention that some of the current infrastructure we have - namely the bicycle symbols painted on the road to delineate a bike lane - are counterproductive. These symbols are painted in the area where car doors open, are very narrow, and have cats eyes - reflectors - on the right side where the white line is. All three of these are dreadful hazards to cyclists. Having the symbols indicates to drivers that cyclists should be in that small area of the road only, which prompts abuse from some drivers when I'm cycling on the actual road rather than in the so-called 'bike lane'.

I think the biggest motivator to encourage more people onto bikes more often is dedicated cycling lanes physically separated from both vehicles and pedestrians. I know a number of adults who will only cycle if they can do so on the footpath, which wouldn't be their first choice because of the need to dodge pedestrians. Cycling on the footpath is not a long term solution, being both illegal and sometimes impossible (some places don't have footpaths at all). This limits these people's ability to use the pushbike as a means of commuting; entire journeys can never be fully taken on the footpath therefore the journey by bike never begins.

I think it's important to separate cyclists from pedestrians, rather than building more 'shared lanes'. Often, when using the bike to commute, cyclists travel quite fast, which doesn't always mix well with pedestrians, who may have small children (slow moving), dogs (erratic moving) or large groups (across the entire path).

I long for our city to resemble this:

Separated bicycle lanes:

<http://www.copenhagenize.com/2010/02/vintage-bicycle-infrastructure.html>

(One of these is from the 1920s! We have 90 years of progress to catch up on!)

Bicycle lanes:

<http://www.copenhagenize.com/2010/03/human-powered-poetry.html>

Bus infrastructure:

<http://www.copenhagenize.com/2010/05/gps-for-cyclists-in-malmo-sweden.html>

Please, please, please be pro-active and insightful and deliver us world class bicycle facilities.

safety

I'll love you for it!

safety

Peak hour traffic is starting to build up all around the city. Encouraging cycling by making it safer would be a great start.

safety

Riding in the city can be more dangerous than out on the open road due to lack of dedicated bike lanes - sharing with parked cars is not safe.

safety

RTA and Council upgrades/modifications must be dismissed until cycleways included. F3 freeway end area and Hexham bridge area are classic examples of cyclists that value their lives, being blocked from continuing their journeys.

safety

Safe cycle paths would encourage me to participate.

safety

Safe, secure bike hubs with lockers and showers that link in with public transport are an excellent idea. I would definitely ride my bike more often if there were designated, safe lanes to do so - traffic is the number one reason I don't.

safety

Safety is the main issue for me. I'm 65 and love riding my bike but the lack of dedicated cycleways is a problem and I'd ride further if there were more for me to do more day to day travelling by bike.

safety

The current "cycle lanes" that are little more than extended lines next to parking spaces invite nothing but danger for cyclists.

Dedicated OFF-ROAD cycleways are the only sensible option.

safety

The honeysuckle through to wickham-islington lends itself to a terrific cycling circuit if the appropriate facilities are in place for safety of cyclists and importantly pedestrians who are also using the same route

We would love to be able to use our bike as our main mode of transport, however feel that it is dangerous along many routes we take on a daily basis. There should be a community focus on bike transport linking with together public transport where possible.

Currently there is no space on the road for bikes, it feels dangerous. We are particularly worried as we ride with our 4 year old son. There needs to be designated bike lanes throughout Newcastle with ample locations to lock/park bikes.

safety

Where there is no off-road track I usually ride on the footpath (which I understand is not permitted if you are not with a child under 12) but it is the only place I feel safe.

safety

As a motorist I find cyclists in groups very dangerous & ignore all rules such as riding 3 abreast & riding in the car lane even when there is a maked bike lane.

While there are some good tracks like Fernleigh and Jesmond to University we are only at a very basic stage of cycle paths in Newcastle.

The foreshore track is unsuitable for active cyclists because of pedestrians and children and the road in Honeysuckle is too narrow with parked cars.

Darby Street and Union Street are unsafe as are all main traffic arteries west from the city.

safety

Would love to do it more, but luggage and convenience are my main issues, but think it is very important to make riding as easy and SAFE as possible to encourage its use.

safety

I agree that we need better space, access, lighting and pathways, but I think your survey has loaded questions. I get the impression you want the answers to reflect a need for better cycling in Newcastle. I think a survey should be more open ended - a tricky thing for you to garner results I know but what are you really trying to find out?

survey design

I would like to be a bicycle rider, but my health prevents me. This is partly age-related.

I strongly approve all efforts to get more people riding safely.

Good to see all the ideas here.

survey design

I'm done (apart from fact the survey forced me to tick a cycle route, I haven't made it to Jesmond Park yet - but I'm working up my fitness levels)

survey design

Maybe translate into different language as well.

survey design

thank you

there are some interesting recent studies from the UK; that women riders account for around 70% of cycling fatalities in London. The reason suggested was that males tend to be 'more aggressive' and get themselves through lights / traffic and out of the way before they can be hit. there remains somewhat of an 'us and them' conflict between bike riders and car drivers and clearly it would be ideal if cars could be calmed / slowed in mixed use areas. this is similar to the bike / pedestrian conflict that can be dealt with by riders slowing and signalling (by bell) as they approach pedestrians. with cars and bikes though, it is more problematic and using the 'hierachy of risk control measures' it would be safer to 'eliminate' cars from some areas and to 'separate' cars and bikes wherever possible, OR to slow cars down in mixed areas. the use of a bike corridor along rail lines also has great merit.

thankyou for this survey.

survey design

cheers

Think the questions have been comprehensive.

survey design

Congratulations to NCC and your team for undertaking this effort.

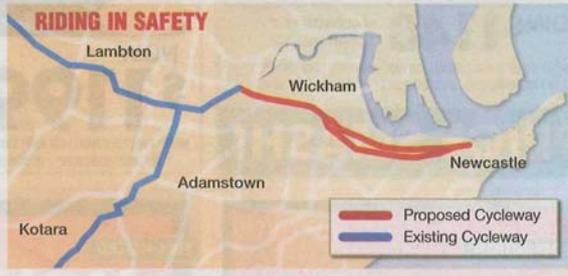


## **Appendix V – Media coverage during consultation**

29-5-10: HERALD NEWS



SAFER: This example in Brisbane, above, is what cyclists would like to see in Newcastle while, below, is the suggested path of an improved cycleway.



# Benefit in bike lane

## Pedalling before car parking

**JACQUI JONES**  
CIVIC

A EUROPEAN-style bike lane that is separated from traffic could complete the inner-city gap in Newcastle's cycleway links and encourage more workers to ditch their cars for pedal power, cyclists say.

The Newcastle Cycleways Movement has called for debate about the best use of roadside space, arguing a rejig of car parking on Hunter Street to make room for bikes would deliver more benefits to the community than the changes would cost to implement.

The group is urging the investigation of a "high-quality" lane running for about 4.8 kilometres over the Donald Street bridge, past Beaumont Street and either along Parry and King streets or down Hunter Street, connecting to the mall and the city's east end.

It would join the city to the east-west cycleway through Lambton, Jesmond and Wallsend, and the north-south cycleway through Kotara.

Movement spokesman Ben Ewald said the idea drew on cycleways that were common in

much of Europe, and which Australian cities were slowly embracing to encourage exercise and help alleviate traffic congestion.

The lanes, uni or bi-directional, are separated by a median strip, traffic barrier or height difference to protect riders.

Dr Ewald said he had counted about 90 short-term car spaces per kilometre on each side of Hunter Street, but it was not known how many may be lost to the bike lane.

Some could be relocated to the other side of the road or to side streets, and some sections of main roads were wide enough to accommodate the bike lane and parking.

He said his group wanted to encourage debate and hoped that Newcastle City Council and the state government would support an investigation.

The state government recently set a target for 5 per cent of urban trips to be made on bikes by 2016.

YOUR LETTERS

# League needs backbone

**Short takes**

This is the forum for those who want to make a point fast. Brief opinions may be phoned to (02) 4979 5990 between 9.30am and 1pm Monday to Friday or emailed to letters@theherald.com.au

As I see it, the state government couldn't care less about Newcastle, as long as the coal trains get to the port on time. If push came to shove I think the government would be happy to cut the rail line just on the Broadmeadow side of Hamilton Station. A lot of rail land could then be sold to developers.

Vincent Buckley, Telarah

About 6.30pm on May 22 my sister and nephew were on the 320 (Lake Fair, Warners Bay, Speers Point) bus. Both have a disability. The driver pulled up at a bus stop at Warners Bay which has no shelter. He asked them to alight the bus while he made an "important" phone call. My relatives told me the call lasted about 15 to 20 minutes. To make matters worse, my sister and nephew were returning from Belmont Hospital, where their husband and father was being treated for a major stroke. Would the driver have done the same thing if more passengers or non-disabled people were on board? I don't think so.

Phyllis Monro, Muswellbrook

I wonder if Belmont Citi Centre is getting a bit of unfair flack "Hoodies banned" Herald 11/6. My understanding is that it still allows people to wear hoodies, it's just that they must not have the hood over their head. That surely is a more than reasonable request which could be adopted by other centres.

Peter Cowling, Salamander Bay

I now believe Sid Going, rugby union All Black from the early 1970s, was a better half-back than Andrew Johns by not breaking the colour code. My housemate Kevin "Biscuits" Monagle never has any doubts that fellow West player and 1948-49 Kangaroo, Keith Froomo, was the best half-back he has ever seen.

Kevin Gartrell, Cooranbooth

**SMS your say**

For the short, sweet and text-savvy. SMS your opinion to 0427 154 176. Please include your name, suburb and a landline.

I would like to suggest putting in a tram service from civic, up Darby st, to the junction, down union st, and back to civic. It would be a pilot service to convince everyone of the merits of getting trams back, without the emotion of talking about the rail line. And while my head is in the clouds, how about having a lot of solar panels erected to power it?

Rhett Morson, Cooks Hill

Those who think the rail corridor will remain a green space for all to enjoy are living with the faeries.

Graeme Bennett, Warners Bay

So there is racism in football. Guess what - there is also sexism and drunken loutish behaviour. Has any player taken a public stand on that?

Robyn Sanger, Holmesville

I think Jeff Corbett was spot on with his column "Timana's too timid" Herald 16/6.

Peter Bate, Tarro

If Jeff Corbett has no objection to being called an offensive term for a woman's reproductive organ, perhaps he should think about his perception of women. Man up Timana! Human up Jeff.

Peter Oliver, Adamstown Heights

I AM not surprised that racism continues to be accepted, with a "boys will be boys" attitude in the NRL, especially when the feeder clubs practically promote it.

A few years ago my now 12-year-old son and a teammate were victims of racial abuse on the field.

When I complained to the Country Rugby League, the feedback I got was that as the offenders were children, they could not be punished as such.

Instead, they said they could send some pamphlets out to the boys' club for them to distribute.

Yes, the clubs have a responsibility to educate their players, though if the parents are piggy what hope have the children got?

Zero tolerance at all levels should be the message and back it up with swift, harsh penalties.

I'm sure lots of clubs will be quick to act if they are hit in the pocket.

I say fine offending clubs and repeat offenders should be banned, the same as when violence occurs.

Get a backbone NRL and CRL.  
Joelani Clarke  
Woodberry

**Light rail idea can be speedy**

IF light rail is the best answer for Newcastle - as Fix Our City, the Minister and now Greg Essex believe "Stark choices over rail" Letters 16/6 - then we need to plan for it now.

Governments will not spend money twice for more or less the same project.

The city university campus, the GPT project, and the legal precinct will each generate much more activity, traffic and congestion in the city.

The best deal on offer from the government is to build the Wickham interchange in return for a promise of light rail in the indefinite future.

Given the cost of decommissioning the rail and building a new terminus, there will be no funding for light rail for a very long time.

This is why Professor Newman's "now or never" approach is so important.

A rail terminus and bus interchange at Wickham is not even a step in the right direction. Trams will need rails through to Newcastle Station, while a cross platform transfer between trams and trains calls for a very different design.

We have that design and have done preliminary costing. The feasibility study into light rail for Sydney, including Dulwich Hill and Barangaroo, was completed and published in



**Toxic fumes a concern**

AFTER reading the report "Poison scare at port" (Herald 11/6) I can understand why the residents of Carrington are worried about the spraying of a toxic gas at Dyke Point to treat timber to be exported to China.

As stated, the fumigant methyl bromide, if inhaled, could cause dizziness and nervous system toxicity in the blood, liver and kidneys. It could also cause pulmonary oedema (lung disease) and chemical pneumonitis (inflammation of the lungs).

I think Cr Aaron Buman, a resident of Carrington, should urge Newcastle City Council to stop this toxic treatment at this location.

An expensive cruise ship terminal is being considered for Dyke Point.

In my opinion Queens Wharf is where the cruise ship terminal should be.

Jack Carter  
Elmorne Vale

education. Almost no one knows you don't have to ride in the bike-pictures lanes - you should ride far away from a parked car to miss the opening door.

With high car use contributing to our poor rating and car culture breeding a consumeristic culture, we need to become a more community-minded city, not a selfish, greedy one.

Daniel Endicott  
Islington

**Miners want to squeeze profits**

RIO Tinto has a mine in Boron, California, that employs about 570 miners.

Rio locked them out for 15 weeks recently because the workers wouldn't agree to a new package that would have taken away many of their conditions.

The American people backed the workers, and their union, the ILWU, negotiated a new six-year deal that protects the workers.

I say the Australian government's super profit tax will benefit all Australians, not just the few.

The Coalition's WorkChoices was used to implement retrograde conditions at our new coal-loader.

The Coalition would have a new WorkChoices ready for us if it won government.

John James  
Warners Bay

**Boyz 'n' the hoodie**

MY son was driving with his mates recently when he was pulled over by a policeman who was very polite, checked the car rego and my son's licence.

He told my son he was pulled over because he and his front-seat passenger were wearing hoodies and therefore looked suspicious.

A friend of his from soccer was pulled over after a game recently and he too was told it was because he was wearing a hoodie and looked suspicious.

And we wonder why our young adults feel they are being picked on.

Sue McGuinness  
Lambton

**Letter of the week**

This week the letter judged the best, most succinct and interesting will win a double pass to a Newcastle Knights game, courtesy of *The Herald*. The winner will be announced on Saturday on this page.

three months.

The much better way forward is to prepare a timeline for the renewal projects, conduct an independent feasibility study into tram-trains, and go to Canberra with community agreement for the funding of a modern tram-train system.

Alan Squire, convenor  
Hunter Transport for Business  
Development

clogged and frustration levels are sky high things might happen.

Do we have to wait until we reach the congestion situation that Sydney enjoys before anything is done?

John Freund  
Adamstown Heights

**Congestion first, then action**

WHEN will Newcastle's population be big enough for the state government to support infrastructure in our area?

How many people do we need living in Newcastle to support a light rail system?

As things are, people who use the various modes of public transport to travel to Newcastle come from all over the Hunter Valley, Central Coast and Sydney.

How many people do we need before Member for Newcastle Jodi McKay supports the second Tourle Street bridge?

Perhaps when our roads are

**Sustainability slap in the face**

NEWCASTLE is performing badly in sustainability, being the third-worst Australian city of the 20 largest cities (it's not easy being green) Herald 15/6.

If only Newcastle City Council would act on its words of wanting a sustainable city and start by encouraging sustainable transport.

Instead of painting bike pictures on roads that make it more dangerous to ride a bicycle, it should use "bike-lane" markings that meet Australian road standards.

It needs to encourage riding rather than put people off with the risk of being hit by an opening car door.

We need more safe-riding

**Message board**

Your chance to say a brief "thanks" or contact people. Phone (02) 4979 5990 between 9.30am and 1pm Monday to Friday or email letters@theherald.com.au.

From Alwyn Williams, of Cessnock: "Hymns That Live" - an afternoon of hymn singing, will be held on June 27 at Kurri Kurri Congregational Church, Rawson Street, at 2.30pm. Speaker will be Dick McLellan, with soloist Alan Davis, and performances by the Newcastle Gospel Music Ministry Choir and Kurri Congregational Instrumental Group. Phone 4960 1259.

**Letters**  
Letters should be fewer than 200 words. Include your full name, home address and daytime telephone number for verification. If sending by email, do not use attachments. Letters may be edited and may also be republished in electronic form, by photocopying and other methods.

**Complaints**  
The Herald has a policy of correcting mistakes. If you have a complaint about published material, first contact the newspaper. If the matter remains unresolved, you may wish to contact the Australian Press Council on 1820 025 712. Complaints about advertisements should be directed to the sales manager, then, if unresolved, the Australian Competition and Consumer Commission (02) 9230 9133.

## A VICIOUS CYCLE

**T**here's nothing like riding your bike home from work at night. The fresh air, the stars twinkling above, the hoons driving past chucking things at you.

Why hoons feel the need to do this to bike riders I'll never know.

But a recent segment on a high-profile, nationally syndicated radio show – one of Australia's great forums for sanity – gave an insight.

The talkback topic was something like "Should bikes be allowed on the road?" The overwhelmingly aggressive response from callers was "no".

The reasons were varied. Cyclists clogged up the street, they said. Cyclists are too cheap to get a car. Cyclists don't pay taxes to maintain the roads.

They all sounded reasonably logical in a President Mugabe kind of way.

The taxation issue really resonated. If you don't pay taxes, you don't deserve to be on the road, they chorused. Yeah! And if you don't pay taxes you're bloody unpatriotic. Yeah!

You'd think underground bogan treasury officials had emerged from their giant fluffy dice headquarters to rule on complex legislative issues.

Alas the conversation took a right angle and before we knew it, the debate had turned to whether or not it's hygienic to wear underwear when getting out of taxis.

But the vibe was there. Cyclists are space-taking, tight-arse traitors.

A scary thought given how many hits I took that week riding home.

But now totally understandable.

The people had spoken, with abuse and eggs and thicksakes.

A veritable family meal deal of debate.

But I have to protest.

This may sound biased coming from someone who rides a bike and generally covers before the law . . . and angry P-platers,

but none of those arguments made any sense.

Any way you look at it, cars clog up roads, not bikes.

Reporters don't head up in their TV traffic helicopters each night to report on bicyclists jamming the M5.

It's cars, and trucks.

And most cyclists I know aren't cheap.

A lot of them own a bike AND a car.

That's not being cheap.

Given the price of modern road bikes and lycra accessories, that's being hopelessly expensive. They're just trying to get fit, or save the planet or have come off second-best in a debate with their partner about who gets the car.

And the taxation argument runs out of steam pretty quick, too.

The fact cyclists, or their partners, have registered cars means they've already paid their so-called "road maintenance taxes".

The added fact that they're riding to and from work probably means they have a job and therefore pay even more taxes.

Which can't probably be said for those who roam the streets at night egging people.

I had a typical discussion about taxation with a fellow citizen on King Street the other night.

He/she/they sneaked up on me in what sounded like the Batmobile inhaling and exhaling its way through the gears before a volley of miscellaneous fast food was launched.

I interpreted the statement to mean: "Every diminution of the public burdens arising from taxation gives to individual enterprise increased power and furnishes to all the members new motives for patriotic affection and support."

After checking whether I was bleeding chocolate or vanilla, I replied: "\$^&\$%, I think coercive taxation is theft, and government has a moral duty to keep it to a minimum."

They tried to speed off but the lights went red and I was able to pull up beside them and continue the discussion.

"Hey, thicksake/head, there's nothing surer than death and taxes."

One look inside the car, however, suggested death was more likely than tax at that moment, so I broke off the debate.

But you get the picture.

The word on the street is cyclists are peddling rebellion and need quelling, or at least downsizing. Funny that, given Newcastle council is working hard to roll out a cycling network.

Viva the struggle.



### STAY

Mantra Koondah Waters Golf and Spa Resort is set in tranquil bushland on the Central

Coast. There is an 18-hole golf course, indoor lap pool with spa and sauna, day spa, gym, tennis courts and playground.

The resort has two offers for *Weekender* readers.

Kids stay free and breakfast is included for two adults and two children overnight in a one-bedroom apartment for \$199.

The second offer is for couples, and includes overnight accommodation in a studio suite, breakfast and 12 bottles of Robert Oatley wine for \$199.

Mention *Weekender* when booking on 4355 5777. This offer is subject to availability and exclusive of any other offer.

### PLAY



If you love your cheese, get along to Pokolbin's very own cheese factory.

Hunter Valley Cheese

Factory hosts daily tutorials as part of Hunter Valley Wine and Food Month where you can meet the cheesemaker.

You'll not only learn all the basics of cheese varieties but sample plenty of the good stuff, too.

Tutorials are held daily at 11am at the factory at McGuigan Wines. Bookings are recommended on 4998 7744.

If you want to continue along the cheese trail, Robyn Drayton Wines hosts wine and cheese matching daily this month.

Indulge in a plate of five different cheeses matched to five wines for \$39 per person. Bookings essential on 4998 7523.

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