

**ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER**

**CCL 23/02/21 – ADOPTION OF CYCLING PLAN**

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**CCL 23/02/21 – ADOPTION OF CYCLING PLAN**

**ITEM-8**      **Attachment A:**      Cycling Plan

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# On our bikes

A plan for safe and connected cycling in the Newcastle LGA



City of  
Newcastle

# Acknowledgement

City of Newcastle acknowledges that we operate on the grounds of the traditional country of the Awabakal and Worimi peoples. We recognise and respect their cultural heritage, beliefs and continuing relationship with the land and waters, and that they are the proud survivors of more than two hundred years of dispossession. City of Newcastle reiterates its commitment to address disadvantages and attain justice for Aboriginal and Torres Strait Islander peoples of this community.



We are committed to contributing towards achievement of the United Nations' Sustainable Development Goals (SDGs). We have adopted the SDGs and New Urban Agenda as cornerstones for our planning.

In September 2015, Australia was one of 193 countries to commit to the SDGs. These goals provide a global roadmap for all countries to work towards a better world for current and future generations.

**For information about the Cycling Plan,  
contact Transport and Compliance, City of Newcastle.**

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## Message from the Lord Mayor

### Nuatali Nelmes

City of Newcastle is striving to be a smart, liveable and sustainable global city and changing how we travel is a big part of this shift.

We know that more 'active transport', such as cycling - and walking - benefits everyone.

Every time someone rides to work, study, socialise, swim, or shop rather than drive a car means less congestion, less noise and less pollution.

We believe that Newcastle has the potential to become a great cycling city.

Our climate is favourable, much of the city is relatively flat, and the increasing uptake of e-bikes means that topography is not the barrier it once was.

Many workplaces, schools, shopping centres, parks, beaches and other attractions are within easy walking or riding distance of many local residents.

That's why City of Newcastle is committed to promoting cycling as a genuine transport option for residents, families, commuters and recreational users.

In recent years, the City has made significant investment in new, safe cycleways. Almost \$5 million has been allocated to cycleways projects under the 2020-21 capital works budget, including \$3.1 million for the first stage of the City Centre to Merewether cycleway.

By prioritising our investment in Newcastle's cycleway infrastructure we hope to enable cycling to play an even larger role within Newcastle's transport mix now and in the future.

Our new plan for safe and connected cycling across our City will help make walking and riding the natural and safe choices for short trips in Newcastle.

We know that community perceptions about lack of safety is the key deterrent to increased participation in cycling.

We are dedicated to building a bike network that provides safe, convenient connections between our centres, favourite places to visit, and homes.

By improving safety and connecting the network, we will realise Newcastle's fantastic potential and our community's aspiration for more people to ride, more often.

#### **Councillor Nuatali Nelmes**

Lord Mayor of Newcastle





# Message from the CEO

## Jeremy Bath

The Newcastle 2030 Community Strategic Plan reflects the community's vision for our city. Since it was first developed in 2011, it has outlined a vision for Newcastle in which walking, cycling and public transport are viable options for the majority of trips.

Throughout this period, we have unfortunately not witnessed significant change in mode share from cars to more active forms of transport. As is often the case, the translation of strategic goals for more active and sustainable transport use into action on the ground, is challenging.

Today we are seeing an increasing emphasis in State and local government on public space and place-based planning, partly in response to poor public space outcomes arising from past approaches, but also to respond for the need for physical distancing due to COVID-19, which has forced a fundamental rethink for many in our city in terms of their health and wellbeing desire to exercise and work differently.

Urban streets and roads are where the majority of our transport happens and comprise a large percentage of our public space. The way in which our streetscapes have been designed and built affects our decisions about how we choose to move around, how easily we can incorporate physical activity into our daily routine, the quality of the air we breathe, our exposure to risk of a collision, our ability to interact with others and our general health and wellbeing.

In developing this new Cycling Plan, City of Newcastle has looked to best practice examples and reshaped them for our local context and focused on action to provide safe and connected cycling infrastructure to increase the participation in cycling and normalise cycling for short trips.

Delivering on the actions of this Plan will not be easy. We know the most effective way to reduce fatalities and severe injuries on our streets is to reduce vehicle speeds. To improve safety and comfort, we need to design and implement new cycle routes that are separated from motorised traffic or achieve a low speed, low volume environment. This will address community perceptions about the lack of safety which is the key deterrent to increased participation in cycling.

A holistic approach – which optimises our potential and the opportunities for our streetscapes, whilst recognising and addressing the challenges – is how we will 'flip the power' from a narrow perspective focused on cars, to a broader perspective focused on people.

**Jeremy Bath**  
Chief Executive Officer





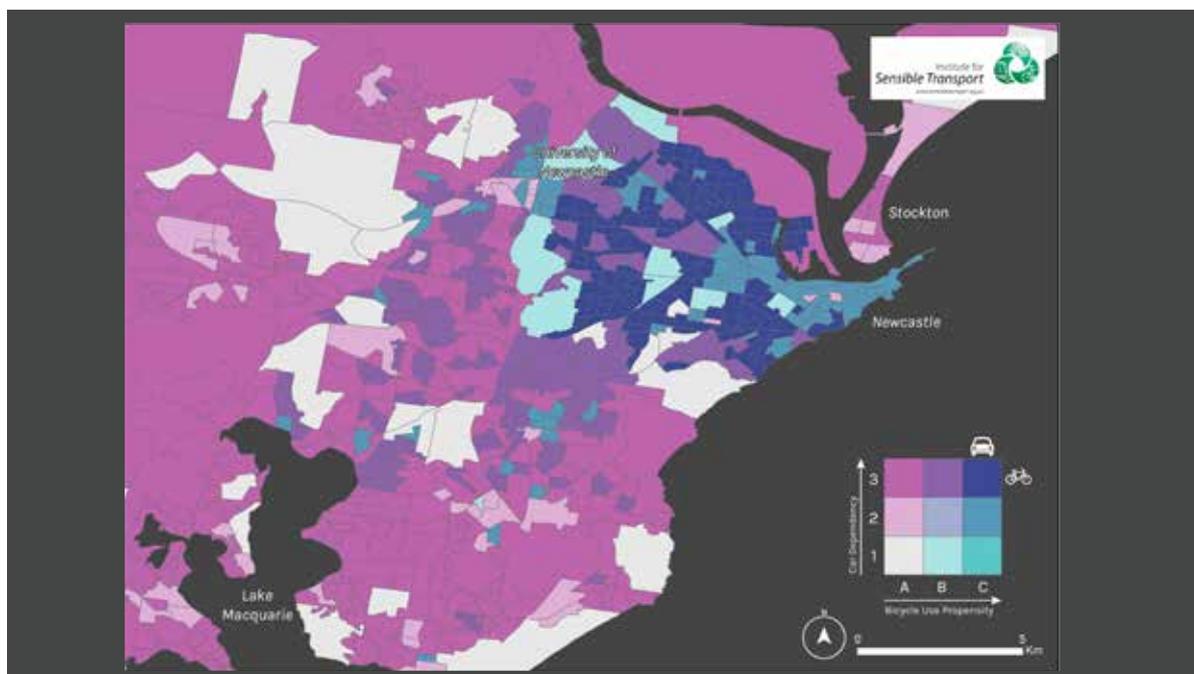
# Newcastle's cycling potential

Newcastle aspires to be a smart, liveable and sustainable global city. Changing how we travel is a critical part of this. More cycling – and walking – benefits everyone. Every time someone rides to work, to university, to the beach or to the local shops instead of using a car means less congestion, less noise and less pollution – and better streetscapes for people.

Newcastle has many attributes required to become a great cycling city. Our climate is favourable. Much of the city is relatively flat. We have workplaces, schools, shopping centres, parks, beaches and other attractors within easy walking or riding distance of our residences.

Most of the car trips that we make in Newcastle are under 10km and a significant proportion (approximately 37%) are under 2km.

Research<sup>1</sup> undertaken to support the Transport for NSW Strategic Business Case for Cycling involved examining the spatial relationship between areas with high propensity for cycling with high concentrations of short distance car trips. The mapping undertaken highlights the areas that show an overlap of high latent demand for cycling and concentrations of car dependence. As indicated in the report, a new cycling trip that replaces a trip formerly done by car is 'more 'valuable' in terms of its positive impact on congestion, emissions, physical activity and transport affordability than a trip coming from another mode'. High scores in both categories indicate areas that are likely to see the greatest mode shift away from car use. Of the areas studied, which included Greater Sydney, Wollongong, Gosford and Newcastle, it was concluded that Newcastle would likely see the greatest mode shift away from car use following greater investment in high-quality bicycle infrastructure.



**Source:** Institute for Sensible Transport, May 2019, Understanding the spatial relationship between cycling propensity and car dependence (Transport for NSW Cycling Infrastructure Investment Program)

We want to make walking and riding the natural choices for short trips in Newcastle – natural, because they are safe, pleasant and convenient modes for all Novocastrians and visitors, whether young, old, male, female, experienced riders or not.

The measures implemented in response to the COVID-19 pandemic have turned the focus around the world on how our cities and public spaces provide for the safe movement of people. We have seen a surge of interest in cycling, with reports of record bike sales during the pandemic, counts up on popular shared paths and people making the most of quiet, relatively traffic free streets.

We want to ride the wave of this renewed focus on active transport and realise the potential that a significant shift to walking and cycling can have for our city, in terms of improving the health of our residents, the amenity of our streetscapes and overall liveability.

However, we know that there is a long way to go. Though some progress has been made since adoption of the Newcastle Cycling Strategy and Action Plan in 2012, it has not been as much as hoped.

To develop this new Plan, we sought feedback on the barriers to riding and what is needed to increase participation. We engaged with a range of businesses, stakeholders and community groups for input on how we can make riding safer and more appealing to a wider range of people and how we can make the most of our streetscapes.

We heard that we need to focus more on people, and to integrate safe infrastructure for walking and riding in all our projects that touch on the public domain, from our feasibility studies of cycling routes through to local centre public domain plans and comprehensive local area traffic management plans.

We also need to engage more with the community about our projects, tell people what we are planning, invite their input and bring them along on our journey.

Perceptions about the lack of safety remain the key barrier to more people riding in our city. This also applies to those that are already riding. When asked to nominate what City of Newcastle (CN) can do to increase cycling participation, the overwhelming majority of respondents indicated they felt cycleways should be separated from motorised traffic. Many current riders simply do not feel safe using our roads, because of the speed and volume of traffic, lack of dedicated space, discontinuities in provision of cycling infrastructure or the behaviour of motorists. Simply put, we have to address people's fear of being hit by a car if we are going to substantially increase mode share to cycling. Improving safety is therefore one of our key objectives and will be a core consideration in all of our actions.

More people will ride if there are safe, convenient connections. Streets in which people walk and ride, and feel safe and comfortable doing so, exhibit characteristics of liveable cities, as they support the health, well-being and quality of life of residents and workers. How we design, build and manage our streets, for mobility and access, will enhance or detract from the liveability of our city.

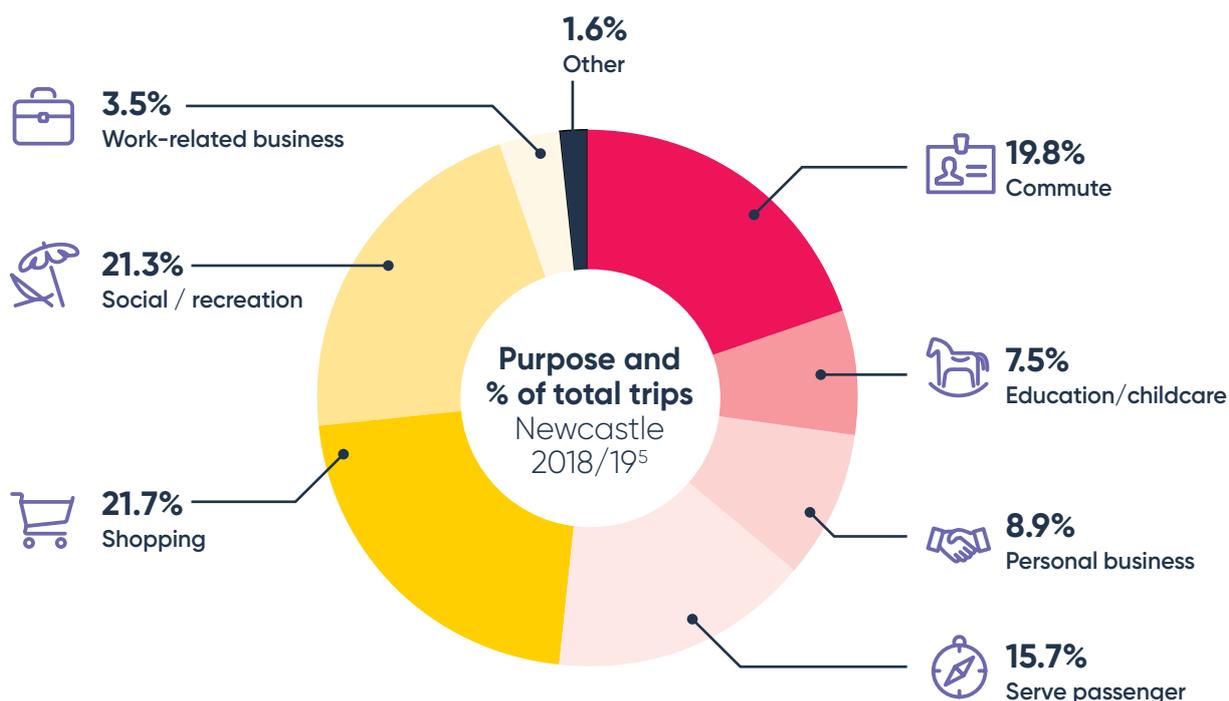
## Travel patterns and cycling participation



In the Newcastle SA3<sup>2</sup> (a similar area to the Newcastle LGA), approximately 78% of all weekday trips are by private vehicles, with an average trip distance of less than 8km.<sup>3</sup>



Over half of the trips made by Greater Newcastle's (five LGAs of the Lower Hunter) residents are journeys under 5km.<sup>4</sup>



## Riding



1.9% of residents ride to work.<sup>6</sup>



The highest cycling participation rate (measured as those who had ridden in the past week) was among children aged under 10.<sup>7</sup>



Approximately 16% of Newcastle residents ride a bike in a typical week.<sup>7</sup>



The majority of cycling trips are for recreation.



Nationally, cycling is one of the most common forms of physical activity.

# What you told us about cycling

To develop this Plan, we asked the community and key stakeholders about their thoughts on riding and what it is like in Newcastle. We researched best practice, reviewed the policy framework and we had ongoing discussions with our Cycling Working Party. We reviewed our progress with implementation of the Newcastle Cycling Strategy and Action Plan 2012 – what worked, what did not, and the reasons for not reaching desired outcomes.

## Early engagement workshops

In September 2020, we undertook early engagement with a range of government, business and other stakeholders through a series of workshops in which we discussed the roles of cycling, parking and our streetscapes in contributing to the outcomes we want for our city. Stakeholders consulted included:

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Transport for NSW

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Department of Regional NSW

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Hunter and Central Coast Development Corporation

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University of Newcastle

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Property Council

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Urban Development Institute of Australia

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Newcastle Cycleways Movement

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Hunter Business Chamber

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Representative for Business Improvement Associations

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CN Liveable Cities Advisory Committee

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CN Strategy and Innovation Advisory Committee

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CN Cycleways Working Party

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CN staff

The early engagement workshops explored principles and issues around four key areas:

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1. streetscapes

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2. cycling

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3. parking

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4. implementation.

There was broad agreement that our streetscapes need to safely accommodate a range of uses and purposes, including walking, bike riding, travelling by car or public transport, parking, as well as contributing to our sense of community and facilitating business activity. The evolving transport scene globally was noted, with emergence of different technologies having potential to change how we move in the future.

It was acknowledged that our streets are a precious, finite and public resource and that with constrained space, some trade-offs will be required. A prominent theme in many of the discussions was for greater consideration of people in our streetscapes – not just cars, and not just from an infrastructure perspective. It was also acknowledged that all streets are not the same – whether main roads or suburban streets – and therefore the needs of those streets are not the same. Explicit definition of a hierarchy of uses for the different types of streets in our city was suggested as a way to provide clarity about needs and opportunities.

Consistent with the outcomes of the community survey and research (discussed further below), addressing perceptions of lack of safety was seen as key to increasing participation, along with bike routes which connect to where people want to go and information about those routes. Normalising cycling, integration with public transport, catering for needs of all types of cyclists and education were also raised.

Many groups discussed the need for evidence-based decision making, good communication of the reasons for decisions and early and ongoing consultation in project development and implementation. The need for flexibility of approach was raised, with implementation of trials, whether for testing permanent measures or to prove or debunk a theory, noted as a valuable tool. Genuine and ongoing engagement, education and transparency in decision making were seen as critical to building the case for change and achieving a shift in behaviour to more sustainable transport use.

# National cycling participation survey – Newcastle

Since 2017, CN has participated in the annual National Cycling Participation Survey, a standardised survey undertaken throughout Australia to measure participation, with optional additional questions to obtain information on perceptions of riding.

Fieldwork for the 2020 survey was conducted between March and May 2020, which coincided with significant restrictions imposed in response to the COVID-19 pandemic.

The survey sample consisted of 677 households containing 1444 individuals. Those who had ridden in Newcastle at least once in the past 12 months (116) were asked the questions about perceptions.

Respondents were asked to prioritise actions that CN could take to encourage bike riding. The most supported actions were:



## More off-road paths and cycleways

(90% of respondents rated this a very high or high priority)

## Better connections

- between bike paths and schools (80%)
- between bike paths and parks and swimming pools (73%)
- between bike paths and shops (67%)

## More signs highlighting bicycle routes



# Results

## - consultation survey<sup>8</sup>

CN undertook a survey to gain information about perceptions of cycling in Newcastle, cycling behaviours, and incentives and barriers to increased cycling. Riders and non-riders were encouraged to participate. 2,383 online surveys were completed by the public, providing insights and feedback on their riding habits, views about safety and their key concerns.

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More off-road paths and more physically separated on-road lanes were viewed as encouraging participants (frequent and infrequent riders) to ride more.

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Safety was raised as the most common reason for infrequent riders not currently riding on a regular basis (30%).

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11% of frequent<sup>9</sup> cyclists agree/strongly agree that cycle routes are well-connected.

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9.5% agree/strongly agree that drivers are courteous towards cyclists.

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46.5% agree/strongly agree that cyclists and pedestrians are courteous towards each other on shared paths.

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Frequent riders feel safest on shared paths (61.7%), physically separated lane on road (57%) and quiet or low traffic streets (49.7%).

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751 comments were received suggesting that enforced safety policy, education and awareness would make the biggest impact on cycling safety in Newcastle LGA.

### Recommendations:



In order to encourage riding, incorporate more off-road paths and address safety issues.



Implement cycling safety education campaign, including driver education, pedestrian and cyclist etiquette.



Investigate other cities' cycle models.



Repeat the survey in two years to monitor results over time.



Encourage infrequent cyclists to ride more through greater promotion of cycle routes that may be best suited to inexperienced cyclists, including off-road paths and physically separated on road lanes.

In summary, we heard that for more cycling, safer facilities and better connections are needed. Also apparent is the need for non-infrastructure related initiatives, to encourage more gracious behaviour by all road users and wider acceptance of cycling in the community.

# The policy settings for cycling are all in place

Our aspirations for cycling in the Newcastle LGA are already embedded in a comprehensive suite of local, regional, state and national strategies.

High level alignment with the Newcastle 2030 Community Strategic Plan (CSP) is essential to the long-term implementation and success of the Cycling Plan. The actions of this Plan have been designed to clearly integrate with the community objectives and strategies of the CSP across the seven strategic directions as well as the UN Sustainable Development Goals.

## The strategic direction for transport in the Newcastle 2030 CSP is:

Transport networks and services will be well connected and convenient. Walking, cycling and public transport will be viable options for the majority of our trips.

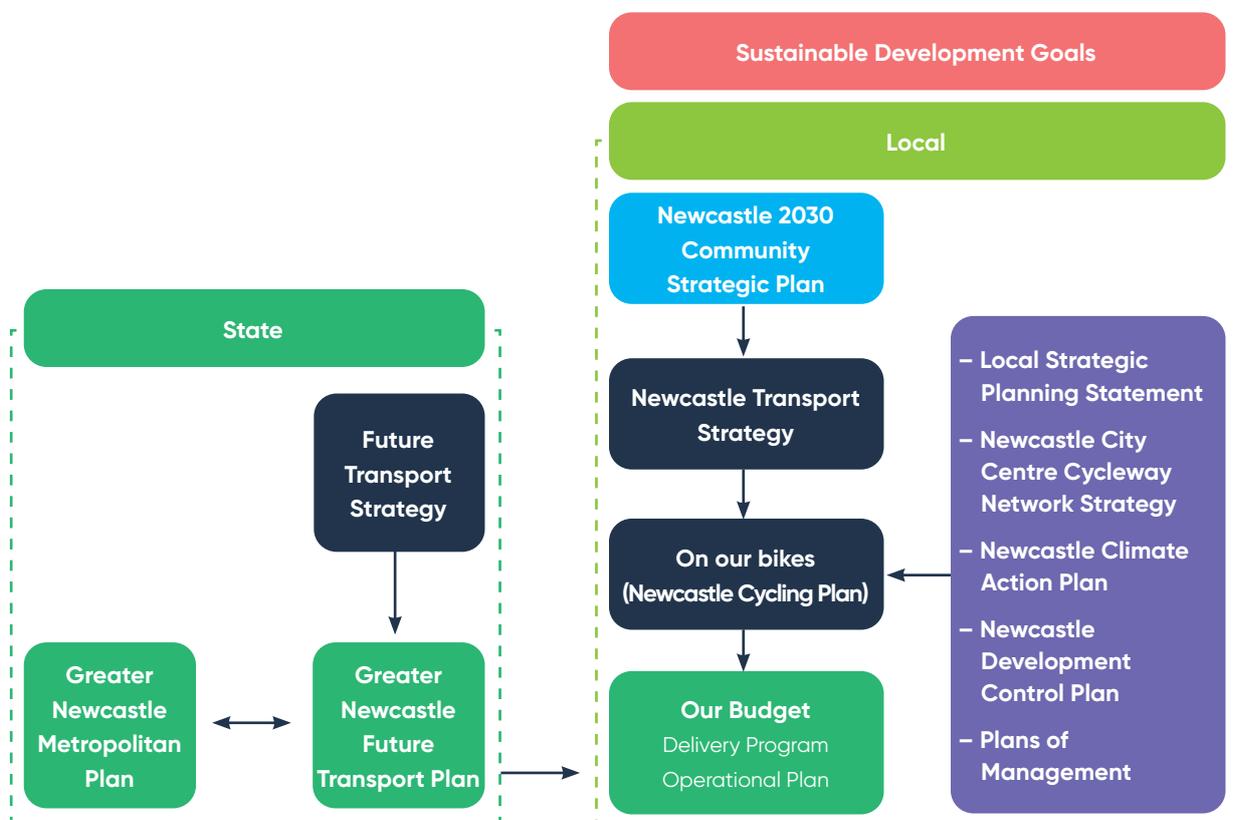
Reduction in private vehicle use and shifts to active and public transport are central to CN's Newcastle Transport Strategy.

## Sustainable Development Goals and New Urban Agenda

Newcastle is a United Nations City and has adopted the Sustainable Development Goals (SDGs) and the New Urban Agenda as cornerstones for planning. Achieving the SDGs and the New Urban Agenda requires partnerships between stakeholders, including all levels of government, community and the private sector. The Cycling Plan aligns with and contributes to the realisation of the following SDGs:



The Cycling Plan is supported by initiatives at other levels of government to reduce mode share to private vehicles, improve safety for all road users and increase liveability.



In addition to the above, increasing active transport is central to the following strategies and policies of external stakeholders:

**NSW Government**

Transport for NSW, Cycling Safety Action Plan

Transport for NSW, Road Safety Plan 2021

NSW Government Architect, Better Placed  
– Aligning Movement and Place

**Australian Government**

Australia’s Physical Activity and Sedentary Behaviour Guidelines

Smart Cities Plan

Walking, Riding and Access to Public Transport  
– Supporting Active Travel in Australian Communities Ministerial Statement

# Newcastle 2030 Community Strategic Plan

The Cycling Plan is aligned with the following community objectives and strategies of Newcastle 2030:

**Objective 1.2:** Linked networks of cycle and pedestrian paths

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

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**Objective 1.3:** Safe, reliable and efficient road and parking networks

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**Strategy 1.3a:** Ensure safer road networks through effective planning and maintenance

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**Objective 3.1:** Public places that provide for diverse activity and strengthen our social connections

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**Objective 4.2:** Active and healthy communities with physical, mental and spiritual wellbeing

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**Strategy 4.2a:** Ensure people of all abilities can enjoy our public places and spaces

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**Strategy 4.2c:** Promote recreation, health and wellbeing programs

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**Objective 5.2:** Mixed-use urban villages supported by integrated transport networks

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**Strategy 5.2b:** Plan for an urban environment that promotes active and healthy communities

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**Objective 6.3:** A thriving city that attracts people to live, work, invest and visit

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**Objective 7.1:** Integrated, sustainable, long-term planning for Newcastle and the Region

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**Objective 7.3:** Active citizen engagement in local planning and decision-making processes and a shared responsibility for achieving our goals

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**Strategy 7.3a:** Provide opportunities for genuine engagement with the community to inform Council's decision-making

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**Strategy 7.3b:** Provide clear, consistent, accessible and relevant information to the community

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# The importance of our streetscapes

The streetscapes in Newcastle are one of our most important public assets. They are in effect 'the veins' of our city, enabling movement of people, vehicles, goods, services and infrastructure. In fact, our streetscapes are a significant contributor to the economic, social, environmental, cultural and physical wellbeing of our city – and the people who live, work and visit.

Streetscapes underpin our sense of place and play an important role in contributing to the liveability of our city.

Streetscapes are also a finite, precious resource – we aren't creating many new streets, and most streets are unable to be made any wider. Yet demands on our streets are ever increasing, be it for cars or bikes or walking or business or infrastructure (above and below ground) or trees or initiatives identified as part of our improvement programs for our city and local centres.

For many years, the car was, and to an extent still is, at the centre of road planning, with little consideration of non-motorised modes. However, streets are for much more than cars. Streets are for people – whether in their cars, on their bikes, on foot, or in their homes and businesses.

The Newcastle 2030 Community Strategic Plan, since it was first developed in 2011, has outlined a vision for Newcastle in which walking, cycling and public transport are viable options for the majority of trips. In the intervening period though, we have not witnessed significant change in mode share from cars to more active forms of transport. As is often the case, the translation of strategic goals for more active and sustainable transport use into action on the ground is challenging.

Urban streets and roads are where the majority of our transport happens and comprise a large percentage of our public space. The way in which our streetscapes have been designed and built affects our decisions about how we choose to move around,

how easily we can incorporate physical activity into our daily routine, the quality of the air we breathe, exposure to risk of a collision, our ability to interact with others and our general health and well-being.

In our local area, examples abound where facilities for walking and riding are non-existent, where long straight sections of road encourage speeding and where lack of shade and shelter is a deterrent to being out and about. Development requirements, standards and societal norms have varied over time, which have contributed to substantial variation in the amount and quality of walking and cycling facilities throughout the city. Some areas in Newcastle have grid-like street layouts and footpaths both sides while others are virtually devoid of any paths.

In parts of Newcastle, densification and population growth are putting pressure on the transport networks, essentially our roads and streets. Providing more space for cars is usually not the answer but a reassessment of how the space can best be used to do what is needed to support and enrich our daily lives.

The concepts of travel demand management and efficient use of road space are not new. What is different, or at least, providing increased impetus for action, is the focus on our streets as a result of the evolving COVID-19 pandemic situation.

We are seeing an increasing emphasis in State and local government on public space and place-based planning,<sup>10</sup> partly in response to poor public space outcomes arising from past approaches, but also in response to the need for physical distancing due to COVID-19, which has forced a fundamental rethink for many cities around the world.

Allied with the increasing understanding that improved community health outcomes can be achieved with the creation of vibrant neighbourhoods and more active transport, greater consideration needs to be given to the desired functionality of space and how streetscapes can be destinations in their own right.

Internationally, similar responses are evident in initiatives such as the Healthy Streets Approach in the UK<sup>11</sup> and in North America, documents produced by the National Association of City Transportation Officials (NACTO), such as the Urban Street Design Guide and Transit Street Design Guide.

For Newcastle, our streetscapes need to safely accommodate a range of uses and purposes. These include walking, bike riding, travelling by car or public transport, along with parking and other infrastructure, as well as contributing to our sense of community, facilitating business activity and allowing for future trends and needs.

If cars have been at the centre of planning for our streets for decades, we need to shift our focus to a 'people first' approach. After all, the cars which are the dominant user of our streets are driven by people, and it is those people who need to get from A to B, and who also want to see a transition to more sustainable transport modes and better streetscapes.

This is as much about behavioural change as it is about infrastructure or design. Bringing the community on the journey through engagement, education and communication of key initiatives is essential to build trust.

A holistic approach– which optimises our potential and the opportunities for our streetscapes, whilst recognising and addressing the challenges – is how we will 'flip the power' on our streets from a narrow perspective focused on vehicles to a broader perspective focused on people.



Rowlands Park, Glebe Road

# Designing our streetscapes for safety

We know that community perceptions about lack of safety is the key deterrent to increased participation in cycling. This has to change.

Movement and Place and the Safe System approach are embedded in key NSW Government transport and urban planning documents, such as the Greater Newcastle Metropolitan Plan and the Greater Newcastle Future Transport Plan. These concepts (which are outlined below) will be integral to our future design of cycling infrastructure and facilities – indeed, to all our public domain planning for our streetscapes.

How we shape our public spaces, prioritise the different users and the space they are allocated, will be key to meeting our Newcastle 2030 vision for a liveable city in which walking and cycling are our preferred modes of travel.

## Movement and Place Framework

In NSW, the Movement and Place Framework has been developed and adopted as a cross disciplinary 'place-based' approach to the planning, design and delivery of transport networks.

For Movement, the role of a road is to accommodate through traffic, as part of a wider traffic network, providing a conduit from origin to destination with minimal disruption. For Place, the role of the road is as a destination, a location where activities occur along or adjacent to the road.<sup>12</sup>

Movement and Place aims to achieve 'efficient investment, by thinking about the built environment holistically including the social, environmental and economic context'.<sup>13</sup>



National Park

As indicated in the Practitioners' Guide to Movement and Place,<sup>14</sup> the objective is to achieve roads and streets that:

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contribute to the network of public space within a location, where people can live healthy, productive lives, meet each other, interact, and go about their daily activities

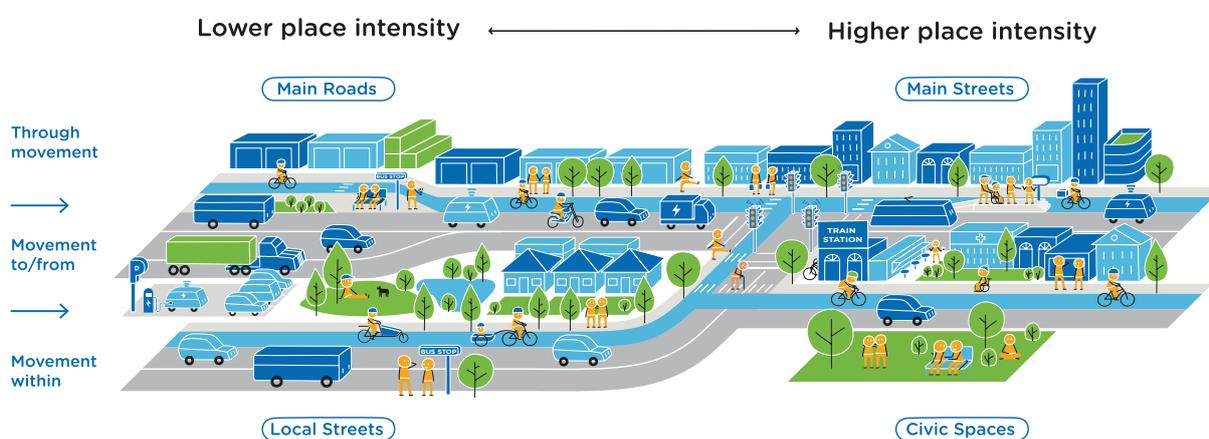
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are enhanced by transport and have the appropriate space allocation to move people and goods safely and efficiently, and connect places together. Balancing movement and place recognises that trade-offs may be required to achieve a best fit for the objectives.

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***Movement is also a key enabler of places – done well it can enhance and contribute to successful places, by improving liveability, services and economic success. It can create places, as can be seen around our major transport hubs ... Designed poorly, movement can diminish places and contribute to their decline.<sup>15</sup>***

## The Movement and Place Continuum



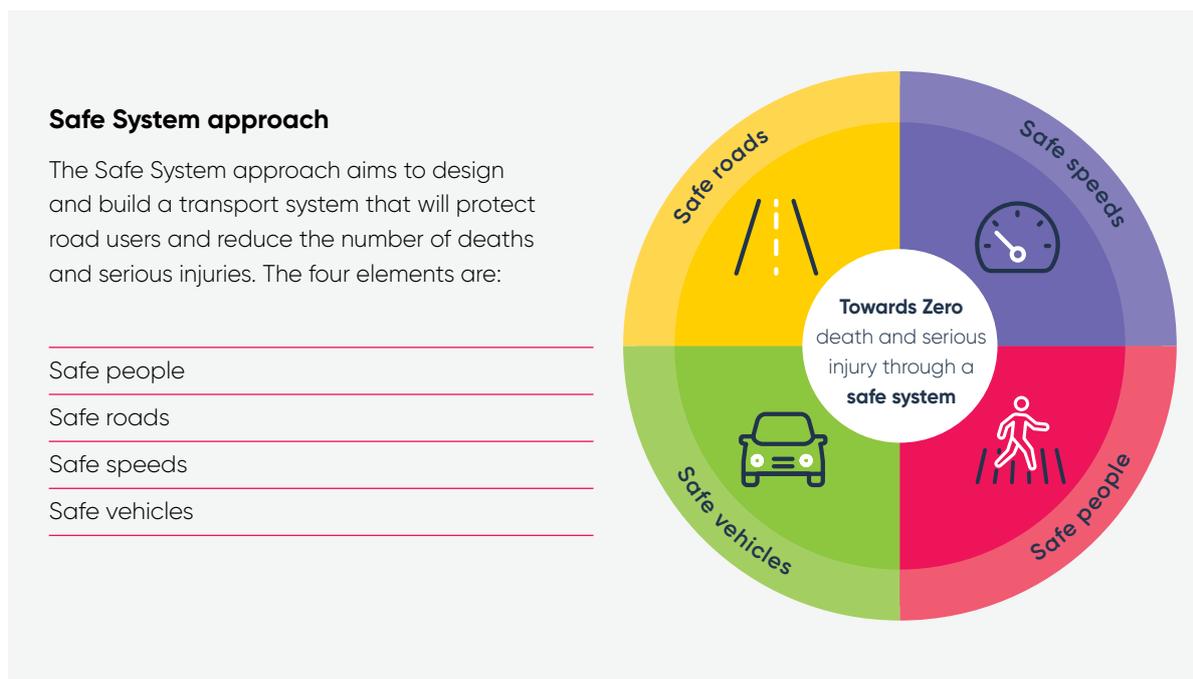
Source: Transport for NSW

## Safe System approach

As indicated in Austroads (2018),<sup>17</sup> there are strong synergies between urban design and the harm minimisation objectives of the Safe System approach to road safety.

The Safe System approach, adopted in Australia and around the world, ultimately aims to eliminate fatal and serious injury on the road. It involves a holistic view of the road transport system and the

interactions between elements of the road system – the road users, roads and roadsides, vehicles and travel speeds. While recognising the need for responsible road user behaviour, it accepts that users make errors that can lead to a crash and that limits to the forces a human body can withstand are directly linked to the type of crash and speed of impact. It aims to create a road transport system better adapted to the physical tolerance of its users.



The guiding principles to this approach are:<sup>16</sup>

### 1. People make mistakes

Humans will continue to make mistakes, and the transport system must accommodate these. The transport system should not result in death or serious injury as a consequence of errors on the roads.

### 2. Human physical frailty

There are known physical limits to the amount of force our bodies can take before we are injured.

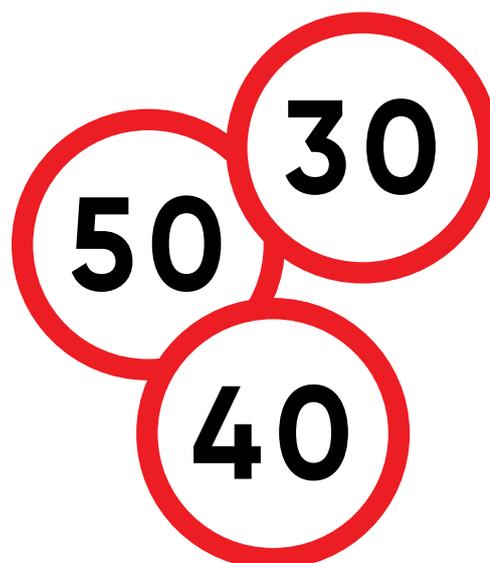
### 3. A 'forgiving' road transport system

A Safe System ensures that the forces in collisions do not exceed the limits of human tolerance. Speeds must be managed so that humans are not exposed to impact forces beyond their physical tolerance. System designers and operators need to take into account the limits of the human body in designing and maintaining roads, vehicles and speeds.

A holistic perspective which takes into account the desired functionality of the street, its surrounding area and the activities it supports (beyond the motorised traffic movement function), will likely lead to greater use of elements that minimise harm. For Place locations, lower speed environments are typically required and the vulnerability of pedestrians and cyclists is the starting point for design.

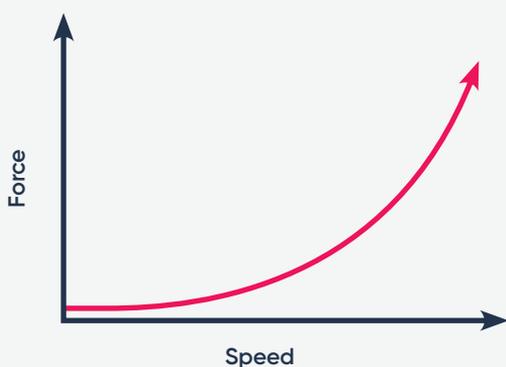
## Reducing speed limits

While earlier work on the Safe System approach focused on motor vehicles and drivers,<sup>18</sup> there is now very clear guidance that pedestrians and cyclists should be separated from motorised traffic or speeds reduced to 30km/h or less.<sup>19</sup> Overall, the most effective way to reduce fatalities and severe injuries on streets is to reduce vehicle speeds.<sup>20</sup> Lower speeds result in fewer crashes as road users have more time for reacting and decision making and can stop within a shorter distance. Consequently, impacts on the people and vehicles involved are less severe and there is less likelihood of serious injury or death.

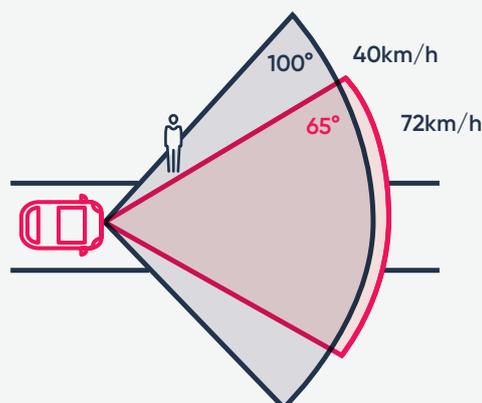


## How speed kills

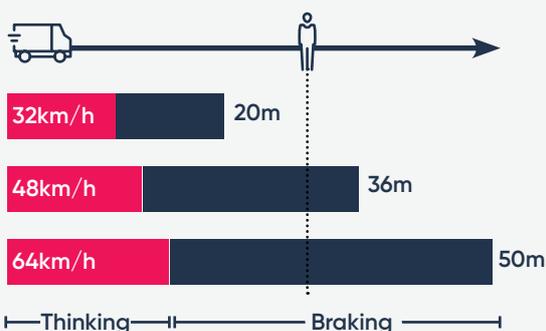
1. Crashes at higher speeds are more forceful and thus more likely to be fatal



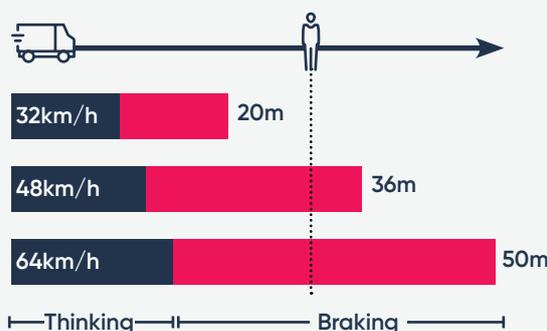
2. Drivers travelling at higher speeds have a narrower field of vision



3. Drivers travelling at higher speeds travel further before they can react



4. Vehicles travelling at higher speeds have longer braking distances



## Speed – the facts



Speed is the biggest single factor involved in road deaths, contributing to around 40 per cent of fatalities each year in NSW<sup>21</sup> and is an aggravating factor in the severity of all crashes.<sup>22</sup>



People tend to treat a signposted speed limit as a target, rather than driving to conditions.



Low level speeding is widespread in NSW, due largely to drivers' overly optimistic assessment of their driving ability.<sup>23</sup>



Small changes in speed can have large benefits so any reductions are better than nothing at all. Reducing urban speeds by 5km/h is likely to reduce urban casualty crashes by 26%.



The effect of reducing speed limits on travel time is commonly overestimated.

Speed limits are determined by Transport for NSW and until recently, few options were available. Given the multiple demands on our available road space and cost and challenges in retrofitting of separated cycling facilities, reducing speeds to a level permitting safer interaction of riders and motorised traffic will be a critical tool in our repertoire of potential treatments.

The functional road hierarchy in Newcastle categorises streets as arterial, sub-arterial, collector and local roads. Each category has a typical volume and speed profile. Local roads are the neighbourhood streets, providing access to our residences and ideally have traffic volumes that do not exceed 2000 vehicles per day. They are not meant to be 'rat runs'. If operating as intended, many of our local roads could potentially be enhanced to become 'bicycle boulevards'. These are streets with low speeds and low motorised traffic volume, which are designed to give priority to bicycle travel. Kerb extensions, road humps, chicanes and partial closures are some of the elements that can be used to achieve a self-enforcing or self-explaining street, in which desired low speeds are reflected in operating speeds.

# Our plan for safe and connected cycling

## Goal

By 2030, City of Newcastle will have a safe, connected cycling network of principal routes and low stress streets. Riding and walking will be the natural choices for short trips, for all members of our community.

## Key themes

To achieve this goal, the Cycling Plan is structured around four key themes for safer and connected cycling in the Newcastle LGA:

1. Improve safety and comfort
2. Connect and improve the network
3. Support people to ride
4. Facilitate active transport in centres

We will realise Newcastle's potential and our community's aspiration for more people to ride, more often, by:

Building a safe and connected bike network

Addressing community perceptions and needs for cycling to be safe

Encouraging and enabling people to choose their bikes for short trips



Clyde Street Crossing

# 1. Improve safety and comfort

## Objective 1:

**Design and implement new cycle routes that are separated from motorised traffic or achieve a low speed, low traffic volume environment.**

**Where possible, we will allow dedicated space for both cyclists and pedestrians.**

People who ride are of all ages and abilities. We need to design and build cycling infrastructure and facilities and manage our streets so that all feel safe and comfortable using them, but pay special attention to those with less confidence, experience and skills. Whether facilities are shared between pedestrians and cyclists, separated off-road or measures are implemented to effect a low speed, low traffic environment, will be worked through on a case by case basis.

Unless otherwise signed, footpaths throughout the city are able to be used by riders under 16. An adult rider supervising a rider under 16 may also ride with the young rider on the footpath, as can young people aged 16 or 17, when accompanied by a child under 16 and a supervising adult. A rider carrying a passenger under 10 on their bike or in a trailer, may also ride on the footpath.

Our facilities are required to cater for an increasing diversity of mobility devices. We are seeing a much greater range of bicycles in use, including cargo bikes, e-bikes and tandems, some of which have a significantly higher operating space than traditional bikes. Apart from the need to 'future proof' new infrastructure to cater for increased use, providing sufficient passing room to pedestrians and other cyclists suggests that:

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New footpaths should be a minimum of 1.5 metres.

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Shared paths should be a minimum of 3 metres.

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Cycle lanes should be minimum of 1.5 metres, with buffers of a metre to motorised traffic.

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Most of our roads are not wide enough to accommodate all the desired infrastructure and streetscape elements. Hard decisions will need to be made about how the available road width is to be allocated among road user groups and functions.

### Actions

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- 1.1 Design and implement cycle routes in accordance with the Safe System approach. Cycling facilities will be physically separated from motorised traffic and/or speeds reduced to 30km/h.<sup>24</sup> Where possible, separated dedicated space for pedestrians and cyclists will be provided.

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- 1.2 Provide training for CN staff in the Safe System approach.

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- 1.3 Undertake trials of limited access streets and areas.

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- 1.4 Advocate to the NSW Government for lower speed limits.

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- 1.5 Consistent with actions in the Newcastle Transport Strategy, review the functional road hierarchy, define street types and corresponding user hierarchies, indicative road space allocation and treatments for walking and riding.

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- 1.6 Consistent with the Newcastle Transport Strategy, develop and implement a program of local area traffic management studies and study methodology, to deter through traffic and ensure needs of vulnerable roads users are addressed and prioritised.

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- 1.7 Develop a bicycle toolkit and suite of standard drawings for various treatments (e.g. for continuous path treatments, driveways, marking of logos) in conjunction with Transport for NSW and Lake Macquarie City Council.

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## 2. Connect and improve the network

### Objective 2:

**Establish a bike network that provides safe, convenient connections between our centres, key attractors and homes.**

**We will implement a principal bike network, designed in accordance with the Safe System approach, supplemented by key connectors, scenic routes and low speed, low volume local traffic areas.**

Most cyclists who responded to our survey currently cycle for recreation. To increase cycling for transport, that is, for utilitarian trips such as commuting to work, education, shopping or business trips, it needs to be a safe, convenient option. Although Newcastle has some excellent cycling facilities, the network is not connected. One unsafe crossing on a route may be sufficient deterrent to prevent its use by less confident riders.

Through various iterations of bike planning in Newcastle, from the Newcastle Area Bike Plan in 1981, the Newcastle Lake Macquarie Bike Plan 1996 and more recent work, the intention has been to nominate a series of routes to connect residential streets to popular destinations. In the early plans, regional routes nominated to connect sub-regional and regional activity centres were generally based on a 5km grid and were aimed at commuting and training cyclists. The 'local' routes, intended for a wider range of users, connected the regional and sub-regional routes to the local precinct level. The principles for network planning, those of coherence, directness, safety, attractiveness and comfort, remain valid. However, the interpretation of those principles has evolved, in line with recognition that cycling is a form of transport with significant potential to replace motorised transport and of its role in place-making.

The UK's Department for Transport Local Transport Note 1/20, Cycle Infrastructure Design,<sup>25</sup> describes the principles of network planning in the following terms:

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**Coherent** – Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.

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**Direct** – Cycle routes should be at least as direct – and preferably more direct, than those available for private motor vehicles.

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**Safe** – Not only must cycle infrastructure be safe, it should be perceived to be safe so that more people feel able to cycle.

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**Comfortable** – Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.

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**Attractive** – Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.

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If routes and treatments are such as to address concerns of the less confident and experienced riders, the 'interested but concerned' group – potential for significant change in travel habits is highest. More people will ride for everyday journeys if the right infrastructure is provided.

## Revisiting the four types – Four types of current and potential cyclists?

The work by Roger Geller,<sup>26</sup> bicycle coordinator for the City of Portland, Oregon, is often quoted in descriptions of the types of riders for whom cycling facilities need to cater. With respect to their attitude towards cycling for transportation, he identified, based on years of experience and a variety of data, that there are four types:

Strong and fearless – will ride under virtually any conditions and take a 'strong part of their identity' from riding a bike

Enthusied and confident – are comfortable riding on roads with cars but prefer dedicated facilities

The interested but concerned – are curious about riding but are afraid to do so and so do not ride regularly

No way no how – will not ride a bike, for reasons of topography, inability or complete lack of interest.

The categorisation was intended to cover all adults, irrespective of their current cycling behaviour. He estimated that approximately 60% of the adults in Portland were in the 'interested but concerned' category. This group would like to ride more but are afraid to ride.

A random phone survey conducted by Dill and McNeil<sup>27</sup> in Portland in 2011 found the distribution was remarkably close to Geller's estimate, with 60% of adults in the city and 56% in the region in the 'interested but concerned' category. In a later 2015 study of 50 metropolitan areas in the US, Dill and McNeil<sup>28</sup> again found a similar distribution to their earlier findings in Portland.

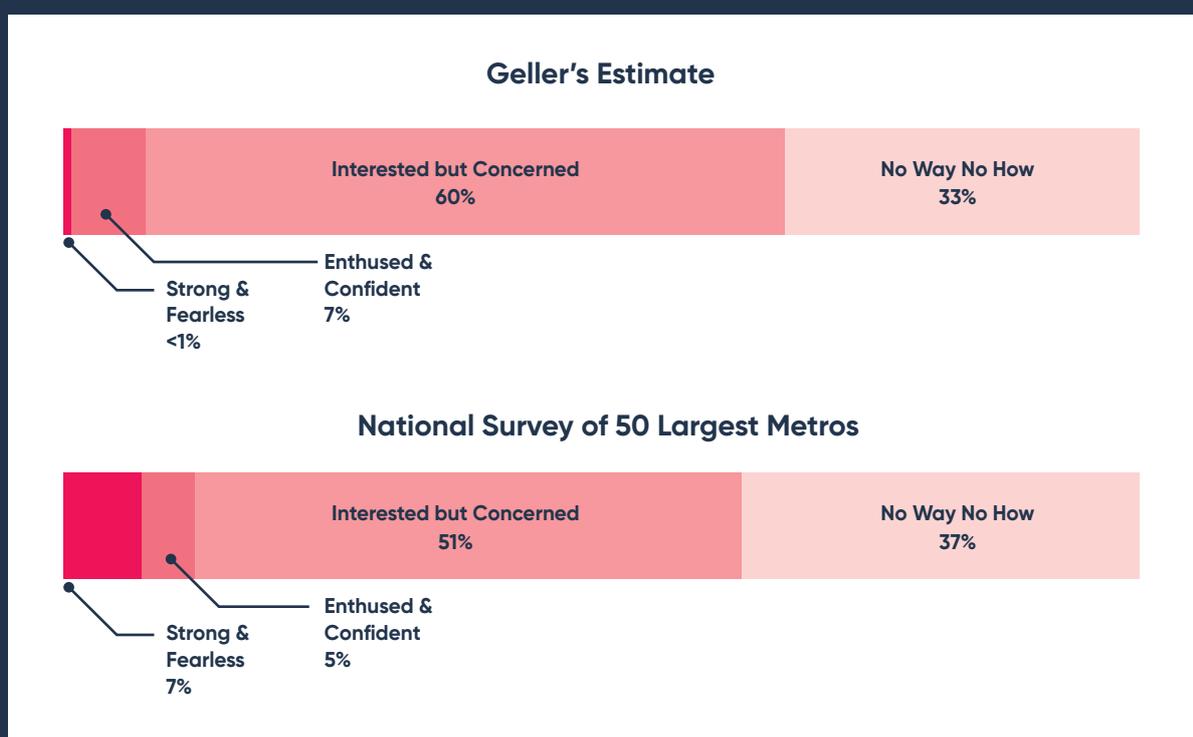
Exploring motivating factors, barriers, and the appeal of various bicycle facility types for each typology, they found:

There were people who do not currently ride for transportation in all four categories

A correlation between riding to school as a child and level of comfort cycling as an adult

The interested but concerned adults represent the largest potential market for increasing cycling for transportation

That general concern about the amount of traffic and traffic speeds appears to be preventing 'interested but concerned' from riding either for transport or recreation.



The existing network is primarily comprised of shared paths and on road routes, with marked lanes or with bike logos. All shared paths, whether within the road reserve (on a street) or through operational or community land, are bidirectional facilities. Physically separated<sup>29</sup> on road routes are proposed, however, to date, the only instances are on John Parade, Merewether between Berner Street and Watkins Street, one-way, and a temporary bidirectional facility on Honeysuckle Drive between Steel Street and Worth Place.

The majority of works in recent years have involved construction of shared paths. While shared paths will remain as a possible treatment for proposed routes, riders and pedestrian alike have indicated preference for separation. Investigation of treatments for proposed routes will consider reclaiming of road space from cars, for riders and pedestrians, through traffic calming, speed management, narrowing travel lanes, limiting through movements and the like. Drivers must slow down and, in some cases, give up road space for the provision of dedicated cycling facilities.

The Greater Newcastle Future Transport Plan<sup>30</sup> proposes a regional bike network to support travel by bike across the region. Lake Macquarie City Council and CN have collaborated in defining a draft principal bicycle network across the LGAs, to connect key destinations (such urban centres, major parks and recreation areas). This will be further refined in conjunction with Transport for NSW. In Newcastle, it is envisaged that all nominated regional routes and key connectors between them will be part of the principal bike network.

Maps at Appendix 1 indicate existing routes, proposed new routes and major upgrades. The majority of routes require feasibility studies to determine final alignments and treatments. Options will be assessed having regard to the network planning principles described previously, and other relevant considerations, such as proximity to pollution sources, impacts, and costs and complexity of implementation. It is intended that the network maps be updated regularly, as studies are completed and works implemented.

The proposed network is ambitious. Works will be staged and may not be fully completed to the desired standard within the life of this Plan. In our prioritisation and staging, we will consider potential for low cost, readily-implemented measures that will improve safety and connectivity in the short term, with concurrent investigation and progression of long term solutions.

#### **We will prioritise routes and projects that:**

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Support uptake in cycling

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Address key gaps and/or safety issues

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Align with objectives of grant programs

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Offer benefits to multiple user groups

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Align with major drainage or road projects

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Align with major public domain, local centre and/or local area traffic management works

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Support a mix of planning, design and delivery of projects of varying scales

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## Regional Routes

### R1 – (NSW Coastline Cycleway)Swansea to Newcastle City (via Fernleigh Track) and Newcastle City to Fern Bay

The R1 route is part of the NSW Coastline Cycleway. It extends from the Lake Macquarie LGA, through Newcastle on the Fernleigh Track through Adamstown, Broadmeadow, Hamilton East to Newcastle. The route continues from Stockton through to Fern Bay. Most of the route north and east of Adamstown is on road. Improvements to sections are required. Bike boulevard treatment has been proposed for the section on Corlette Street.

### R2 – Fernleigh Track to Richmond Vale (via Charlestown)

This route, most of which is outside the Newcastle LGA, will connect the north-western part of the Greater Newcastle Metropolitan Area (Minmi and Richmond Vale) with Charlestown, one of Lake Macquarie's strategic centres. Refer to Lake Macquarie's Walking, Cycling and Better Streets Strategy.

### R3 – Belmont to Morisset

This route traverses much of the eastern, northern and western perimeter of Lake Macquarie. Refer to Lake Macquarie's Walking, Cycling and Better Streets Strategy.

### R4 – Mayfield to Warners Bay

This route provides a direct and convenient connection between Lake Macquarie and Newcastle. In the Newcastle LGA, it largely comprises what was known as the North-South cycleway. It is off road on a former colliery railway from Kirkdale Drive in Lake Macquarie to St James Road in New Lambton near the Adamstown railway level crossing, then primarily on quiet streets and shared paths through to Mayfield. Improvements to several sections are required.

### R5 – Newcastle City Centre to Speers Point

In Lake Macquarie, this route follows Winding Creek to Cockle Creek Station before running adjacent to Lake Road to reach the former Speers Point to Wallsend tram line. From Wallsend, the route is mainly off road on former tram routes through to Broadmeadow, then primarily via a shared path to Selma Street, Newcastle West. The proposed route from Newcastle West to the City Centre will be undertaken through implementation of the adopted West End Stage 2 Streetscape Plan.

### R6 – Newcastle City Centre to University (Callaghan) and Richmond Vale Rail Trail (Minmi Junction)

From the City Centre, the route is on the Throsby foreshore, crossing Hannell Street at traffic signals before continuing off road through to Islington Park. From Maitland Road at Hubbard Street, the route is primarily on road to Waratah West (Queen Street) then primarily off road through the University to the intersection of Minmi Road and Cameron Street, Wallsend. The route continues on shared paths on Minmi Road and Maryland Drive. From the intersection with Ajax Avenue, the route is partly on road and partly shared paths, to Minmi Junction.

### R7 – Morisset Peninsula to Cooranbong

Refer to Lake Macquarie's Walking, Cycling and Better Streets Strategy.

### R8 – University (Callaghan) to Maitland

This route is primarily on the alignment of the Hunter Water pipeline corridor between Shortland and Tarro. Design for the route north of Shortland has been undertaken in conjunction with the Richmond Vale Rail Trail project. Further investigations are required to determine the alignment from near Tuxford Park through the University (Callaghan) and for connections into the Maitland LGA network.

### R9 – Northlakes Way (Glendale to West Wallsend, Cameron Park)

Refer to Lake Macquarie's Walking, Cycling and Better Streets Strategy.

### R10 – Warners Bay to Redhead Beach

Refer to Lake Macquarie's Walking, Cycling and Better Streets Strategy.

## Actions

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- 2.1 Upgrade, expand and connect cycling facilities (in accordance with the Safe System approach).
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- 2.2 Undertake feasibility studies to determine route alignments for key gaps in the network and sections requiring significant upgrade.
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- 2.3 Improve safety and access throughout the local government area by:
- upgrading stormwater grates to be bike safe
  - phasing out bicycle shoulder lanes
  - removing/replacing end treatments (bollards) with safer designs
  - installing bicycle ramps
  - responding to requests to trim vegetation.
- 

## CycleSafe Network

The CycleSafe Network is a community-led proposal to create a system of safe, easy-to-follow cycle routes connecting destinations across Newcastle and Lake Macquarie. It includes approximately 90km of existing paths and 160km of new routes concentrated in areas where the most people live, with connecting links to outlying suburbs. The CycleSafe Network is based on a system of nodes, which are familiar, easily identified locations, connected by links. The CycleSafe routes are strategically located to enable the majority of the region's residents to be within a few hundred metres (a one minute ride) of family safe cycleways.

The CycleSafe Network, initially proposed in 2013, built on work undertaken by City of Newcastle, Lake Macquarie City Council and Transport for NSW (Roads and Maritime Services). It incorporated the key existing and planned cycleways required to create a continuous, connected network.

Frustrated with piece by piece delivery of infrastructure as time and funding permitted, the proponents of the CycleSafe network saw the sale of Newcastle Port as a unique opportunity for the NSW Government to invest in a community asset that would deliver widespread benefits for current and future generations. The proposal was to plan and deliver the CycleSafe Network as a single integrated transport infrastructure project, over a five to eight year timeframe.

The CycleSafe Network is supported by Transport for NSW, NRMA, University of Newcastle, Heart Foundation, BicycleNSW, the Tom Farrell Institute and the Newcastle Cycleways Movement. It is incorporated into the Greater Newcastle Future Transport Plan as the basis for the regional bike network.

As previous mapping by City of Newcastle informed the CycleSafe Network proposal, it has in turn informed the proposed network map for Newcastle.

# 3. Support people to ride

## Objective 3:

**Understand and address the challenges and enablers of more riding in Newcastle.**

**We will raise community awareness of the benefits of riding and provide information about cycling in Newcastle and safe routes. Our network of safe routes will be supported by clear wayfinding and convenient parking and facilities.**

Research<sup>31</sup> indicates that a combination of 'hard' and 'soft' measures is required to increase participation in cycling. CN's engagement, outcomes of the National Cycling Participation Survey, and reports such as Research into Barriers to Cycling in NSW<sup>32</sup> indicate similar barriers and enablers to cycling participation. Collectively, these sources indicate that there is ongoing need to:

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Provide information about cycling in Newcastle

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Promote the benefits of cycling

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Inform people about safe routes

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While cycling conditions and infrastructure issues could be considered location specific (notwithstanding common themes throughout NSW), there is a commonality of factors, environmental, social and personal, that influence a person's choice to travel by bike.

Newcastle does not have to 'reinvent the wheel' in relation to behaviour change programs and initiatives. City of Sydney, for example, has a well-developed behaviour change program based on research, surveys, pilot projects and international best practice. Much of the information and resources are publicly available. While some customisation may be warranted for application to Newcastle, for the most part, similar initiatives can be adopted, with a high degree of confidence that they will be effective.

There are still marked differences in cycling participation between men and women. Anecdotally, we are seeing an increase in the numbers of older women riding, those that are rediscovering the bike after years of not riding. CN will ensure that cycling is perceived as an activity for everyone, young and old, male and female and address unfounded negative perceptions of cyclists that are held by some members of the community.

Results of the National Cycling Participation Survey,<sup>33</sup> also reflected in those for the Newcastle LGA, indicate that cycling participation is highest for children and drops off sharply in late adolescence and early adulthood. Several factors are likely contributing to this decrease. Concerns about traffic, crossing points and lack of safe routes to desired destinations work against choice of active travel to school. Participation in organised sport (as opposed to recreational riding), perceptions about the 'coolness' factor of riding and, although there is some evidence that suggests attitudes and trends are changing, the societal status placed on owning a car and securing a driver's licence have some bearing on decreased participation in these age groups. Having safe infrastructure and environments is key, however, normalising cycling and encouraging young riders to keep on riding is also important.

## Bike parking

Bike parking that is conveniently located and secure supports more riding, especially in densely populated urban areas such as in the City Centre and adjacent areas. Across the city, different types of bike parking are installed through several different processes or programs. Parking as part of new development is addressed through assessment of development applications and the provisions of the Newcastle Development Control Plan, and may comprise a mixture of public and private facilities, with varying levels of security. Public domain planning addresses the need for additional parking, typically bike hoops or stands, on-street to serve adjacent development. Individuals can also fund bike parking installations in the road reserve through submission of a s138 (*Roads Act 1993*) application.

Transport for NSW is installing more bike parking at stations, wharves and bus interchanges throughout NSW,<sup>34</sup> including free bike racks and bike sheds and lockers, which require pre-registration. The bike sheds accommodate between 20 and 50 bikes and are made available on a first come, first served basis, with entry gained through linking of the individual's Opal card and acceptance of terms and conditions. A similar system of bike sheds at public transport nodes is operated by Bicycle Network<sup>35</sup> for the Victorian Department of Transport, with approximately 100 cages installed throughout Melbourne and regional Victoria. Use of the bike cages is free, and provides 24 hour undercover, secure (to a point) parking.

On-street bike parking, in the form of racks and hoops, is relatively straightforward to deliver. As cycling becomes more prevalent, there will be more need for facilities such as the two bike hubs at University of Newcastle's Callaghan campus and that at NUspace in the City Centre, which has parking for 215 bikes. Consideration will also be required of diversity of parking, to accommodate non-standard cycles.

## Signage

In past years, directional signage for cycling was typically installed on short individual routes or extended cycleways. Greater attention is now being paid to the task of signing whole networks to better assist rider navigation and to facilitate a far wider range of local and regional bicycle trips. Providing wayfinding signage increases the visibility of routes for those riding and the wider community, and can assist in guiding local people to destinations along the cycle network.

### Actions

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- 3.1 Complete an audit of bike parking in the public domain and proactively provide bike parking at local centres and other attractors.

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  - 3.2 Install coherent and consistent bicycle wayfinding signage and incorporate maintenance of signage in the City Wide Maintenance Procedure.

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  - 3.3 Include consideration of wayfinding signage, lighting, drinking fountains, rest areas, bike parking and the like in the project scope for local centres and cycleway projects.

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  - 3.4 Provide opportunities for people to build skills and capabilities, with targeted initiatives for specific, under-represented groups.

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  - 3.5 Provide information about our cycling infrastructure, through website updates, publication of project information and hardcopy and online publication of cycling maps.

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  - 3.6 Initiate and support events that encourage bike riding, such as National Ride2Work Day, NSW Bike Week, Biketober, local discovery rides.

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  - 3.7 Encourage mutual consideration, safe and respectful behaviour by road and path users.

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# Newcastle 'On Your Bike' Campaign



From 2016, City of Newcastle, with part funding from Transport for NSW, implemented a promotion campaign to get more people riding. Components of the 'On Your Bike' campaign included billboard advertisements, television commercials encouraging participation and communicating benefits, social media, bus advertising, bike workshops, a website, maps and social media.



# 4. Facilitate active transport in centres

## Objective 4:

**Prioritise space for walking and riding in our City Centre, local and neighbourhood centres so as to encourage mode shift to walking and cycling for short trips.**

We recognise that many people cycle for recreation but have not made the transition to cycling for transport, that is, for trips to work and education, to the shops – basically, trips to meet everyday needs. We need to make it easy and convenient to access local and neighbourhood centres by bike.

In Newcastle, our highest trip purposes are for shopping and social/recreation trips. These tend to be the trips for which we have some control over when we travel and are shorter than the average. Providing better access for walking and riding in and to centres will encourage mode shift for short trips.

We are preparing a series of public domain plans covering the City Centre, which will address community aspirations for a walking and cycling-friendly city centre that encourages mode shift to active transport. Public domain plan precincts are shown below.

### Actions

- 4.1 Deliver a fine-grained cycling network in the Newcastle City Centre that meets 'Safe System' criteria.
- 4.2 Work to better understand the demands on our centres and how people access them, to inform the prioritisation of space.
- 4.3 Review our processes and objectives for local centres' projects, to incorporate specific objectives for walking and cycling access.



LEGEND	
	PUBLIC DOMAIN PLAN PRECINCT
	CITY CENTRE
	PROPOSED BUILDING/ BLOCK DEVELOPMENT

# Supporting initiatives

In addition to the objectives and actions in this Plan, there is range of supporting initiatives that will influence outcomes and offer synergies.

At a broad level, decisions made in land use planning and in development control influence the ease with which non-motorised modes can satisfy user needs. The location of trip attractors such as schools, shops and employment, their density and mix, in relation to where people live, affects the length of day to day trips and so how much the car is used to get around.

Similarly, the way that parking is managed impacts our public domain and our travel patterns. While there is ready access to free or low-cost parking, there is little incentive to change travel behaviour to use of more sustainable transport modes. On-street car parking reduces the capacity of roads to be used for other purposes and, as indicated in previous sections of this Plan, needs to be balanced with other aspirations for the street.

Increased participation in cycling is a common aim of many organisations and interest groups. CN recognises that the objectives and actions of this Plan will be enabled by strengthening partnerships. Ongoing communication with adjacent councils, particularly Lake Macquarie City Council, will ensure good connectivity of routes and consistency in route treatments.

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## City of Newcastle will:

Engage with other organisations that are supporting people to ride in Newcastle, such as the Heart Foundation, Newcastle Cycleways Movement and Love to Ride

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In accordance with our Local Strategic Planning Statement Implementation Plan, review and update development control provisions for movement networks, car parking and active transport to facilitate use of active transport in Catalyst Areas, Strategic Centres, Urban Renewal Corridors and Housing Release Areas.

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Tweed Rides

# Implementation

The objectives and actions outlined in this Plan will be translated into specific, time-based actions and will be subject to exhibition and adoption through the annual budget process.

The majority of our proposed cycle connections will involve redesign of our street space – whether adjustment of a kerb line, widening of a path, narrowing of a travel lane, or other measures. The backbone of our cycling network – the established routes such as the Fernleigh Track, Jesmond cycleway, and the north-south Mayfield to Warners Bay (R4) route were constructed as shared paths on former tram lines that remained in public ownership. Being outside of the road reserve, constraints were fewer than the majority of current projects. Design and implementation were generally less problematic. Community engagement was minimal, as there was no formal requirement for exhibition of proposals unless changes to traffic conditions were involved.

Our expectations and aspirations have changed. Where early bike plans were targeted to existing commuter cyclists and occasional recreational riders, the motivation now is to make riding a convenient, preferred transport option for the majority of the community. A fine-grained, safe network of low volume, low traffic routes and separated infrastructure is needed.

Feasibility studies will be undertaken for investigation of potential route alignments and treatments. They may be undertaken for a defined area, with nominated points of connection to existing routes, or for node to node links. A clear objective, at this point, should be the consideration of treatments that deliver on community preferences and the Safe System approach for physical separation from motorised traffic. Once broad opportunities and constraints are identified, options and strategic costs determined, we will undertake engagement to inform a decision on a preferred option. If these steps are followed upfront, design and implementation should progress more smoothly. We also need to be very aware of future proofing and be open to innovation.

Each year, we will include projects spanning investigation, design and construction phases. Having ‘designs on the shelf’ will increase opportunities to secure grant funding for delivery. We will also attempt to cover different project scales, so that we get some quick wins, in addition to progressing more complex projects. Small scale projects, including bollard removal/replacement and renewal of line marking, will be undertaken through operational budgets.

All project-based actions (infrastructure and non-infrastructure) are entered and tracked in the Project Portfolio Management (PPM) module; CN’s framework for identification, approval, prioritisation, delivery and monitoring of projects. Projects that deliver a common service to the community or business are grouped in programs, which are in turn grouped in portfolios. The majority of projects that involve new cycling infrastructure form part of the Cycleways Program, under the Transport Portfolio.<sup>36</sup> Some non-infrastructure related projects are also included.

## **The Cycleways Program currently covers:**

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Feasibility studies, to determine preferred route(s) and treatments for key links

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Concept design, detailed design and construction of cycleways

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Education and promotion activities

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Activities and projects related to program management, such as installation of bicycle counters and data collection

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Improvements to cycling infrastructure and environment are also made through projects undertaken as part of other programs. Renewal or upgrade of existing cycling infrastructure is addressed under the Roads Program. Several key routes have been identified for upgrade in the life of this Plan. The centrepiece of the Coastal Revitalisation Program is construction of the Bathers Way, a 6km shared pathway linking Nobbys Beach to Merewether Beach. New cycling infrastructure in the Newcastle City Centre is being addressed under the Hunter Street Revitalisation Program, with cycleway design undertaken as a component of public domain planning.

Various traffic calming projects and crossing treatments under the Local Area Traffic Management Program and Pedestrian Access and Mobility Plan Program will improve the cycling environment throughout the LGA. For example, planned completion of traffic signals at the intersection of Park Avenue and Glebe Road Adamstown will allow safe crossing of Glebe Road on the R1 regional cycling route. Undertaking a local area traffic management study, with a focus on the access needs of vulnerable road users, will identify treatments for limiting through traffic and reducing speeds on certain streets – streets that could then be nominated as bicycle boulevards.

Designs for our cycling infrastructure are undertaken with reference to Austroads guides, NSW Bicycle Guidelines and Australian standards. Not all situations are covered by these, particularly when it comes to fitting infrastructure in a constrained environment and balancing competing objectives or trialling new, innovative approaches. We will expand our range of standard drawings, to provide more guidance on a starting point for different treatments in various situations. These will be developed in concert with staff from Lake Macquarie City Council, with the aim of developing seamless transitions between contiguous LGAs.

## Trials

Where practicable, we will trial treatments and proposals to test and build the case for permanent changes. This is a rapidly changing space, lent impetus by responses to the COVID-19 pandemic. Any trials involving changes to speed limits will be done in conjunction with, and subject to approval from Transport for NSW.



Scenic Drive, Merewether Heights

# Queens Wharf

CN has a long-established shared path on the foreshore of the harbour, extending west from Merewether Street, through the Honeysuckle area on the southern side of Throsby Creek to Islington Park. East of Merewether Street to Nobbys Road, the foreshore promenade is not designated as a shared path and constitutes an obvious missing link in an otherwise continuous waterfront cycling route from Merewether Beach to Islington Park. Notwithstanding its lack of designation, the area is highly utilised by riders of all ages and abilities.

Several factors culminate to make this area prone to conflicts between users:

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**Narrow width of the promenade**

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**Outdoor dining**

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**Obstacles and impediments such as level changes**

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**Multiple service entries**

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**Placement of bins**

Investigation of a permanent solution to address the missing link and provide ample room for active transport has been initiated as part of the Foreshore Park Masterplan project. The Masterplan will recommend options for future uses and management of the park and foreshore precinct, in line with current and future community needs and expectations.

Community engagement is underway and will build on earlier engagement undertaken by CN as part of the development of the Plan of Management (PoM) in 2015. The adopted PoM identifies the need for improvements to pedestrian and cycle access and better activation of underutilised spaces.

CN was successful in securing funding under the Streets as Shared Spaces program to trial a cycleway detour that will address known conflict issues at Queens Wharf and test a proposed permanent solution, mooted in preliminary stages of master planning for the foreshore. Measures include:

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**A three-metre-wide shared path connection at the western end of the promenade to connect to the Wharf Road footway and cycleway**

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**Relocation of the bus stop and loading zone**

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**Reallocation of the road space to a bidirectional cycleway adjacent to the footway, with a barrier separating it from the east-bound travel lane**

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**Shared path connection from the promenade to the eastern end of the bidirectional cycleway**

The works were completed in early 2021 and are currently being evaluated.



# Measuring progress

No single measure tells the full story on cycling in Newcastle. Several methods have limitations, whether in sample size, frequency of data collection or subject. To garner a comprehensive picture of who is cycling in Newcastle, where, and why, a range of qualitative and quantitative measures are proposed. We will supplement information from well-established sources such as the ABS Census, Household Travel Survey and Centre for Road Safety statistics with CN commissioned surveys, counters on bike routes and CN engagement.

## **Our targets are that by 2030 we will:**

Increase the proportion of residents who ride a bike in a typical week from 16% to 30%

Double the mode share for journeys to work to 4%

## **We will ascertain if and how well we are making progress on achieving our desired outcomes through a range of indicators covering:**

Overall participation

Diversity in participation

Safety

Attitudes

Open, transparent reporting on progress and scheduled works is needed. Annual reports, covering budget adopted and expended, project status, activities undertaken and issues, will be prepared. Network maps will be made available on the web, with indicative prioritisation, and updated regularly to reflect implemented works.



Cycling workshops

Measure/Indicator	Baseline/Latest available data	Data source	Frequency
<b>Participation – mode share</b>			
Proportion of journeys to work by bike by residents	1.9% (2016 Census)	ABS Census	5 years
Proportion of all trips made by cycling		Transport for NSW Household Travel Survey	
Proportion of cycling for the purpose of transport		National Cycling Participation Survey – Newcastle	Annual
Proportion of short trips (<5km) made by riding		Transport for NSW Household Travel Survey – specific request	
Proportion of residents who rode in the last week	16% (2020)	National Cycling Participation Survey – Newcastle	Annual
Volume and time of use on principal routes	TBD	Bicycle counters	
<b>Participation – diversity</b>			
Proportion of women who ride to work		ABS Census	5 years
Proportion of women who cycled in the last week	11.1% (2020)	National Cycling Participation Survey – Newcastle	Annual
Proportion of children (0-9 and 10-17) who rode in the last week		National Cycling Participation Survey – Newcastle	Annual
Proportion of young adults aged 18 to 29 who rode in the last week		National Cycling Participation Survey – Newcastle	Annual
Proportion of residents aged 50+ who rode in the last week		National Cycling Participation Survey – Newcastle	Annual
<b>Safety and comfort</b>			
Reported casualty crashes over a five year period		Transport for NSW – Centre for Road Safety	Annual
Hospital admissions related to cycling accidents in the LGA			
Proportion of riders who feel comfortable or very comfortable riding in Newcastle		National Cycling Participation Survey – Newcastle	Annual
<b>Attitudes</b>			
Proportion of responses from frequent cyclists in agreement that cycling conditions have become better in the last two years		City of Newcastle Engagement	Biennially
Proportion of responses in agreement with the statement 'Drivers are courteous towards cyclists'.		City of Newcastle Engagement	Biennially
Proportion of responses in agreement with the statement 'Cyclists and pedestrians are courteous to each other on shared paths'		City of Newcastle Engagement	Biennially

# References

- 1 Institute for Sensible Transport, 2019, Understanding the spatial relationship between cycling propensity and car dependence, TfNSW Cycling Infrastructure Investment Program
- 2 Statistical Areas Level 3 (SA3) are geographical areas built from whole Statistical Areas Level 2 (SA2). SA3s are designed to provide a regional breakdown of Australia. They generally have a population of between 30,000 and 130,000 people. In regional areas, SA3s represent the area serviced by regional cities that have a population over 20,000 people. In the major cities, SA3s represent the area serviced by a major transport and commercial hub. They often closely align to large urban Local Government Areas. The Newcastle SA3 is similar to Newcastle LGA.
- 3 Data sourced from Transport for NSW.
- 4 Transport for NSW, 2018, Greater Newcastle Future Transport Plan, p. 29
- 5 Household Travel Survey (HTS) – Data by LGA, <https://www.transport.nsw.gov.au/data-and-research/passenger-travel/surveys/household-travel-survey-hts/household-travel-survey-1>, accessed 18 September 2020.
- 6 Australian Bureau of Statistics, Census of Population and Housing, 2016. Compiled and presented by .id the population experts, <https://profile.id.com.au/newcastle/travel-to-work>, accessed 18 September 2020.
- 7 Munro, C., 2020, National Cycling Participation Survey 2020 – City of Newcastle
- 8 Survey undertaken between 16 April and 14 May 2020. Survey was primarily quantitative in format but provided opportunity for qualitative feedback. There were 3,104 survey visits, 2,383 survey completions (57% male, 41% female).
- 9 Frequent cyclists – cycle daily, more than once a week, weekly, every couple of weeks and monthly.
- 10 Government Architect NSW and Transport for NSW, 2020, Practitioners' Guide to Movement and Place, p. 3
- 11 Refer to <https://healthystreets.com/> and <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>. The Healthy Streets Approach is 'a system of policies and strategies to deliver a healthier, more inclusive city where people choose to walk, cycle and use public transport' (p. 7, *Healthy Streets Explained*, accessed from <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>, 13 September 2020).
- 12 Austroads, 2018, Towards Safe System Infrastructure, A Compendium of Current Knowledge, p. 24
- 13 Government Architect NSW and Transport for NSW, Practitioner's Guide to Movement and Place, Implementing Movement and Place in NSW, p. 9.
- 14 Ibid p. 9
- 15 Government Architect, 2019, Better Placed – Aligning Movement and Place, p. 6
- 17 Austroads, 2018, Towards Safe System Infrastructure, A Compendium of Current Knowledge
- 16 Reproduced from <https://www.roadsafety.gov.au/nrss/safe-system>, accessed 26 June 2020.
- 18 'Exploring the application of the Safe System Approach to cycling', Shaw et al. (2012) indicated that, to that point, application of the SSA had focused on motor vehicles and drivers, and that there is 'little information regarding the impact of infrastructure, vehicle, speed or behavioural factors, and their interactions, on cyclists'.
- 19 Austroads, 2020, Integrating Safe System with Movement and Place for Vulnerable Road Users
- 20 Salt Lake City: Department of City and Metropolitan Planning, University of Utah, School of Public Health and Community Development, Maseno University, 2012, 'Pedestrian Safety Review: Risk Factors and Countermeasures', quoted in <https://globaldesigningcities.org/publication/global-street-design-guide/design-controls/design-speed/>, accessed 15 September 2020.

- 21 <https://roadsafety.transport.nsw.gov.au/speeding/speedlimits/index.html>, accessed 26 July 2020.
- 22 RTA, 2011, Speeding – Did you know? Fact Sheet 4 of 6, RTA/Pub. 11.310, [http://www.rms.nsw.gov.au/saferroadsnsw/speeding\\_and\\_crashes.pdf](http://www.rms.nsw.gov.au/saferroadsnsw/speeding_and_crashes.pdf)
- 23 Ibid.
- 24 Subject to approval by Transport for NSW.
- 25 Department for Transport, 2020, Cycle Infrastructure Design, Local Transport Note 1/20, p. 8
- 26 Geller, 2005, 2009, Four Types of Cyclists, <https://www.portlandoregon.gov/transportation/article/264746>, accessed 20 September 2020
- 27 Dill, Jennifer and McNeil, Nathan, 2012, 'Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential', [http://web.pdx.edu/~jdill/Types\\_of\\_Cyclists\\_PSUWorkingPaper.pdf](http://web.pdx.edu/~jdill/Types_of_Cyclists_PSUWorkingPaper.pdf)
- 28 Dill, Jennifer and McNeil, Nathan, 2016, 'Revisiting the Four Types of Cyclists: Findings from a National Survey'
- 29 Various terminology is used to describe bike treatment that are within the road carriageway but physically separated from motorised traffic. Treatments may allow for one-way or two-way bicycle traffic. Protected lanes, protected cycleway and separated lane or cycleway are some of the terms used.
- 30 Transport for NSW, 2018, Greater Newcastle Future Transport Plan, p. 64
- 31 The report Walking and Cycling Literature Review (Krizek et al, 2009) presents the findings of an extensive literature review, to assist in understanding barriers to walking and cycling as well as infrastructure and policy supports for non-motorised transportation. The report reinforces the message that increasing participation in cycling requires a range of strategies: '*[coordinated] implementation of multi-faceted and mutually reinforcing policies and programs is needed in order to create successful pedestrian and cycling environments*' (Krizek et al, 2009, p. 37).
- 32 AMR Interactive, 2009, Research into Barriers to Cycling in NSW Final Report, Transport for NSW
- 33 Munro, C. 2019 Australian Cycling Participation – Results of the 2019 National Cycling Participation Survey, Austroads Publication no. AP-C91-19, [https://austroads.com.au/publications/active-travel/ap-c91-19/media/AP-C91-19\\_National-Cycling-Participation-Survey-2019-AUS.pdf](https://austroads.com.au/publications/active-travel/ap-c91-19/media/AP-C91-19_National-Cycling-Participation-Survey-2019-AUS.pdf), accessed 22 June 2020
- 34 Refer to <https://transportnsw.info/travel-info/ways-to-get-around/walking-cycling/cycling>. Site accessed 17 August 2020. As at that date, no stations in the Newcastle LGA were listed as having a bike shed or locker.
- 35 Refer to <https://www.bicyclenetwork.com.au/our-services/parkiteer/locations/>. Site accessed 17 August 2020.
- 36 The Transport Portfolio covers four programs, namely Cycleways, Local Area Traffic Management (LATM), Parking Infrastructure and Pedestrian Access and Mobility Plan (PAMP).

# Appendix 1 – Network Maps

# Newcastle Cycling Plan 2021-2030



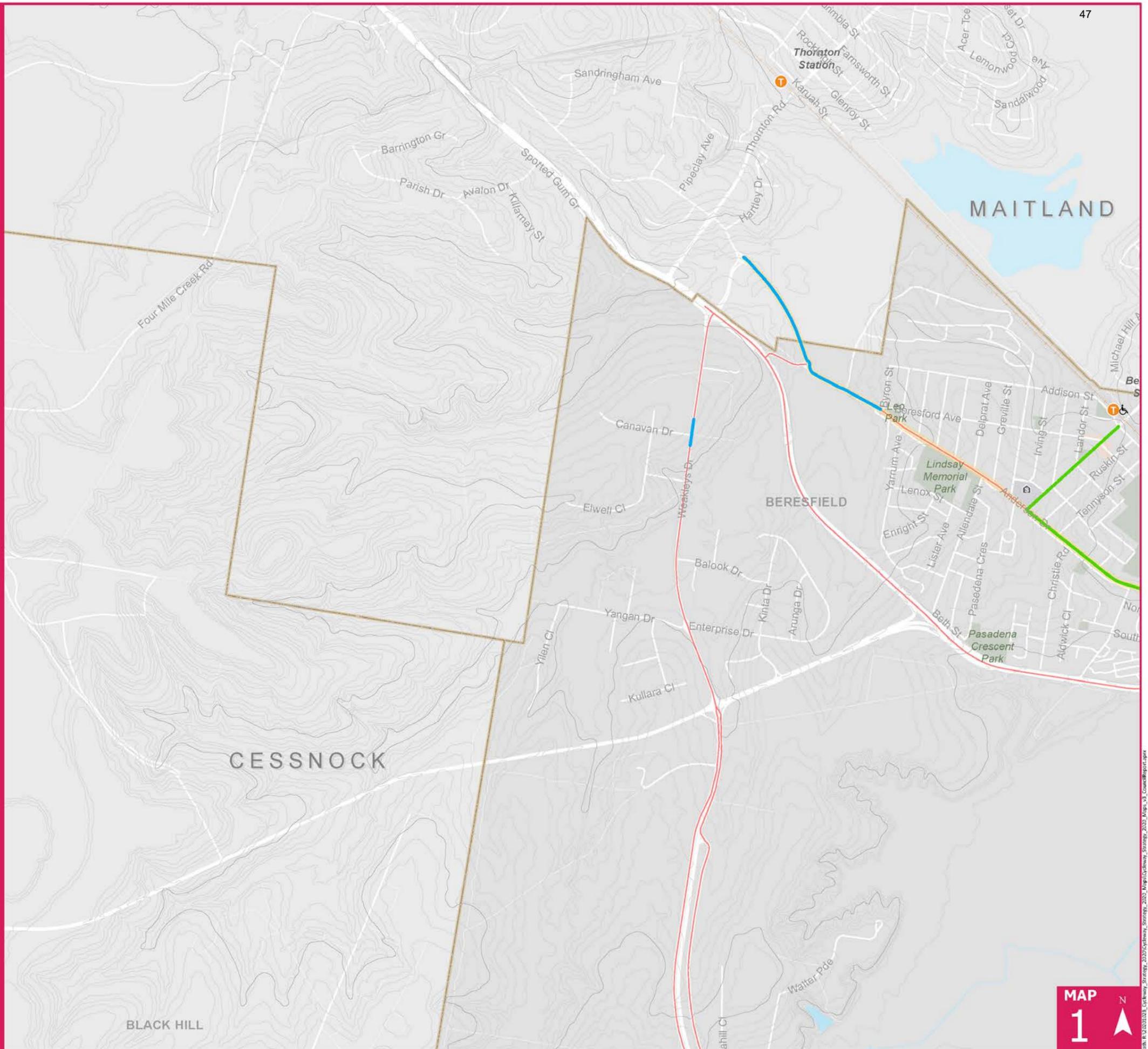
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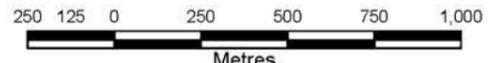
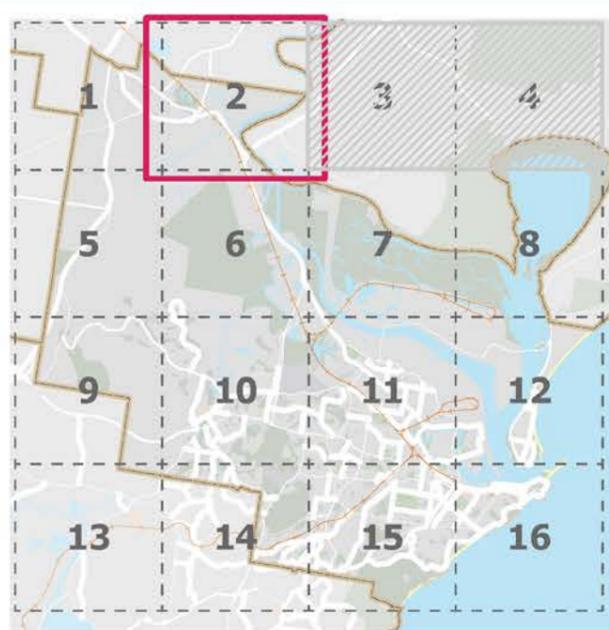
## Cycleways

- Existing Separated On-road
- Existing Off-road
- Existing On-road
- Proposed New Works
- - - Proposed Upgrade
- Cycle routes by others
- Regional Cycleway Route
- Cycleway Destination Node
- Ⓜ Kids Bicycle Circuit
- Ⓜ Velodrome
- + Hospital
- ⚠ Hazard
- ⬮ Steep Area
- Patrolled Beach
- Ⓜ Primary School
- T Railway Stations
- ♿ Accessible Stations
- T Light Rail Stations
- F Ferry Terminal
- B Bike Hire
- Railway
- - - - Memorial Walk
- ▨ Land ownership by others
- ▨ Study Area
- Contours 10m
- Contours 2m

Note: Alignments for proposed new works and upgrades are subject to investigation, consultation and design.



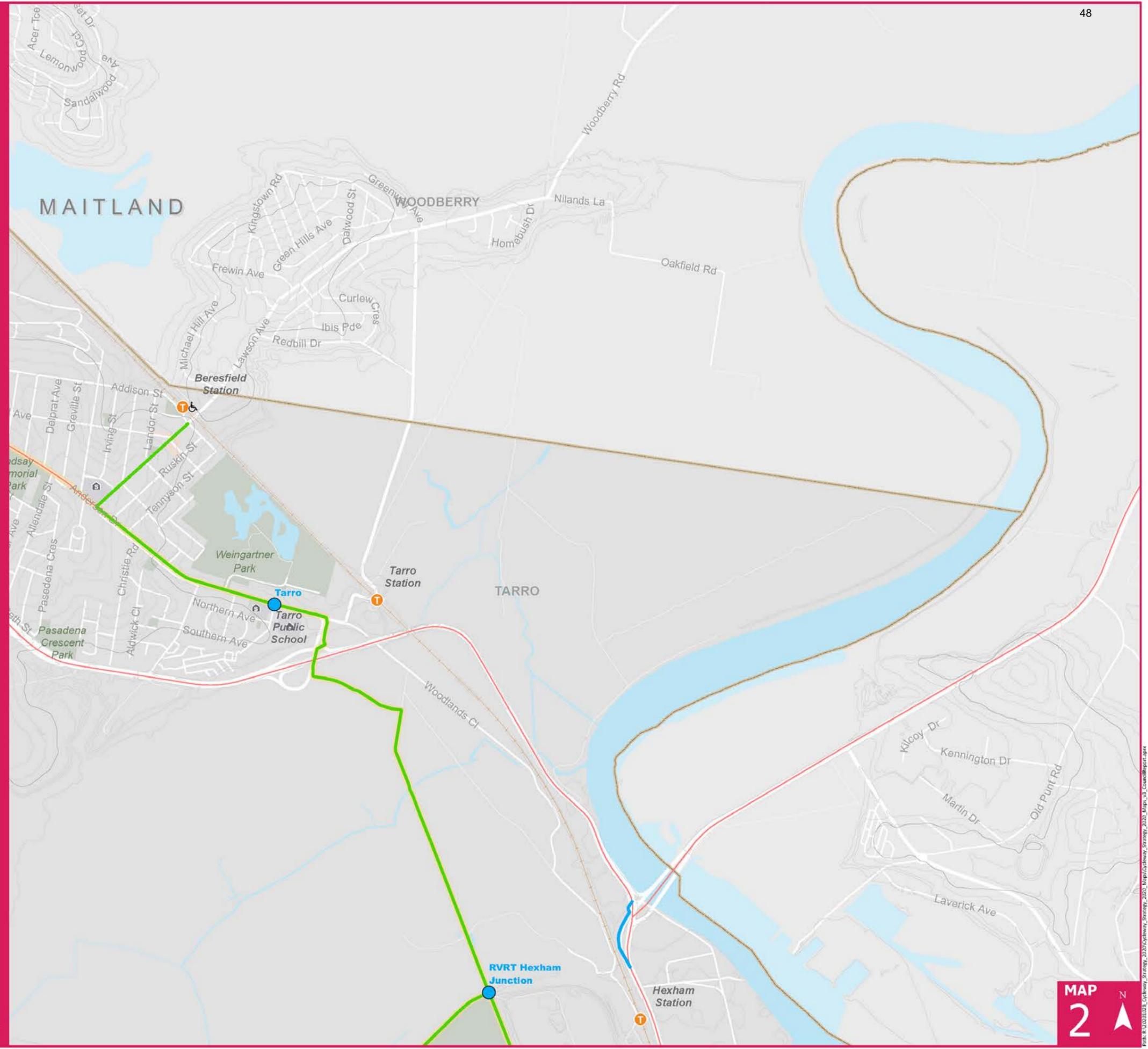
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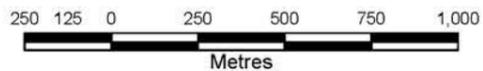
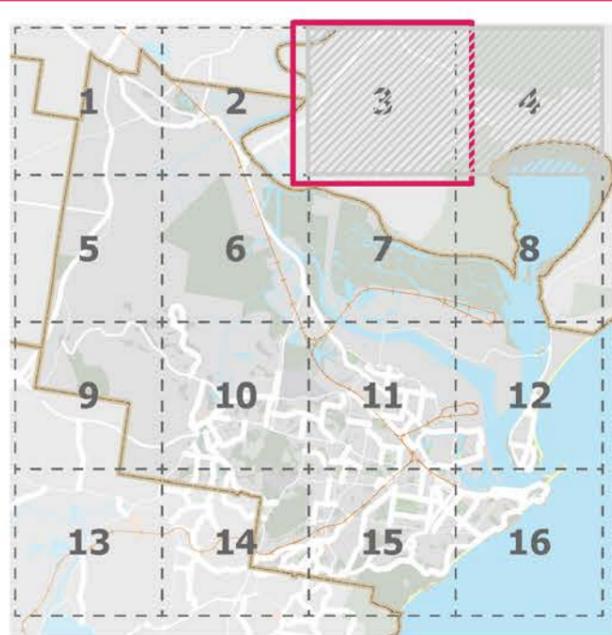
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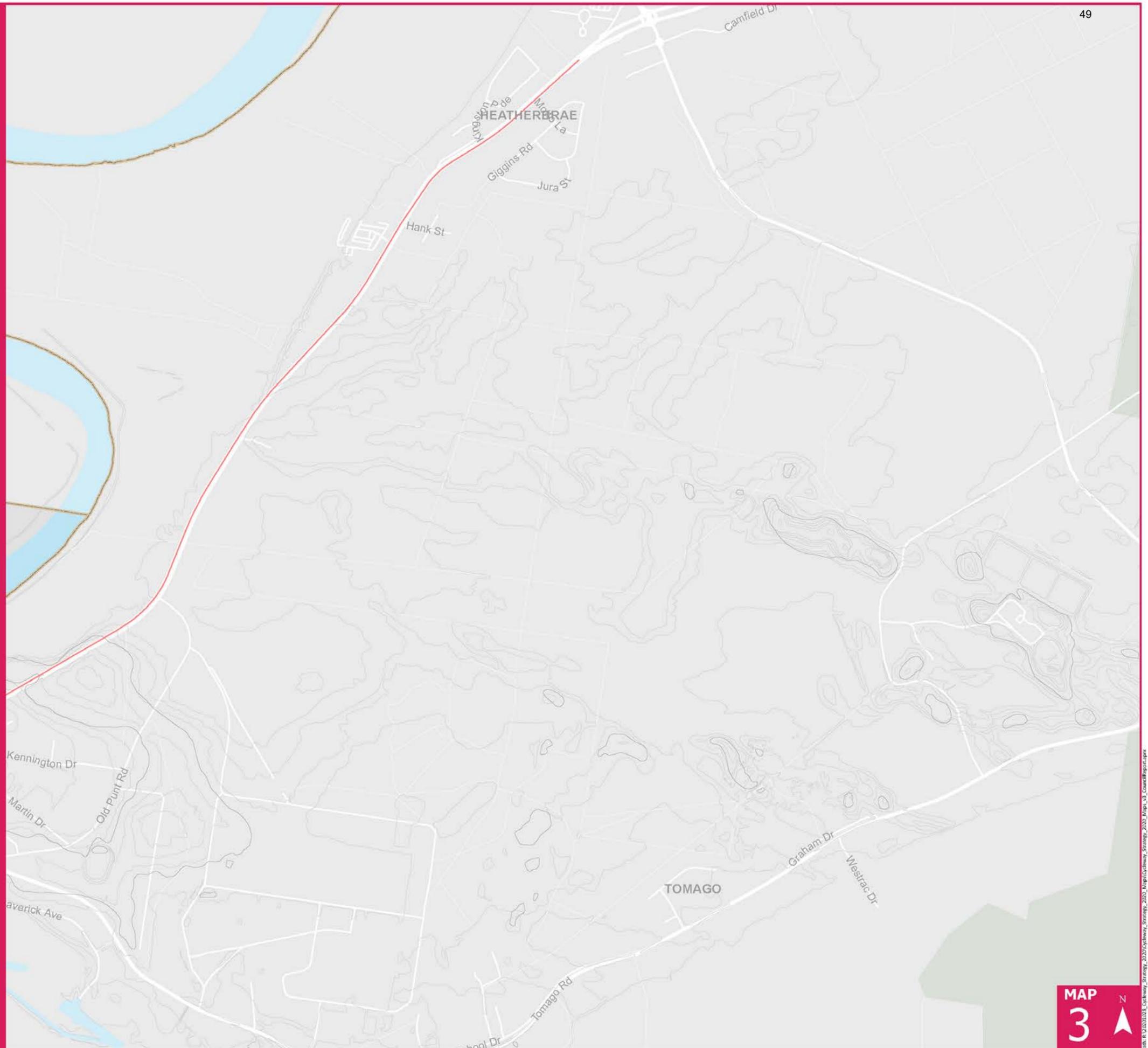


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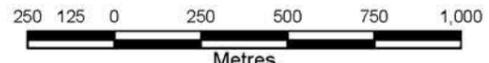
## Cycleways

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|----------------------------|--------------------------|
| Existing Separated On-road | Patrolled Beach          |
| Existing Off-road          | Primary School           |
| Existing On-road           | Railway Stations         |
| Proposed New Works         | Accessible Stations      |
| Proposed Upgrade           | Light Rail Stations      |
| Cycle routes by others     | Ferry Terminal           |
| Regional Cycleway Route    | Bike Hire                |
| Cycleway Destination Node  | Railway                  |
| Kids Bicycle Circuit       | Memorial Walk            |
| Velodrome                  | Land ownership by others |
| Hospital                   | Study Area               |
| Hazard                     | Contours 10m             |
| Steep Area                 | Contours 2m              |

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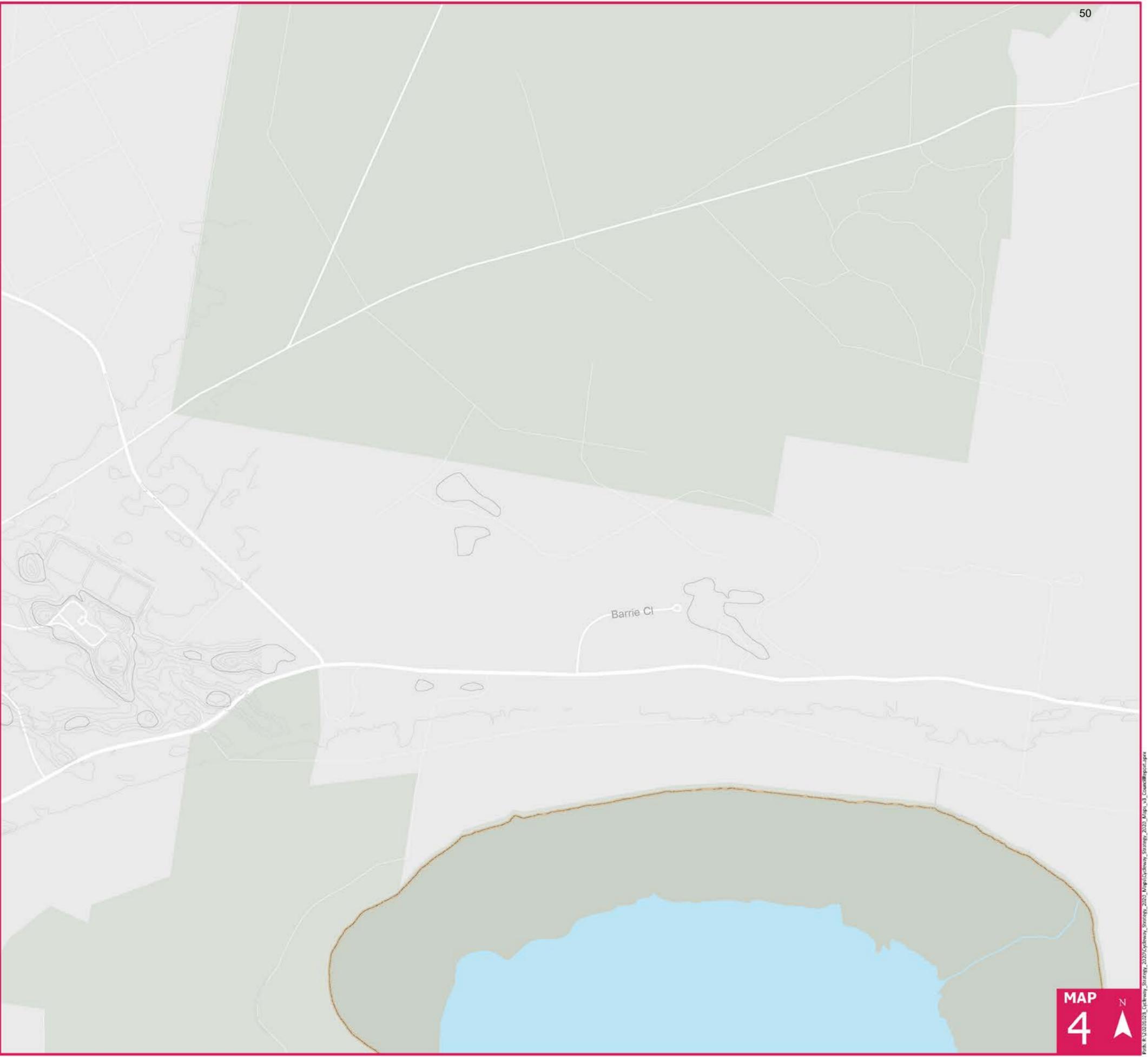
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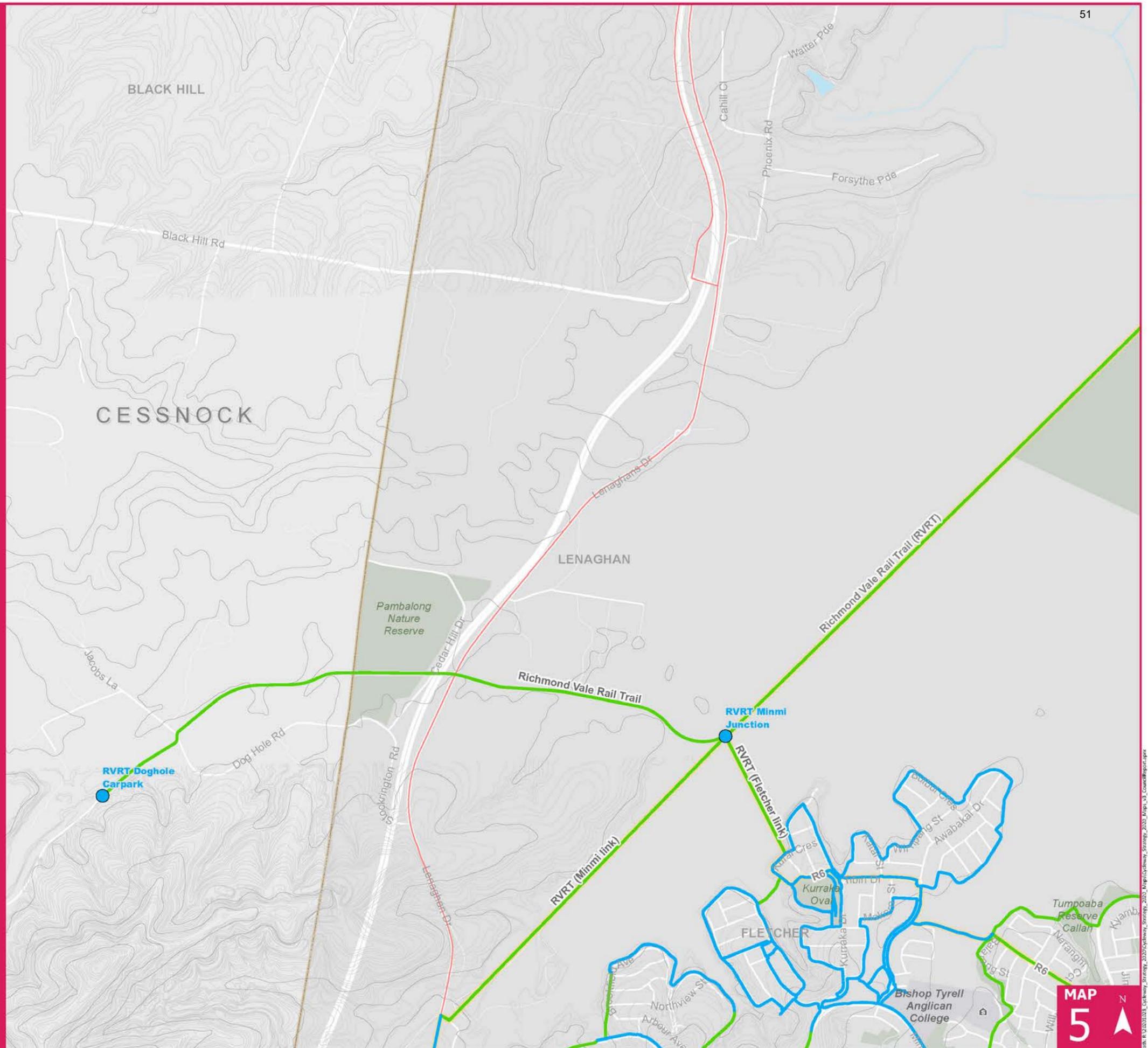
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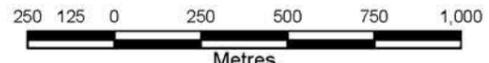
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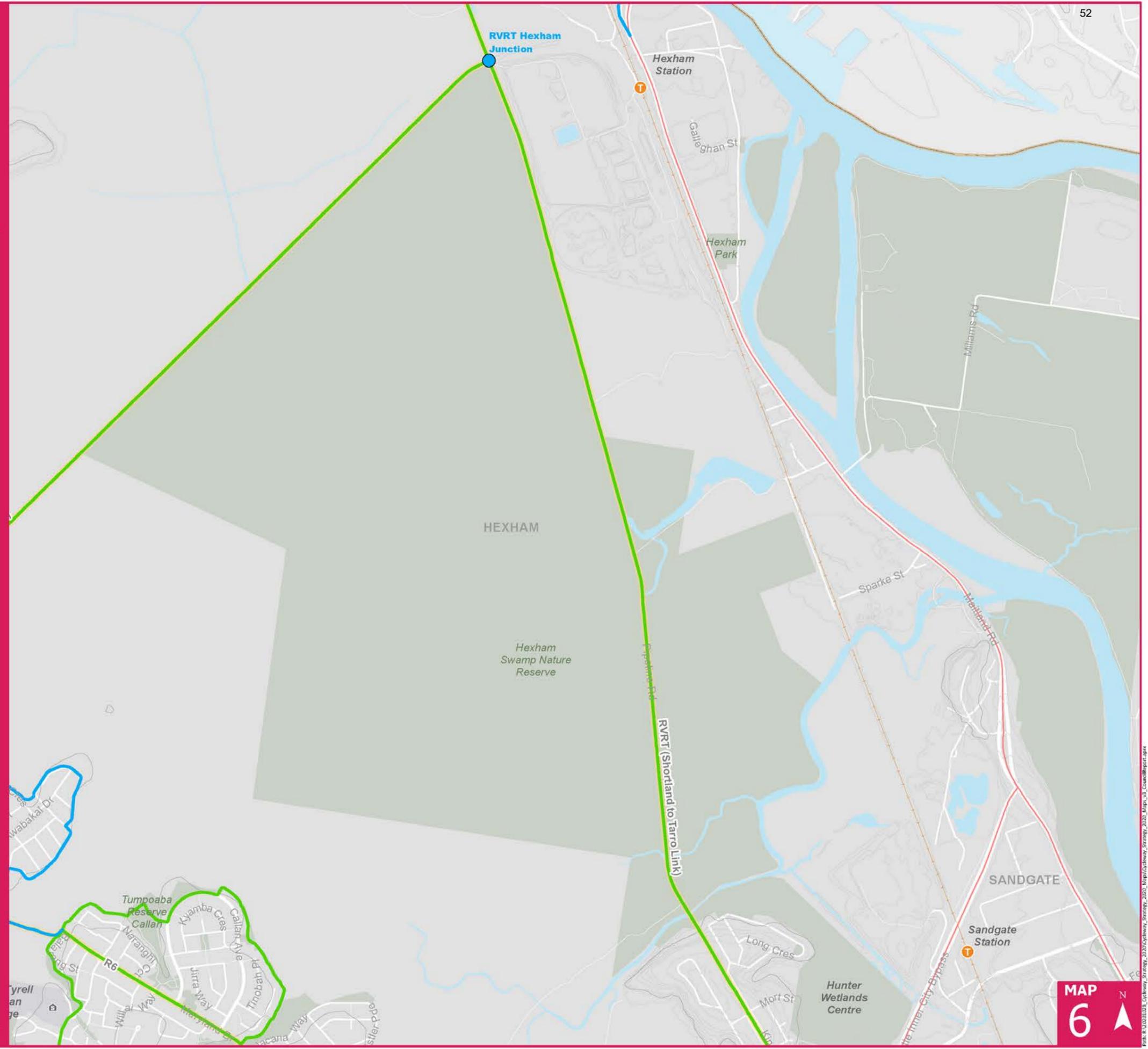
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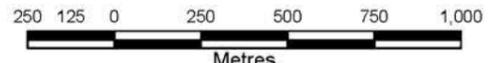
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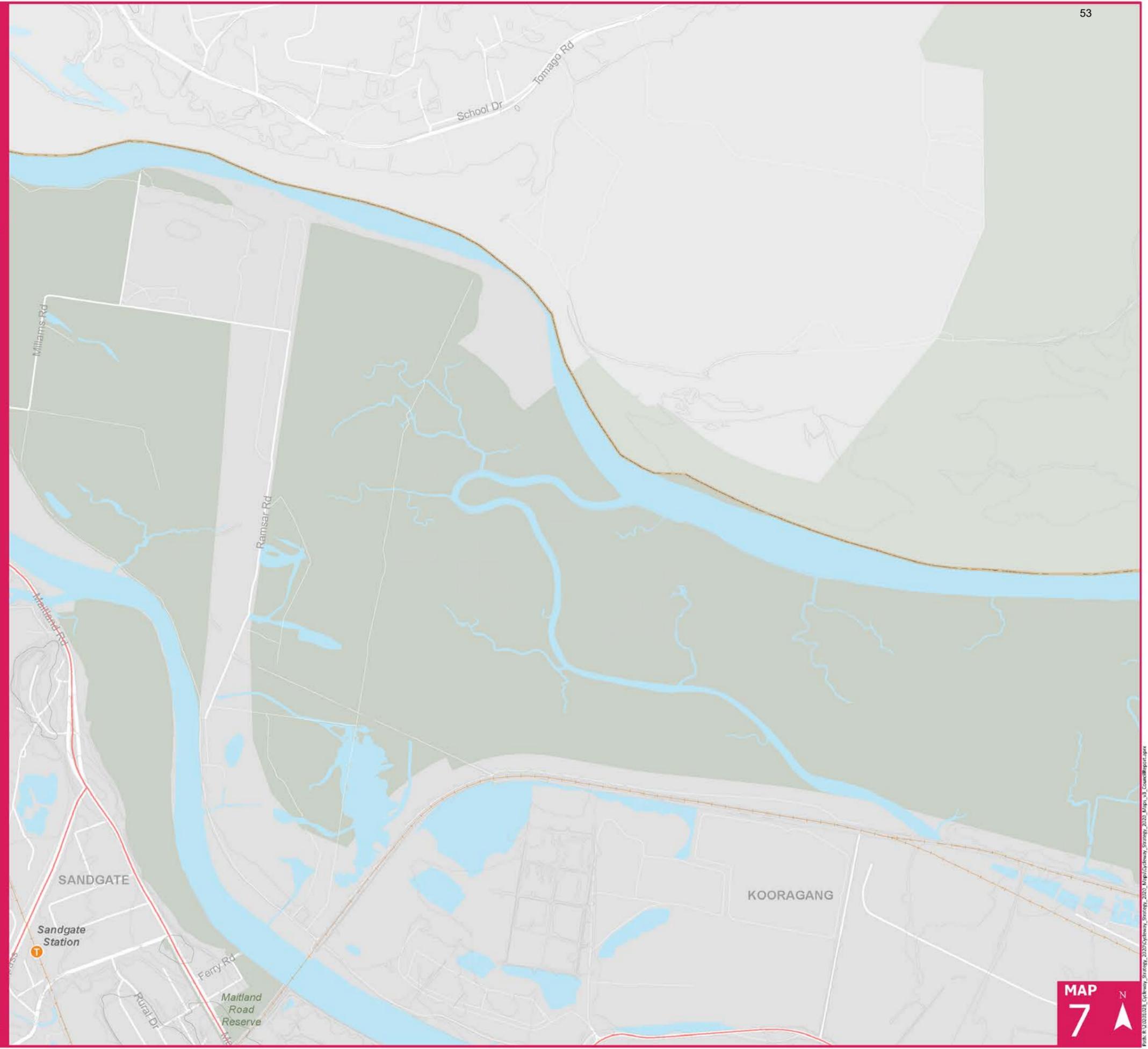
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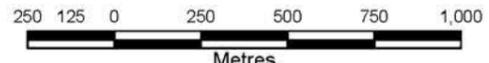
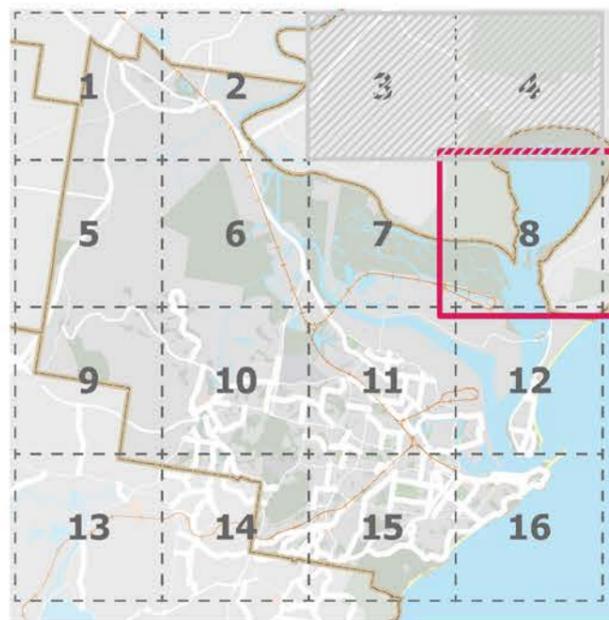
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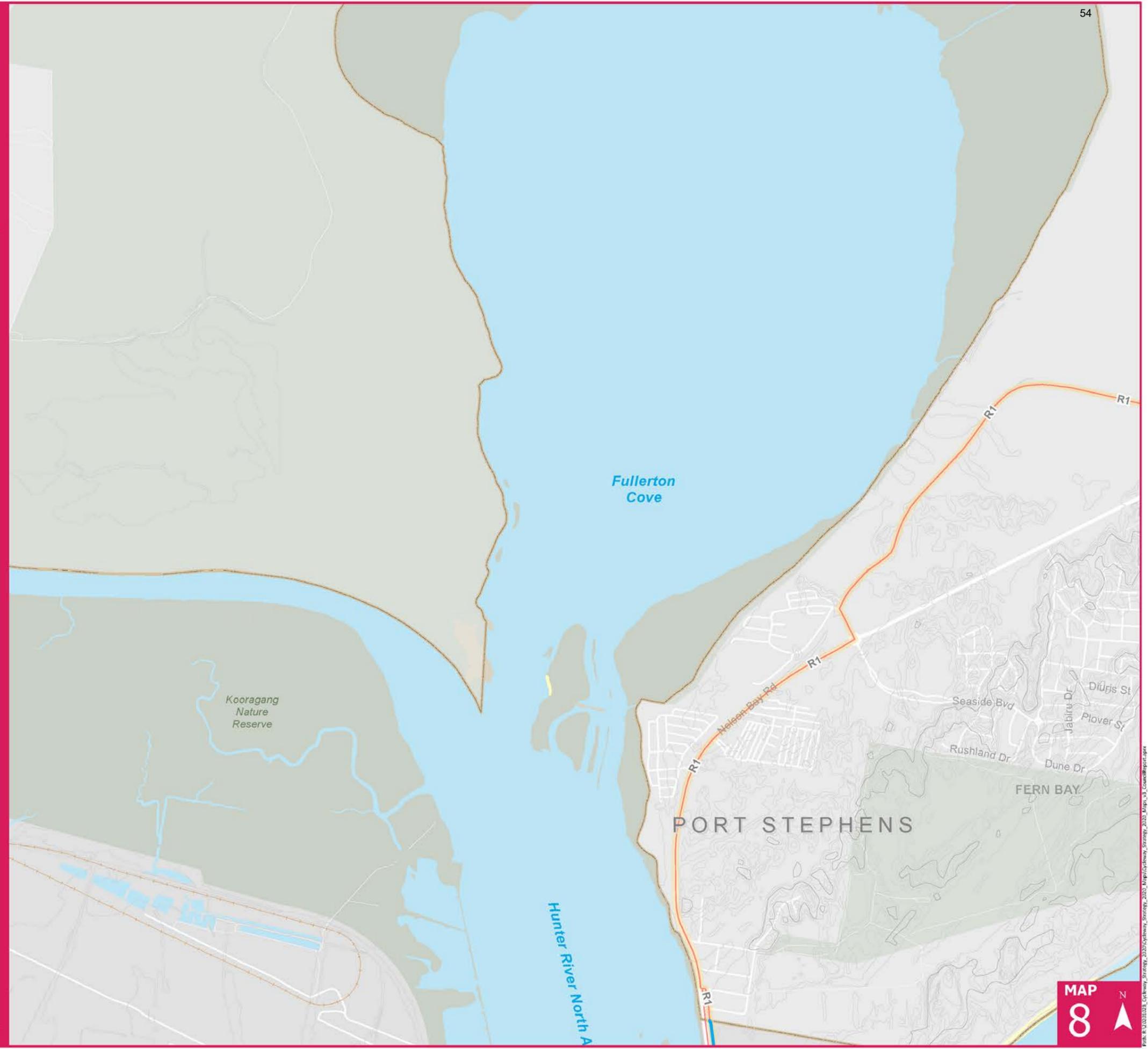
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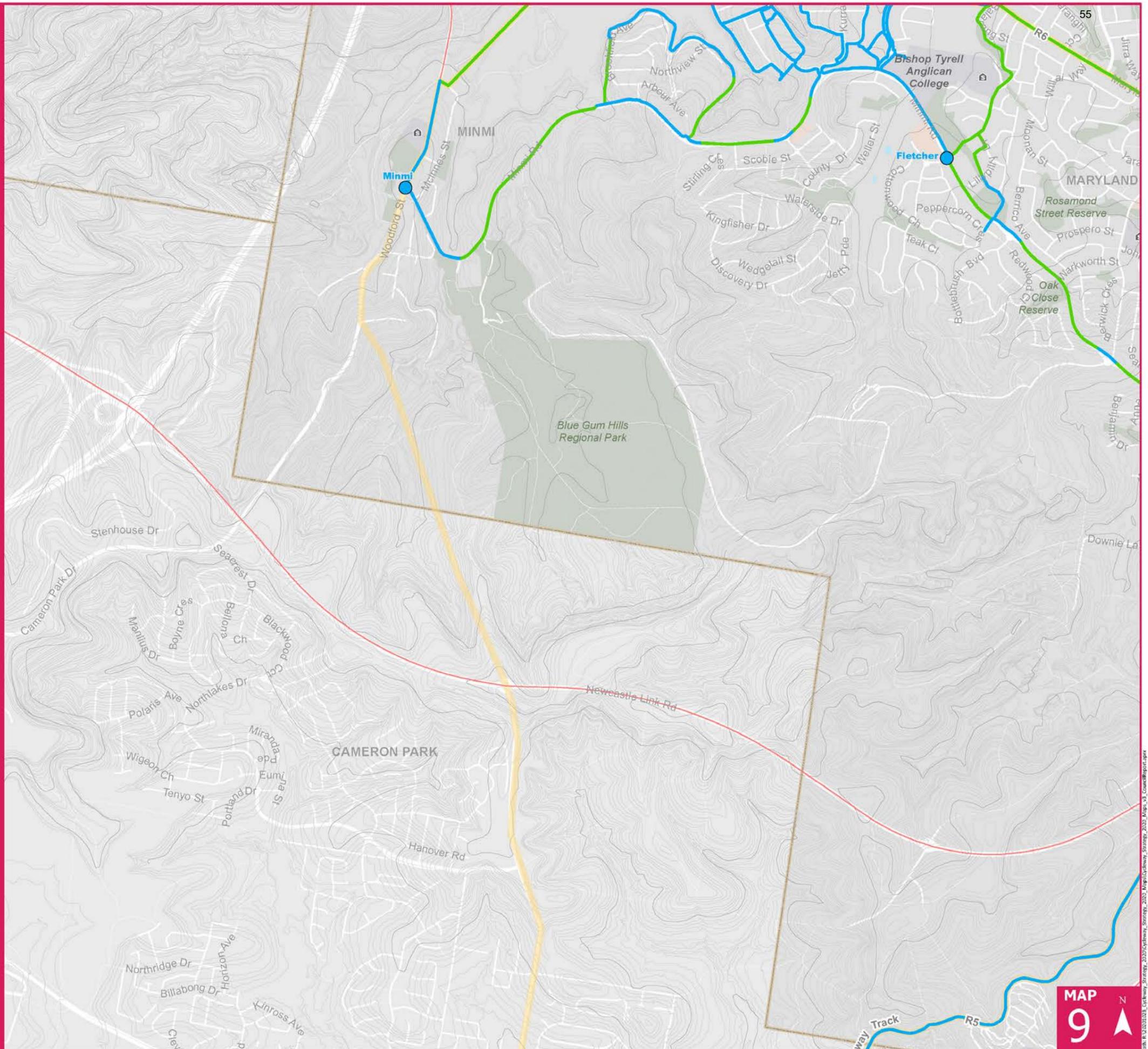
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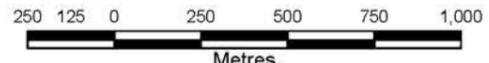
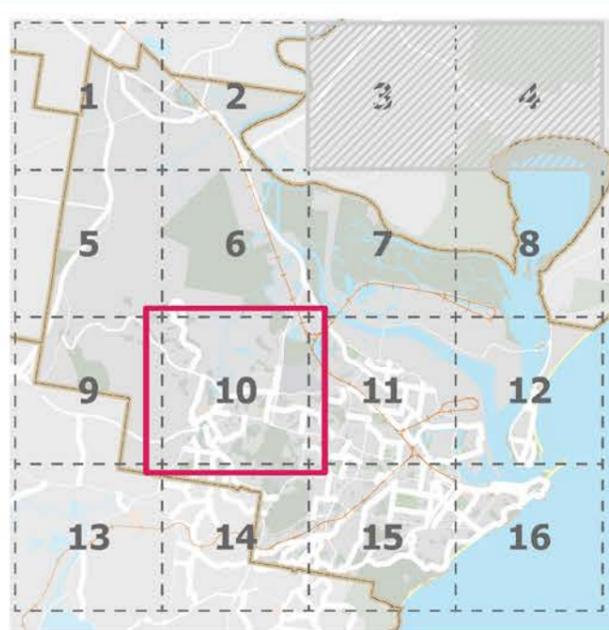
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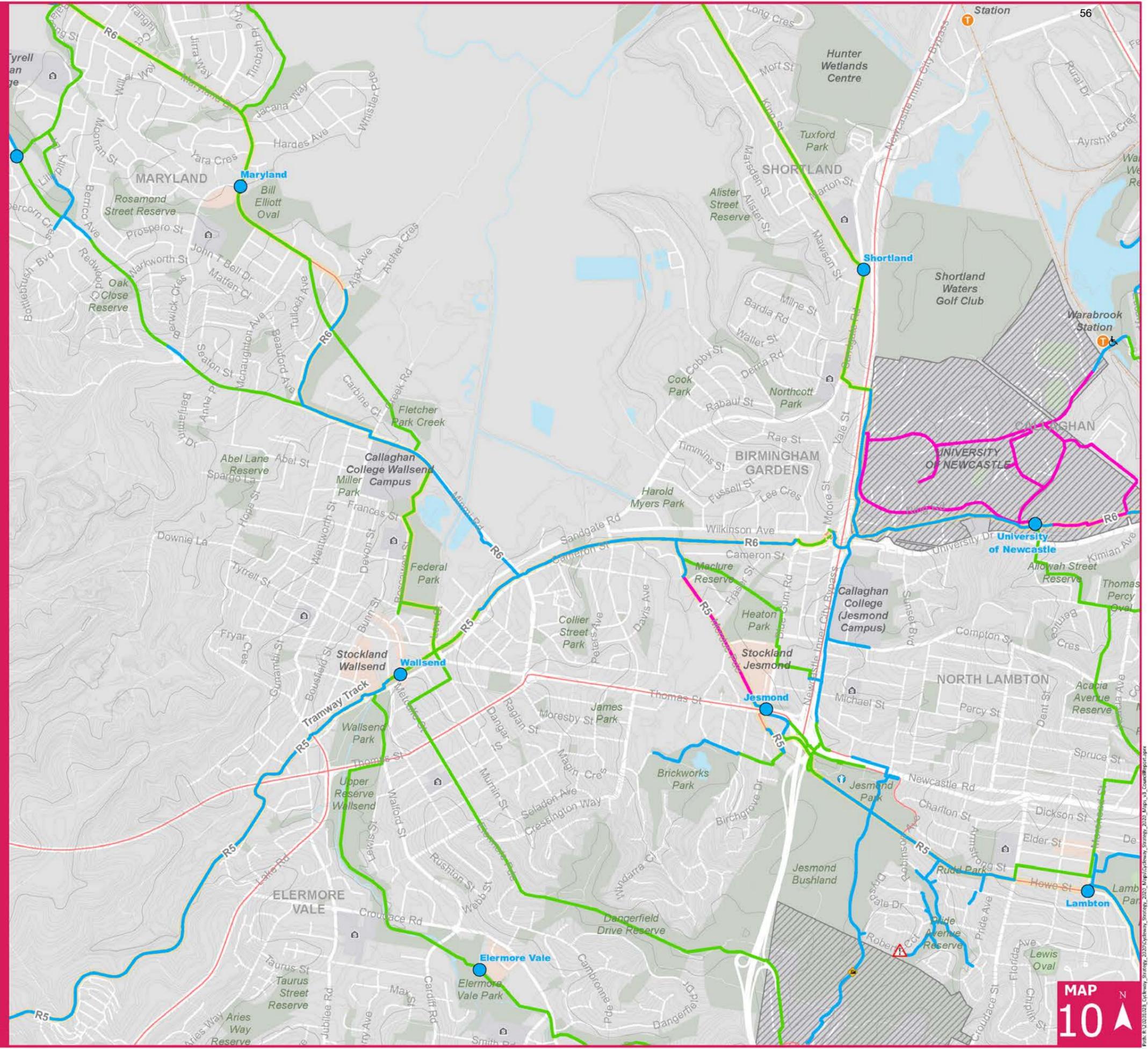
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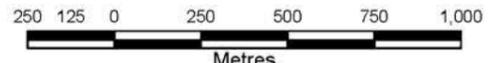
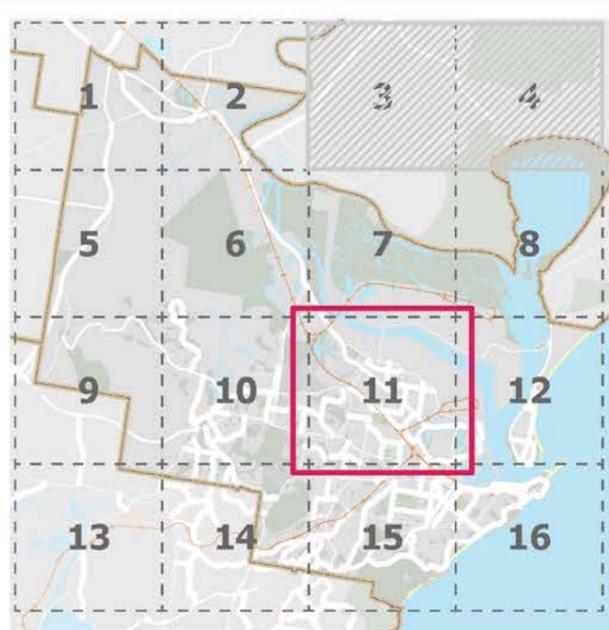
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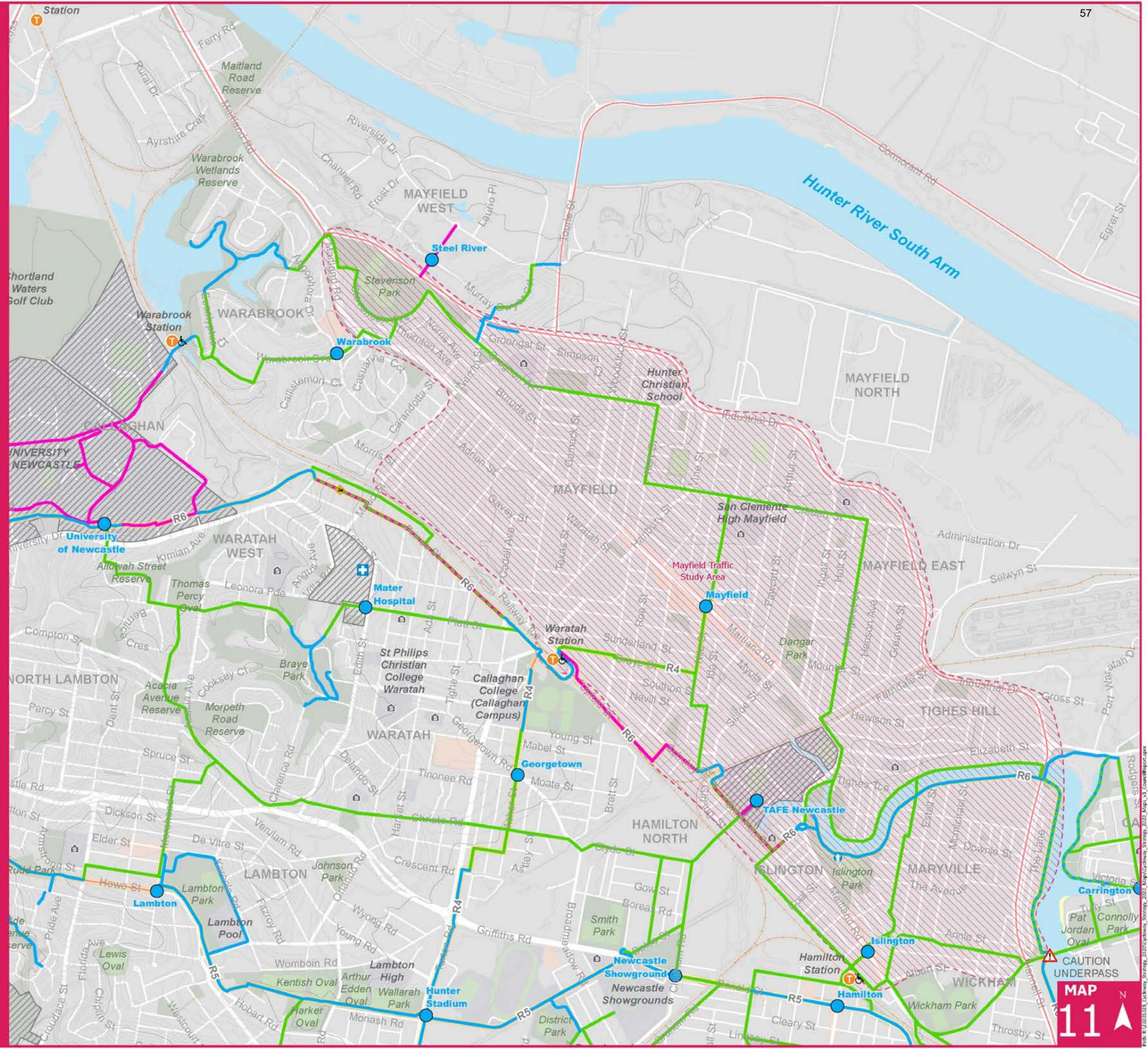
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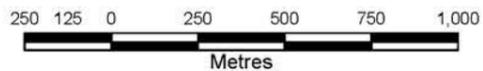
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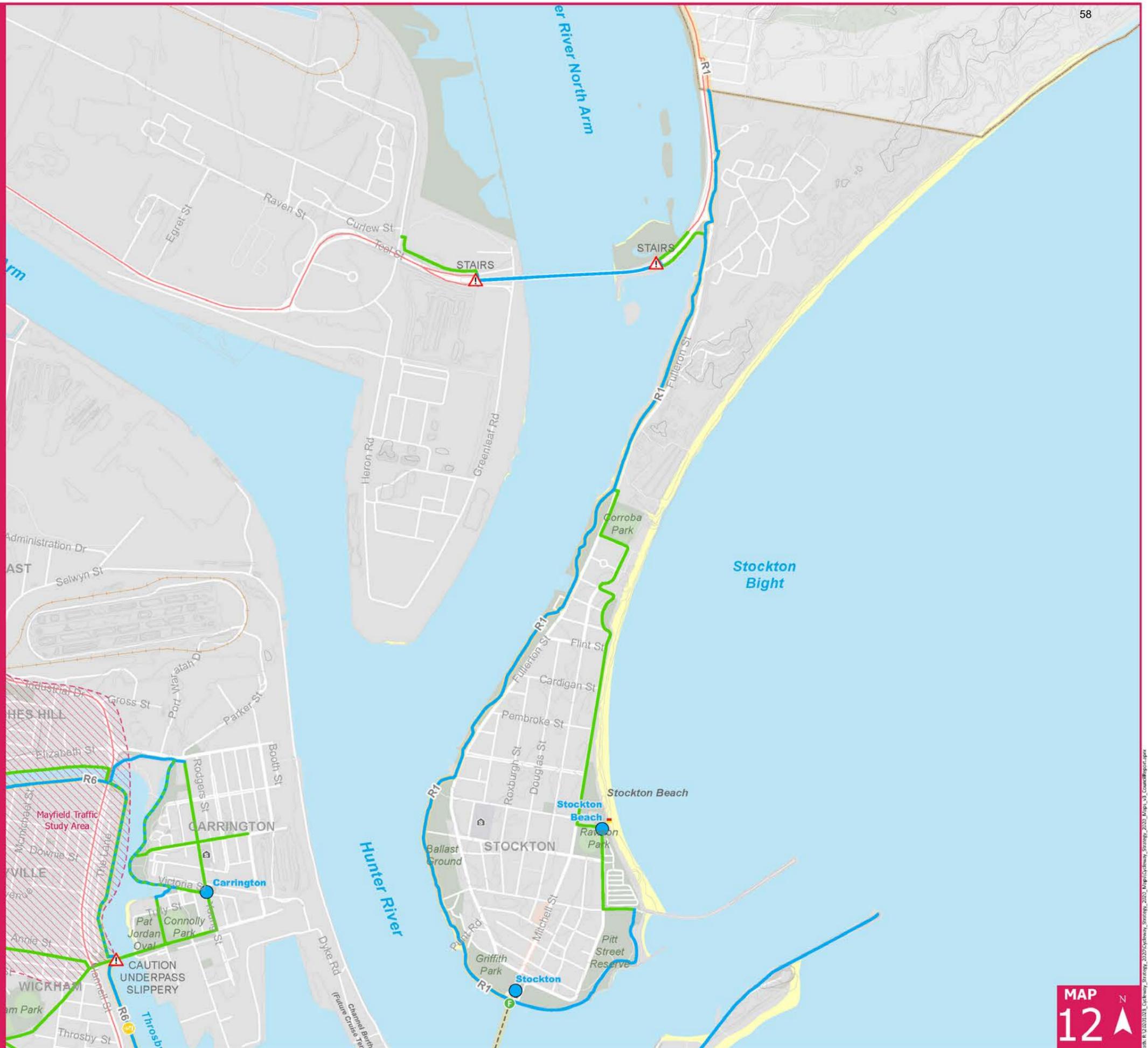


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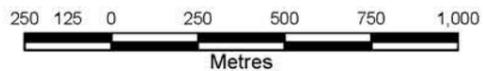
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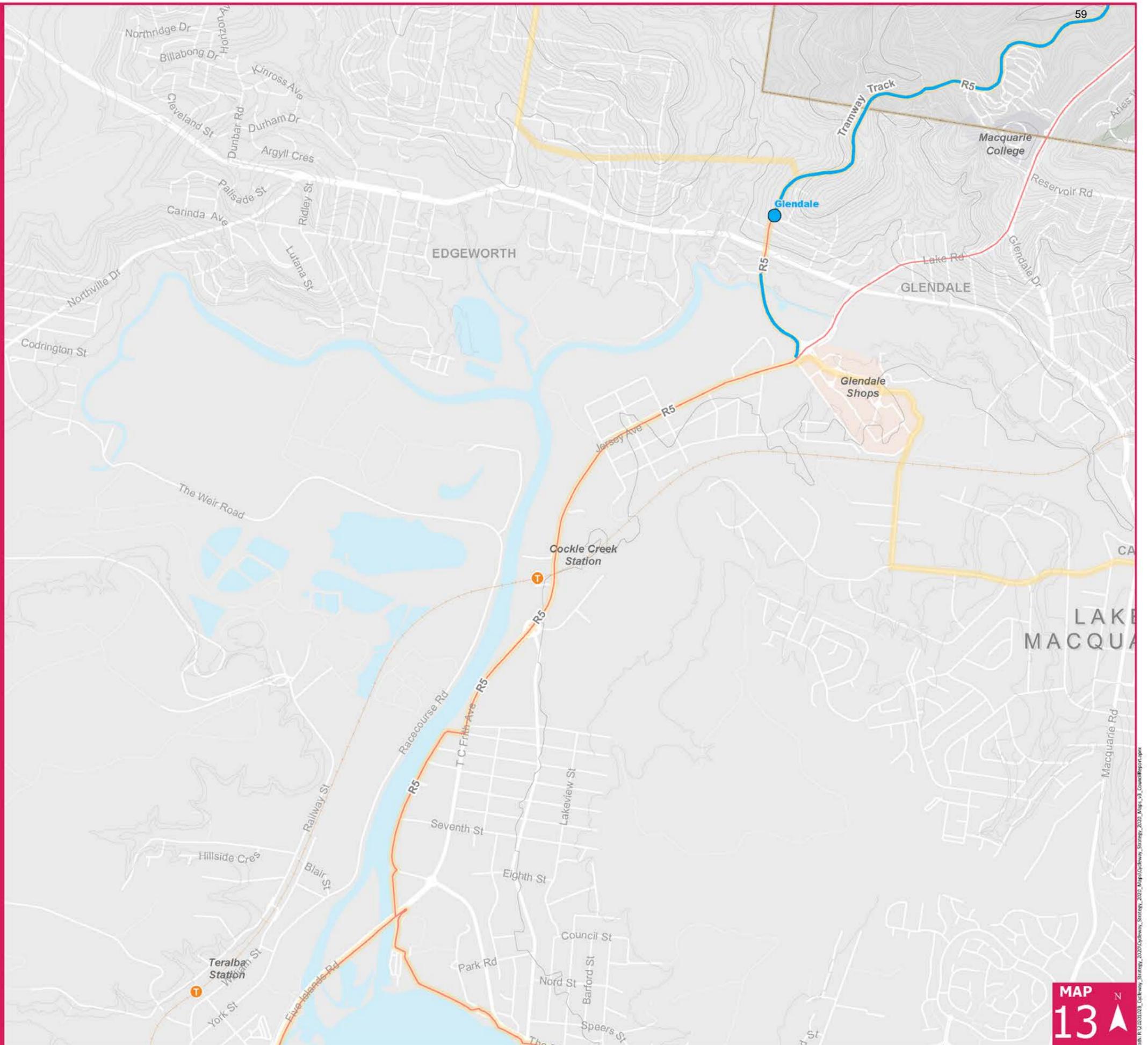
# Newcastle Cycling Plan 2021-2030



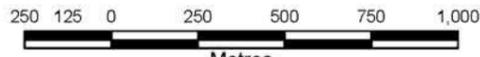
Scale: 1:14,000 at A2

- Cycleways**
- Existing Separated On-road
  - Existing Off-road
  - Existing On-road
  - Proposed New Works
  - - - Proposed Upgrade
  - Cycle routes by others
  - Regional Cycleway Route
  - Cycleway Destination Node
  - Ⓜ Kids Bicycle Circuit
  - Ⓜ Velodrome
  - + Hospital
  - ⚠ Hazard
  - ⚠ Steep Area
  - Patrolled Beach
  - Ⓜ Primary School
  - T Railway Stations
  - ♿ Accessible Stations
  - T Light Rail Stations
  - F Ferry Terminal
  - B Bike Hire
  - Railway
  - - - Memorial Walk
  - ▨ Land ownership by others
  - ▨ Study Area
  - Contours 10m
  - Contours 2m

Note: Alignments for proposed new works and upgrades are subject to investigation, consultation and design.



# Newcastle Cycling Plan 2021-2030

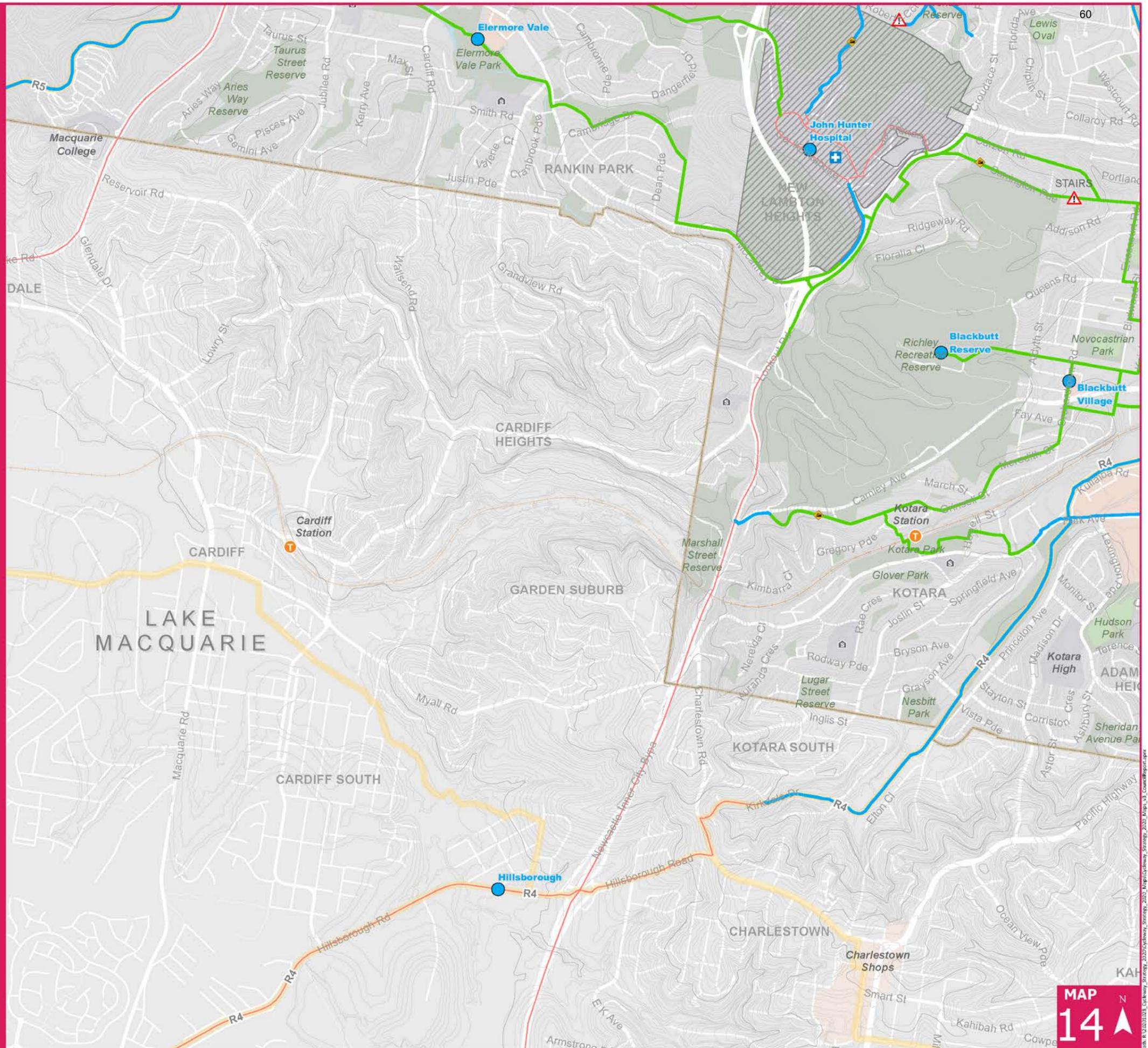


Scale: 1:14,000 at A2

## Cycleways

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# Newcastle Cycling Plan 2021-2030

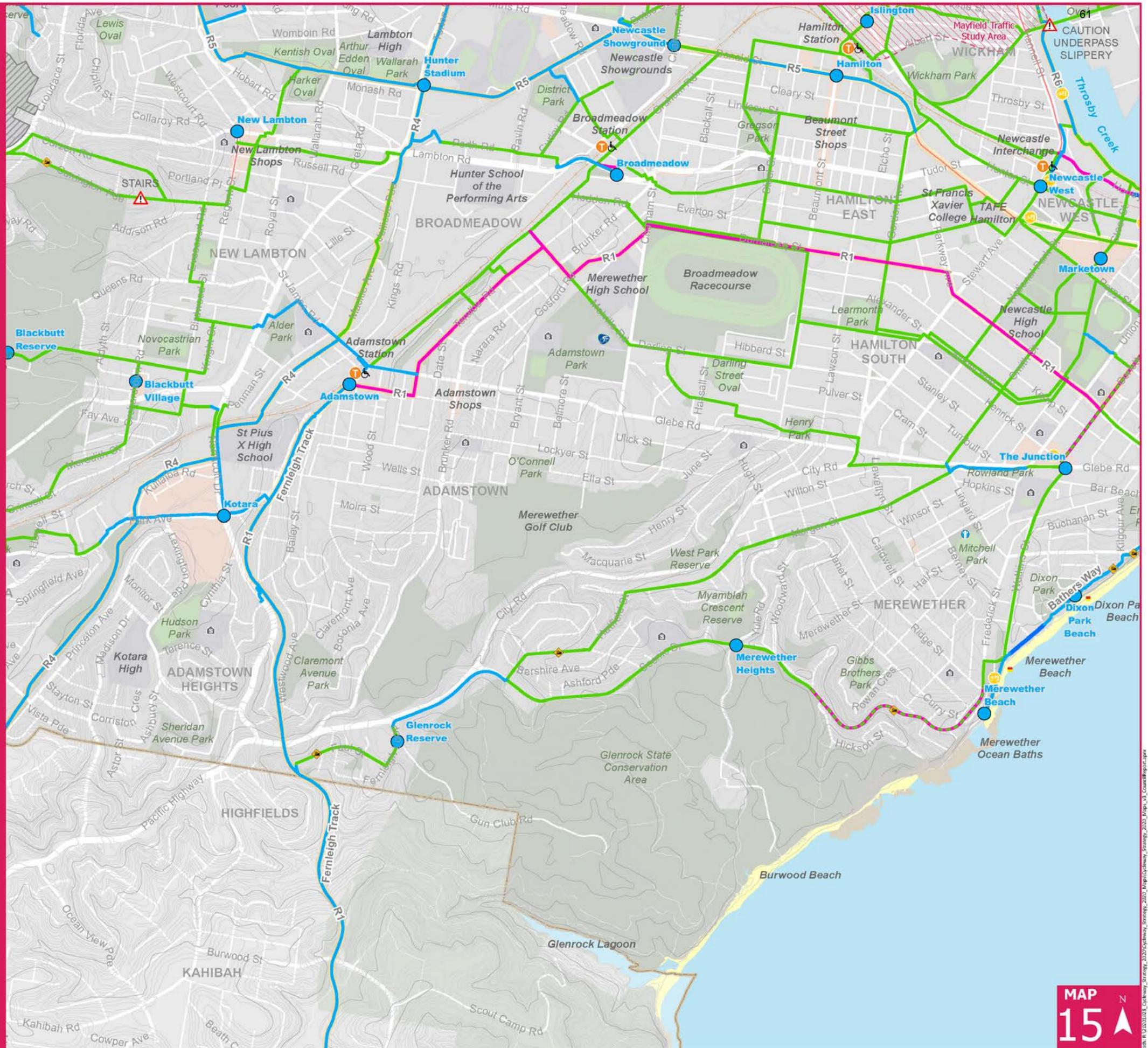


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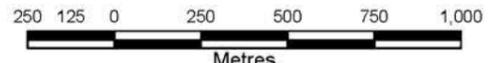
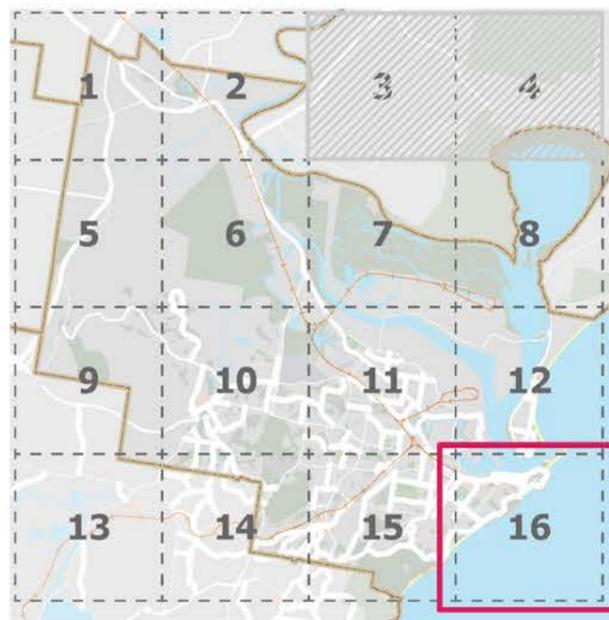
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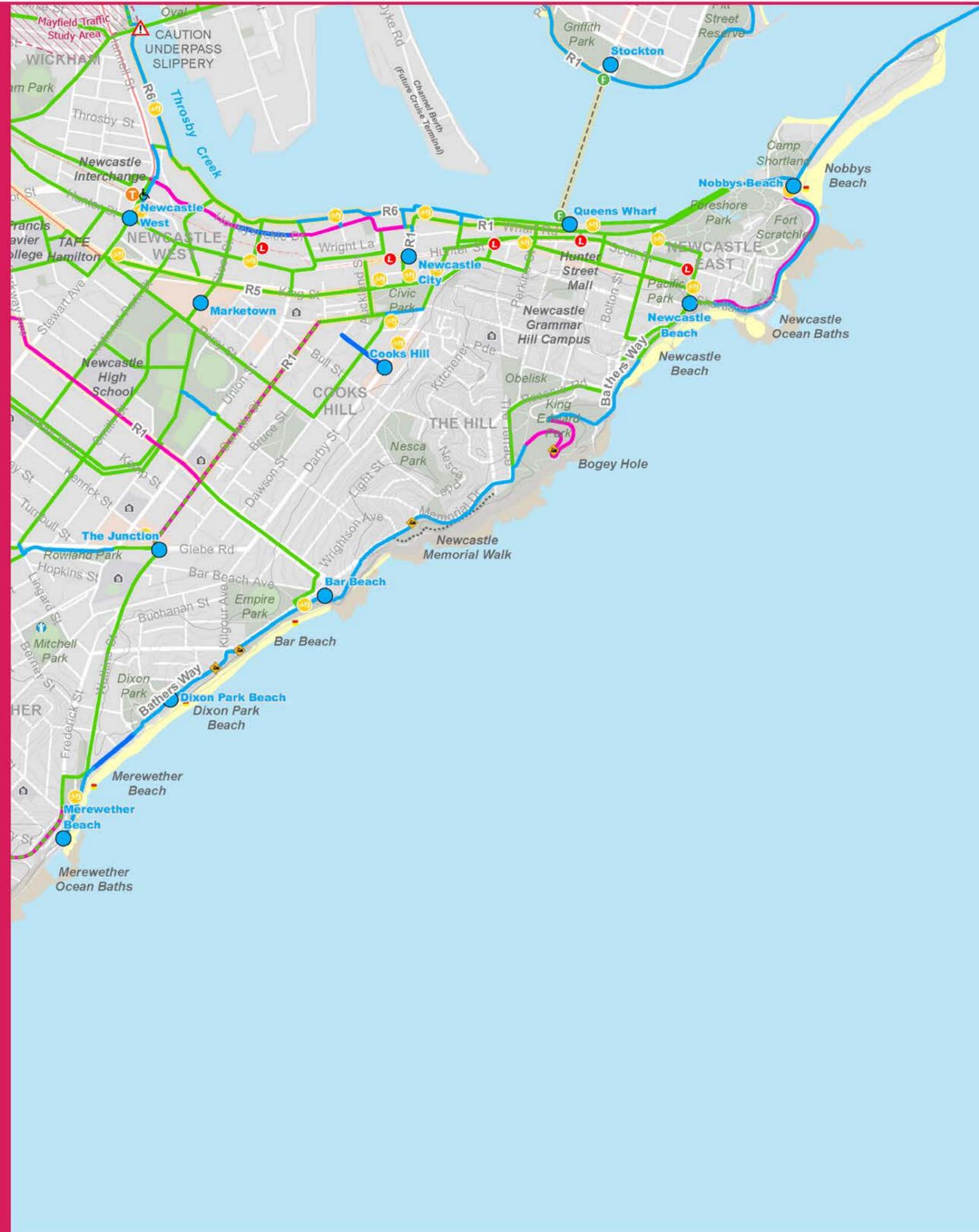
# Newcastle Cycling Plan 2021-2030



Scale: 1:14,000 at A2

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Note: Alignments for proposed new works and upgrades are subject to investigation, consultation and design.





**ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER**

**CCL 23/02/21 – ADOPTION OF CYCLING PLAN**

**ITEM-8**      **Attachment B:**      Summary of Submissions – Draft Cycling Plan

**DISTRIBUTED UNDER SEPARATE COVER**



## SUMMARY OF SUBMISSIONS – DRAFT CYCLING PLAN

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
1	26/11/2020	TR2020/03248	Individual	<ul style="list-style-type: none"> <li>▪ Dedicated cycleways are the safest and smartest option and will encourage more people to commute by bike.</li> <li>▪ Shared paths can be risky and dangerous for small children, people with disabilities, older people and pedestrians and commuting cyclists alike get frustrated.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted and agreed.</li> <li>▪ Noted. Separation of pedestrian and cyclists will be considered in the design process.</li> </ul>
2	26/11/2020	TR2020/03249	Individual	<ul style="list-style-type: none"> <li>▪ Respondent considers 30km/h speed limit is ridiculous and queries the need.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Lowering speeds has safety benefits for all road users.</li> </ul>
3	26/11/2020	TR2020/03254	Individual	<ul style="list-style-type: none"> <li>▪ Coordination is required with LMCC to build a connection from Lake Road to the Wallsend to Glendale cycleway near the school on Reservoir Rd.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. CN will liaise with LMCC.</li> </ul>
4	27/11/2020	TR2020/03255	Individual	<ul style="list-style-type: none"> <li>▪ Proposal for speed reduction to 30km/h to allow for cycling lanes on roads is ridiculous. Respondent considers 30km/h limit on Honeysuckle Dr is frustrating and inappropriate for the traffic volume of the road. Respondent supports cycleways but considers proposals for lower speed will cause more tension between drivers and riders.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Lowering speeds has safety benefits for all road users. CN can advocate for changes, but Transport for NSW is the determining authority for speed limits.</li> </ul>
5	30/11/2020	TR2020/03256	Individual	<ul style="list-style-type: none"> <li>▪ Respondent considers any plan must be better than the present plan.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> </ul>
6	30/11/2020	TR2020/03266	Individual	<ul style="list-style-type: none"> <li>▪ Respondent is supportive of plans and work done to date but would like to see faster progress, with more connections made more quickly and cheaply.</li> <li>▪ Consideration of peak hour bike only lanes is requested and encouragement of appropriate behaviour on shared paths.</li> <li>▪ Issues at Chinchon/Clyde Street and Maud Street noted.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Implementation needs to be adequately resourced. Feasibility investigations should address different treatment options (and related costs and timeframes).</li> <li>▪ Cycling Plan includes actions to encourage appropriate behaviour.</li> <li>▪ Noted. Both locations have budget allocated in 2020/21 for works.</li> </ul>
7	1/12/2020	OT2020/04670	Individual	<ul style="list-style-type: none"> <li>▪ Respondent commends identification of missing links and problem sites.</li> <li>▪ Respondent notes that many new routes appear to be on road and requests that separation is provided.</li> <li>▪ Respondent notes potential for growth in cycle tourism.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ Noted. Safe System approach to be applied (separation or speeds less than 30km/h, where possible).</li> <li>▪ Noted.</li> </ul>

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
8	1/12/2020	OT2020/04671	Individual	<ul style="list-style-type: none"> <li>Map of route for navigation through Hamilton provided (as alternate, safer route).</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Route added to maps. Masterplanning currently in progress for Gregson Park will influence cycle path provision.</li> </ul>
9	2/12/2020	OT2020/04672	Individual	<ul style="list-style-type: none"> <li>Respondent requests that cycleways be maintained as a priority project.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Cycleways Program is a priority program for CN.</li> </ul>
10	4/12/2020	OT2020/04707	Individual	<ul style="list-style-type: none"> <li>Respondent notes two aspects that could assist in making Newcastle a great cycling city, namely scenic rides (as free flowing as possible) and commuter routes that are separated from motorised vehicles and as short and direct as possible. These would follow tram/train lines from Adamstown -&gt; Broadmeadow -&gt; Hamilton -&gt; Wickham/Exchange -&gt; Honeysuckle. A similar path could be made from Uni -&gt; Mayfield -&gt; Islington -&gt; Hamilton.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. For new routes, feasibility studies are to be undertaken to assess options. Directness, continuity and separation from motorised traffic will be key considerations. The Cycling Plan commits CN to separate cycling facilities from motorised traffic, where practicable. CN will pursue negotiations with Sydney Trains, the Australian Rail Track Corporation and Hunter Water for access, where feasibility studies indicate potential routes.</li> </ul>
11	5/12/2020	OT2020/04745	Individual	<ul style="list-style-type: none"> <li>Respondent notes any further removal of parking along Hunter St will detrimentally impact small businesses.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Impacts on parking are often not clarified until concept/detailed design. Extensive consultation was undertaken for the West End Stage 2 Streetscape Plan.</li> </ul>
12	8/12/2020	OT2020/04758	Individual	<ul style="list-style-type: none"> <li>Respondent refers to route at Fern St, noting it would be good for the bike lane to continue along Fern St and into Hubbard St to link up with the existing bike lane on Chinchon St.</li> </ul>	<ul style="list-style-type: none"> <li>Noted and agreed. Route added to maps.</li> </ul>
13	11/12/2020	TR2020/03402	Individual	<ul style="list-style-type: none"> <li>Respondent is supportive of plan, particularly connections to other council areas, and approach to cycling.</li> <li>Respondent notes issues with behaviour and suggests a marketing campaign to raise awareness and empathy (a rider is a son, daughter, mother, father etc.).</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>Noted and supported. CN aims to continue its cycling education and promotion project. Refer to <a href="https://www.newcastle.nsw.gov.au/on-your-bike/home">https://www.newcastle.nsw.gov.au/on-your-bike/home</a> for campaigns for past campaigns.</li> </ul>
14	11/12/2020	OT2020/04885	Individual	<ul style="list-style-type: none"> <li>Respondent notes that Tooke St is too dangerous to ride without a cycle lane and should be made exit only at Union St, which would allow for a dedicated cycle path to the beach through Cooks Hill.</li> <li>Respondent notes lack of connectivity of paths in National Park.</li> </ul>	<ul style="list-style-type: none"> <li>Tooke St is not a nominated route in CN cycleways maps.</li> <li>Concept design has been undertaken for shared paths in National Park.</li> </ul>
15	15/12/2020	OT2020/04912	Individual	<ul style="list-style-type: none"> <li>CN will not achieve over 50% mode share to active transport (close to world's best practice) without: 30km/h speed limit, local one-way streets and dead ends; removal of confusing bike symbols; police enforcement of road rules, notably minimum passing distance; stopping urban sprawl;</li> </ul>	<ul style="list-style-type: none"> <li>It is anticipated that lower speeds will become more prevalent, as Transport for NSW finalises review of speed limits. Many of the measures proposed in the submission are supported in the Cycling Plan.</li> </ul>

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
				<p>CN bike library (with different types of bikes); billboards advertising positives of cycling.</p> <ul style="list-style-type: none"> <li>▪ Respondent also suggested liaison with Newcastle Transport regarding changing lanes when passing cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted and supported.</li> </ul>
16	18/12/2020	TR2020/03469	Individual	<ul style="list-style-type: none"> <li>▪ Respondent commends the draft Cycling Plan for being holistic, committing to work with NSW Government and adjoining councils, using the CycleSafe Network, emphasising safety and recognising that the nature of cycling is changing.</li> <li>▪ Shared paths are suitable for young riders and those wishing to travel slowly but not appropriate for those using the route as a form of transport or wishing to go at higher speeds. Wording changes are suggested for greater emphasis on dedicated space for riders.</li> <li>▪ Respondent suggests that pedestrians be surveyed on their experiences of shared paths and inclusion of research on cycling uptake when different treatments are provided. Submission suggests that shared paths be labelled and colour coded on the maps.</li> <li>▪ Submission indicates that Greater Newcastle Future Transport Plan states mode share for ride to work is 4% and queries anomalies with the draft Cycling Plan.</li> <li>▪ Targets could be more ambitious. Submission suggests more specific targets, for particular trip purposes and/or for travel zones. Synergies with the Parking Plan are noted. CBD should have higher mode share target.</li> <li>▪ Note Barcelona has reduced speeds to 30km/h for the whole city to encourage cycling. This would incur little cost and clearly reflect prioritisation of pedestrians and cyclists.</li> <li>▪ Respondent suggest CN advocate for state wide improvements in cycling awareness through drivers' licence tests.</li> <li>▪ Cycleways need to be separated from opening car doors and fast moving traffic.</li> <li>▪ Submission suggests separating cycling infrastructure spend in the budget.</li> <li>▪ Respondent requests prioritisation of works in the plan, reflected in the maps, with indicative timing and rationale for prioritisation. Submission states strategy should guide operational works and suggests inclusion of a clear methodology outlining how decisions are made to ensure best return on investment.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ Noted and supported. Wording of Action 1.1 modified.</li> <li>▪ Research undertaken in preparation of the Plan and correspondence to CN supports separation of pedestrians and cyclists. Treatments are differentiated on the wayfinding map. Proposed connections are not differentiated by treatment as in most cases they are still to be determined. Engagement to be undertaken with pedestrians in 2021 to inform a CN walking plan.</li> <li>▪ Greater Newcastle Future Transport Plan (p. 59) indicates journey to work for walking and cycling is 4% (for Greater Newcastle).</li> <li>▪ Target of doubling mode share can be reviewed in line with publication of HTS and ABS data. Targets for travel zones could be considered after publication of 2021 census results. Governance framework to address reporting on targets and setting of new targets.</li> <li>▪ Comments re 30km/h noted and largely supported, though at present, TfNSW requires a self-enforcing speed environment, which can be costly. TfNSW review of speed limits is to be finalised soon.</li> <li>▪ Noted and supported. Task to be addressed as part of Action 3.7.</li> <li>▪ Agreed. Safe Systems approach to be used.</li> <li>▪ Allocation to the Cycleways Program (as part of the Transport Portfolio) is noted separately in the Operational Plan, however, it does not include all expenditure on cycling-related initiatives. Further consideration required of how expenditure can be reported.</li> <li>▪ Cycling Plan indicates factors influencing priority. CWP will have input to prioritisation and scheduling. It is intended that maps will be regularly updated and made</li> </ul>

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
				<ul style="list-style-type: none"> <li>▪ Submission requests that key performance indicators be included so that parameters for operational works are clear. Annual reports could include information about consultations and designs completed, expenditure, lengths completed and participation. Who will oversee delivery?</li> <li>▪ \$5M allocation for 2020/21 is of note but CN needs to do more to catch up. Why is infrastructure behind schedule and how will this be addressed? A yearly allocation would be more readily estimated if a yearly km target were set.</li> <li>▪ Submission requests that commitments in the strategic document are resourced.</li> </ul>	<p>available on the web, potentially with indicative prioritisation and programming. Further consideration required.</p> <ul style="list-style-type: none"> <li>▪ Responsibility for delivery is across two CN service units - Assets and Projects and Transport and Compliance. CN has recently appointed Program Delivery Manager to oversee delivery of capital works. Action added in Cycling Plan for annual reporting.</li> <li>▪ The special rate variation committed around \$15M over ten years. Budgets cannot be determined with reasonable accuracy until investigation, consultation and design work is undertaken to confirm treatments.</li> <li>▪ Noted and supported.</li> </ul>
17	18/12/2020	TR2020/03470	Individual	<ul style="list-style-type: none"> <li>▪ Respondent proposes a protected on road cycle lanes on Park Avenue, noting that this will improve amenity (through reduced traffic speeds and potentially reduced volumes) and address actions/objectives of the NSW Government's Greater Newcastle Metropolitan Plan and the Local Strategic Planning Statement.</li> <li>▪ Respondent considers that such a route would be direct, provides active transport link to schools and other community assets and could be implemented without impact on residents or parking.</li> <li>▪ Respondents suggests that development contributions could contribute to costs through an amendment to CN's contribution plan.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ As with all proposed routes, further investigation is required to determine impacts on parking, traffic etc.</li> <li>▪ It is intended that cycling infrastructure be part funded by developer contributions.</li> </ul>
18	19/12/2020	TR2020/03471	Individual	<ul style="list-style-type: none"> <li>▪ Respondent considers that rather than public roads, dedicated cycle and walk ways should be created, potentially using area beside or over open drains and land along railway corridors.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Feasibility assessment will include consideration of alignments other than on the road network.</li> </ul>
19	23/12/2020	TR2021/00030	Individual	<ul style="list-style-type: none"> <li>▪ Comments relate to Queens Wharf bypass temporary project. Bypass supported, however respondent considers signage could be improved and the western end should be widened.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Comments circulated to relevant CN officers.</li> </ul>
20	23/12/2020	OT2021/00029	Individual	<ul style="list-style-type: none"> <li>▪ Respondent is supportive but would like to see more connections between Fletcher, Maryland and Wallsend into Newcastle.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Several regional routes, for which further work is planned, extend to the western corridor. New connections will also be implemented with development.</li> </ul>
21	27/12/2020	TR2021/00032	Individual	<ul style="list-style-type: none"> <li>▪ Respondent is complimentary of the plan and consultation undertaken but cautions that implementation needs to be properly resourced.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted and agreed.</li> </ul>

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
22	4/01/2021	OT2021/00141	Individual	<ul style="list-style-type: none"> <li>▪ Respondent noted the opportunity to work with CN on changes to the Newcastle Velodrome.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The subject matter of the submission is outside the scope of the Cycling Plan, but warrants follow-up.</li> </ul>
23	6/01/2021	OT2021/00164	Individual	<ul style="list-style-type: none"> <li>▪ Respondent considers that speed limits should be applied to shared paths.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Enforcement would be difficult, partly because speedometers are not required on bikes. CN will continue to encourage and promote safe, considerate behaviour on shared paths, by all path users.</li> </ul>
24	6/01/2021	OT2021/00165	Individual	<ul style="list-style-type: none"> <li>▪ Respondent notes behavioural issues with shared paths and considers dedicated cycle lanes on road are the better option.</li> <li>▪ Respondent requests signage and education to inform all shared path users of appropriate behaviour.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Cycle lanes will be investigated as part of feasibility assessments for proposed routes.</li> <li>▪ Noted and supported.</li> </ul>
25	6/01/2021	OT2021/00166	Individual	<ul style="list-style-type: none"> <li>▪ Respondent requests extension of cycleway on Teralba Rd to Coolah St to allow for safer crossing of Brunner Rd (at existing pedestrian crossing). Chatham Rd and Clyde St need to be a priority.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Nominated section is part of the Glebe Rd, Adamstown to Newcastle West project, in which safer crossing of Brunner Rd is proposed.</li> </ul>
26	7/01/2021	OT2021/00167	Individual	<ul style="list-style-type: none"> <li>▪ Access in the City Centre needs to be improved urgently (immediately, not staged), particularly in light of the City Centre's increasing residential population. There are multiple discontinuities and dangerous areas in the City Centre.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Cycling facilities in the City Centre are planned as part of public domain planning. This will be undertaken over several years, to match resources and budgets.</li> </ul>
27	9/01/2021	OT2021/00190	Individual	<ul style="list-style-type: none"> <li>▪ Respondent considers that the Chatham Rd Clyde St link is critical (R5 to R6 connection).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted and agreed.</li> </ul>
28	15/01/2021	OT2021/00312	Individual	<ul style="list-style-type: none"> <li>▪ Respondent considers that Hunter St should not have a cycleway (as cyclists can use Honeysuckle Dr and the foreshore).</li> <li>▪ Respondent states that cyclists do not pay registration fees or have licences and are subsidised by car drivers.</li> <li>▪ Respondent queries decision processes and costs.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cycleways in Hunter St have been approved by Council through adoption of public domain plans for the East End and West End.</li> <li>▪ Noted. The converse applies - that active transport users support roads etc. through taxes and rates.</li> <li>▪ Provision of active transport infrastructure is aligned with CSP vision and CN priorities.</li> </ul>
29	17/01/2021	OT2021/00359	Individual	<ul style="list-style-type: none"> <li>▪ Improved links between Newcastle West (CBD hub) and Mayfield are needed, particularly the bridge on Maitland Rd between Mayfield East and Tighes Hill, which is dangerous for cyclists and difficult for pedestrians. Improvements are needed all along Maitland Rd. Maitland Rd should include specific cycling infrastructure to reduce car use on this route.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted and agreed. A feasibility study of the Mayfield area has been initiated.</li> </ul>

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
30	18/01/2021	OT2021/00361	Individual	<ul style="list-style-type: none"> <li>▪ Respondent considers that more, secure bike parking is needed; bikes should be allowed on buses and trams; shaded cycleways are needed in densely built-up areas; it should be legal to ride across pedestrian crossings; it should be legal to wear sun hats while riding; there should be financial incentives for CN employees to ride to work; and that removal of car parking from the city and beaches is a good thing.</li> <li>▪ Respondent requests CN to lobby the NSW Government for a reduction in cycling fine amounts as the fines have been shown to be ineffective in achieving the stated goal (to protect cyclists).</li> </ul>	<ul style="list-style-type: none"> <li>▪ DCP rates are to be reviewed. CN is incorporating priority crossings in designs where appropriate (so riders do not have to dismount).</li> <li>▪ Noted. For consideration.</li> </ul>
31	19/01/2021	OT2021/00439	Individual	<ul style="list-style-type: none"> <li>▪ Respondent notes that CN could learn from Melbourne, which has multiple separated, protected cycle lanes, in contrast to Newcastle, where painted cycle lanes pose risks of injury from car doors. Examples provided. Respondent considers installation of fully separated bike lanes would reduce [motorised] traffic and congestion.</li> <li>▪ Respondent considers that it would be beneficial for drivers to be educated about statistics on bicycle commuting and benefits to road users (to counter abuse by drivers to riders based on misinformation).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted and supported. Feasibility investigations will assess viability of separated lanes.</li> <li>▪ Noted. CN aims to continue education and promotion activities, including education regarding appropriate behaviour by all path and road users.</li> </ul>
32	19/01/2021	OT2021/00445	Individual	<ul style="list-style-type: none"> <li>▪ Newcastle has the potential to be a national tourism destination for cycling. Disused railway tunnels throughout the LGA should be repurposed for cycle tourism. Respondent notes Fernleigh Track is a great start but more, interesting routes, for which funding could be sought from the NSW/Australian Government, are critical for national tourism significance.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted and agreed. CN focus is cycling for transport, however, projects such as the Richmond Vale Rail Trail will attract tourists.</li> </ul>
33	19/01/2021	OT2021/00918	Individual	<ul style="list-style-type: none"> <li>▪ Respondent is supportive of more cycleways but would like them built on existing roads in preference to taking up scarce park or open space regions.</li> <li>▪ Respondent would like CN and LMCC to form a single authority to take over the running and maintenance of the Fernleigh Track.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Alignments will be determined through feasibility studies and concept planning.</li> <li>▪ Noted. Maintenance is undertaken by each council. A joint committee operated in the past. CN and LMCC officers liaise on cycling issues.</li> </ul>
34	20/01/2021		Individual	<ul style="list-style-type: none"> <li>▪ Proposed path near the Regal Cinema is too tight. Respondent suggest an alternative path along Wilkinson Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Path alignment is subject to further investigation and consultation.</li> </ul>
35	20/01/2021		Individual	<ul style="list-style-type: none"> <li>▪ Avoid crossing the car park at the Regal Cinema.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Path alignment is subject to further investigation and consultation.</li> </ul>

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
36	20/01/2021	OT2021/00919	Individual	<ul style="list-style-type: none"> <li>▪ Submission relates to the proposed connection near the Regal Cinema. Cyclists have highlighted a dangerous turn. Reduction in spaces would be detrimental to Regal Cinema patrons.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Path alignment is subject to further investigation and consultation. Risk assessment and mitigation is a standard part of the design process.</li> </ul>
37	20/01/2021 9:40:59 PM	OT2021/00481	Individual	<ul style="list-style-type: none"> <li>▪ The respondent commends the plan and notes support for its overall directions. The proposed cycleway options make commuting a viable option, are well thought-out and have the potential to improve the livelihood of residents and make Newcastle a great place to live.</li> <li>▪ Respondent is supportive of a route along Darling St for safe commute to the CBD.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ Noted and supported.</li> </ul>
38	21/01/2021	OT2021/00585	Individual	<ul style="list-style-type: none"> <li>▪ Respondent considers the draft a woefully inadequate plan that will not achieve its aims, as it does not give bicycle transport the three essential components required of any transport system, namely a fleet, parking (which is not mandated in planning guidelines) and rights of way. CN should follow the lead of cities that are serious about mode shift and:</li> <li>▪ Freeze further public and private investment in car parking and roadways and put that money toward cycling and walking.</li> <li>▪ Reduce the number of its own staff who are working on projects that assist driving, and give them jobs to increase cycling.</li> <li>▪ Establish 200m radius car exclusion zones around schools.</li> <li>▪ Eagerly fine motorists who park across footpaths.</li> <li>▪ Cease the neutralisation of footpaths by property developers</li> <li>▪ Redesign commercial centres as car-free destinations.</li> <li>▪ Mandate secure parking, for bikes and eBikes, through the DCP.</li> <li>▪ There is no data to suggest that a stronger cycling plan would not be accepted.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Newcastle DCP requires bike parking in new development.</li> <li>▪ Not supported. Investment in roadways is still required to support cycling.</li> <li>▪ Not supported. Multiple projects that CN works on improve safety for all road users (e.g. traffic calming projects).</li> <li>▪ Much less traffic in close proximity to schools is desirable, however car access will still be required.</li> <li>▪ Agreed access by active and sustainable transport should be prioritised.</li> <li>▪ This is dependent on resourcing for enforcement.</li> <li>▪ Agreed that construction management plans need to place greater emphasis on maintaining safe access for vulnerable road users.</li> <li>▪ The Newcastle DCP currently requires parking for bikes. Rates are to be reviewed (as per LSPS).</li> <li>▪ Past engagement, consultation on traffic management devices such as pedestrian refuges and crossings, in addition to the recent exhibition on the draft Parking Plan suggest otherwise.</li> </ul>
39	21/01/2021	OT2021/00586	Individual	<ul style="list-style-type: none"> <li>▪ Maud St bridge could be widened to enable safer crossing for cyclists and pedestrians and help link Warabrook.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The rail overbridge is not a CN asset. Preliminary investigation of access issues indicates that widening (in the short to medium term) would be cost prohibitive.</li> </ul>

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
				<ul style="list-style-type: none"> <li>▪ More bike parking and storage (for residents and visitors) is needed (shopping areas, apartment blocks etc.).</li> <li>▪ The respondent supports separation of cycling facilities from motorised traffic. Newcastle could be a leader in having a green and environmentally sustainable city.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Newcastle DCP includes provisions for bike parking. A review of provisions is to commence in the short term.</li> <li>▪ Noted and agreed.</li> </ul>
40	22/01/2021	OT2021/00920	Individual	<ul style="list-style-type: none"> <li>▪ Respondent queries expenditure on cycling infrastructure over roads and bridges.</li> <li>▪ CN has wasted money on light rail, which should not have been built.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Community surveys indicate that cycleways are a priority. There is much greater spending on roads than cycling.</li> <li>▪ NSW Government is responsible for light rail.</li> </ul>
41	22/01/2021	OT2021/00921	Individual	<ul style="list-style-type: none"> <li>▪ Submission supports the Plan.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> </ul>
42	22/01/2021	OT2021/00648	Individual	<ul style="list-style-type: none"> <li>▪ Respondent endorses the Plan. More, safe cycleways are good for our health and the environment and climate change adaptation.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted and agreed.</li> </ul>
43	23/01/2021	OT2021/00649	Individual	<ul style="list-style-type: none"> <li>▪ Respondent requests that adequate and safe access to the kerbside is considered, for services and emergency vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Access for services and emergency vehicles is considered in the design process.</li> </ul>
44	23/01/2021	OT2021/00650	Individual	<ul style="list-style-type: none"> <li>▪ Respondent is pleased there is a plan and hopes the map will be used in other applications (e.g. an App).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Mapping could be incorporated in an App.</li> </ul>
45	23/01/2021	OT2021/00651	Individual	<ul style="list-style-type: none"> <li>▪ Respondent requests more details about proposals for Corlette Street, and if the option for making Corlette Street and Bruce Street one way in opposite directions has been considered. Residents deserve more information before the plan is endorsed.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Concept design only has been done for Corlette Street. Public exhibition of the concept plan is to be undertaken prior to progressing design.</li> </ul>
46	23/01/2021	OT2021/00652	Individual	<ul style="list-style-type: none"> <li>▪ Respondent suggests that a cycle path on Corlette Street could work with implementation of one way traffic (with dual way cycle path on the eastern side and north-flowing traffic. Garbage bins could be placed on one side or consolidated on each block.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Concept design only has been done for Corlette Street. Public exhibition of the concept plan is to be undertaken prior to progressing design. The concept design was for a bike boulevard treatment (traffic calming measures).</li> </ul>
47	24/01/2021	OT2021/00653	Individual	<ul style="list-style-type: none"> <li>▪ Point to point routes work for people living in the city, however loops are key to increasing cycle tourism.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. CN is working with LMCC and other Lower Hunter councils on cross-LGA routes, which could be potential circuits.</li> </ul>
48	24/01/2021	OT2021/00654	Individual	<ul style="list-style-type: none"> <li>▪ Safe bike paths would encourage more cycling and reduce reliance on cars.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted and agreed.</li> </ul>

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				<ul style="list-style-type: none"> <li>▪ Curzon Road is a great location for a cycleway for people who commute to John Hunter Hospital, as would a cycleway on Carrington Parade. This would reduce pressure on hospital parking. People with prams and wheelchairs could also use the path.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Support for connections in New Lambton noted. The specific treatments have not been determined and are subject to future investigation and design.</li> </ul>
49	25/01/2021	OT2021/00655	Individual	<ul style="list-style-type: none"> <li>▪ Respondent requests legalisation of riding on footpaths, as it much safer for those who fear vehicular traffic.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. It is intended that new facilities be separated from traffic and/or measures implemented which will result in a low speed, low traffic volume environment for the route. Legalisation of riding on footpaths is a matter for the NSW Government.</li> </ul>
50	25/01/2021	OT2021/00656	Individual	<ul style="list-style-type: none"> <li>▪ Respondent is a strong supporter of cycling in Newcastle and of the Cycling [Working Party] but is also a strong supporter of the Regal Cinema, and is concerned that the proposed cycleway will consume the car park. A commonly held view is that loss of the car park would result in closing of the cinema. The matter may be as simple as the cycleway following the car park perimeter. Respondent is hopeful that a compromise can be agreed.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. This section of the cycle connection has not been designed. CN should have limited zoom capacity on the exhibition maps as for the majority of routes, alignments have not been finalised. A connection from Blue Gum Road to just east of the transport stop has been designed and is scheduled for construction in 2021. The section east of the transport stop will be subject to further stakeholder input (project currently on hold).</li> </ul>
51	25/01/2021	OT2021/00657	Individual	<ul style="list-style-type: none"> <li>▪ The submission notes that some residents are concerned about the proposed cycleway on Corlette Street - that is will involve loss of trees and/or parking or change in traffic flow. A suggestion is made to connect the Verve path with the National Park shared path and new cycleway on Union Street, removing the need for one on (much narrower) Corlette Street, which could continue operating as it is. The respondent requests advice regarding future consultation opportunities, noting the interest of Cooks Hill residents in development of the cycleway and, should it</li> </ul>	<ul style="list-style-type: none"> <li>▪ Concept design only has been done for Corlette Street. Public exhibition of the concept plan is to be undertaken prior to progressing design. The concept design was for a bike boulevard treatment (traffic calming measures). Union St was considered in feasibility assessment.</li> </ul>
52		OT2021/00658	University of Newcastle	<ul style="list-style-type: none"> <li>▪ The University is very supportive of the Cycling Plan and believes it will assist in achieving the targets of its Environmental Sustainability Plan 2019 - 2025 and other transport commitments.</li> <li>▪ The University strongly supports CN's intention to design and implement routes in accordance with the Safe System approach.</li> <li>▪ The University is supportive of CN progressing implementation of Sustainable Development Goals.</li> <li>▪ The University encourages a safer, direct and continuous cycle path connection from the city to the Callaghan campus (e.g. R6) and advocates for a separated cycleway for the length of this route.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ Noted.</li> <li>▪ Noted.</li> <li>▪ Noted and supported. CN expects to progress work on the Maud St crossing in 2021.</li> </ul>

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				<p>The University is pleased to note identification of works required at the Maud Street crossing.</p>	
53		OT2021/00659	Newcastle Cycleways Movement	<ul style="list-style-type: none"> <li>▪ Overall, NCM is pleased with the wording and intent of the Cycling Plan, but is concerned about the likelihood of objectives being achieved as planned. NCM is concerned that certain aspects of the approach described in the document are expressed in aspirational terms rather than clear plans.</li> <li>▪ The document calls for separation of cyclists from motorised traffic. NCM also considers it necessary to separate cyclists from pedestrians, particularly on commuting routes where average speeds of the two groups differ significantly.</li> <li>▪ In NCM's view, on-road bi-directional and control flow bike lanes, whether separated or not, are not safe, as traffic at driveways and intersections typically fails to see bicycles travelling counter to the traffic flow. This has proven to be an issue with the Honeysuckle 'pop-up' lane and is a failing of the facility proposed in the West End Stage 2 Streetscape Plan. The 'pop-up' facility proposed for Hunter Street as twin uni-directional lanes is an exciting development and should be the goal for all on-road lanes in future.</li> <li>▪ The reduction in road speeds is highly desirable, but does not impact on the extremely important conflict between pedestrians and bike riders, particularly on higher traffic arterial and sub-arterial roads, where there is no suggestion to reduce speeds significantly.</li> <li>▪ In NCM's view, there is insufficient protection for pedestrians on our streets and roads. Pedestrian crossings are spaced too far apart and often not on all legs at intersections.</li> <li>▪ Developers' and CN's own construction sites routinely failed to provide safe and convenient access for riders and pedestrians.</li> <li>▪ Enforcement of equal rights of way is essential for achieving the goals of the Cycling Plan. Cars have presumed right of way everywhere, putting vulnerable road users in precarious positions. The incidence of car parking in bike lanes and across footpaths is high in Newcastle, and enforcement of rules is almost non-existent.</li> <li>▪ NCM would like to see more frequent measurement of the key indicators listed on pages 38 and 39 of the Cycling Plan. An extensive annual survey could measure all or most of the parameters. The target to double mode share of trips to work to 4% by 2030 requires annual growth of 7.2%.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Resourcing for implementation will be critical.</li> <li>▪ Noted and supported. Feasibility investigations will consider potential for separation of cyclists and pedestrians.</li> <li>▪ Noted and supported. Preferred treatments will be determined subject to investigation and consultation.</li> <li>▪ Reduction in speed and traffic calming will be options for some routes.</li> <li>▪ Noted and agreed. Engagement on a pedestrian network is to be undertaken in 2021.</li> <li>▪ Agreed that construction management plans need to place greater emphasis on maintaining safe access for vulnerable road users.</li> <li>▪ Noted and agreed. Enforcement is subject to resourcing.</li> <li>▪ Noted and agreed. Additional comments included in 'Measuring Progress'. Action included for regular reporting (Implementation Plan).</li> <li>▪ Noted and supported. CN is liaising with LMCC and HNEH.</li> <li>▪ Noted and agreed. Resourcing is critical.</li> <li>▪ Noted and supported. Wording modified (p. 27).</li> <li>▪ Noted and supported. Consultation is to occur at feasibility/concept stage.</li> <li>▪ Noted. The alignment for this section has not been finalised.</li> <li>▪ Noted. CWP will have input to prioritisation. Feasibility study for Mayfield has been initiated.</li> </ul>

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				<p>This should be matched by a target of 7.2% growth in trip counts as demonstrated by electronic counters on major routes so success or failure can be reported every year, not just the end of the decade. This is important to maintain momentum and more nimbly react to changes in a rapidly evolving urban environment.</p> <ul style="list-style-type: none"> <li>▪ NCM has proposed formalising a program to assess hospital admissions related to cycling accidents and would like to explore this further with CN and LMCC.</li> <li>▪ NCM is concerned CN service units tasked with delivering the Cycling Plan are insufficiently resourced. Projects take too long to implement and it appears there is inadequate staffing to bring projects to a 'shovel ready' point. There will need to be significant investment by CN in planning, design, consultation etc. if the goal of the Cycling Plan is to be achieved in a realistic timeframe.</li> <li>▪ At p. 25, the list of principles of network planning should include the value of being in clean air. NCM would support minimum indoor bike parking (p. 31). High quality bike parking should offer protection from rain, sun, a structure to lock the bike to which supports the frame, and passive surveillance. NCM would like to see better integration of bikes with public transport, including bike racks on buses and light rail. Drinking fountains and rest areas with shade are important features of high quality cycling environments.</li> <li>▪ NCM notes that proposals in the maps are long-standing and requests that stakeholders be consulted early and frequently in their development to ensure the best outcome.</li> <li>▪ NCM notes that the proposed short section of cycleway near Moore Street and University Drive has attracted undue attention. The current conditions are unsafe for walkers and bike riders. The opponents are objecting vociferously to removal of car parking spaces, even though there are on street and other alternatives. They state that the CN proposed configuration presents a danger to cyclists as they may meet head on at 40km/h closing speed. NCM regards such an occurrence to be extremely unlikely.</li> <li>▪ NCM notes insufficient detail on an important east-west route on Map 16. Having previously proposed an alignment for this route, NCM would like an opportunity for immediate discussion on its implementation. NCM would like to see major commuter routes into the city prioritised, in particular, routes from and through Mayfield. NCM consider much can be achieved by forming neighbourhood-scale 'cycling villages', where the principles in the Cycling Plan could be implemented at a manageable scale.</li> </ul>	

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54	25/01/2021	OT2021/00664	Parks & Playground Movement Inc.	<ul style="list-style-type: none"> <li>▪ The submission proposes an alignment for the cycleway connection from Blue Gum Rd to the tunnel near Moore Street, which is considered to allow for improvement to 'Birmingham Place' for parking, landscaping, a pathway connection and single vehicle entry point. Attached notes indicate how the alignment addresses CN's aims for the Moore Street project. The alignment allows for 3m pavement and 500mm verges.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. This section of the cycle connection has not been designed. Alignment has not been finalised. A connection from Blue Gum Road to just east of the transport stop has been designed and is scheduled for construction in 2021. The section east of the transport stop will be subject to further stakeholder input.</li> </ul>
55	25/01/2021	OT2021/00669	Regal Cinema	<ul style="list-style-type: none"> <li>▪ The Regal Cinema supports plans for a cycleway link that will join Blue Gum Road with the University underpass. The plan for the cycleway to go through the car park at the corner of Wilkinson Avenue and Moore Street, Birmingham Gardens, is dangerous for cyclists, pedestrians and cars. The respondent requests that the cycleway be moved slightly and an alternative route along Wilkinson Avenue be used. The submission notes that the connection shown is not carpark currently allows for parking of 38 cars, and that the interaction of cyclists, pedestrians and patrons would be unsafe.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. This section of the cycle connection has not been designed. A connection from Blue Gum Road to just east of the transport stop has been designed and is scheduled for construction in 2021. The section east of the transport stop will be subject to further stakeholder input.</li> </ul>
56		OT2021/00672	Individual	<ul style="list-style-type: none"> <li>▪ The submission notes strong support for cycling in Newcastle from all sections of the community, due to its economic, health, environmental and urban development benefits. It states that the draft Cycling Plan is a well-researched, written and presented document that could lay the foundation for a comprehensive program to promote active transport in Newcastle, as was the previous strategy.</li> <li>▪ The obvious problem is in governance and delivery of the cycling strategy. Funds have not been spent, progress has been minimal and some 'cycleways' projects extremely poor, for example, the path on the north side of Donald Street between Lawson Street and Samdon Street.</li> <li>▪ Use of shared paths as the go-to solution is just creating conflict between pedestrians and bike riders, delivering poor infrastructure for both.</li> <li>▪ Major projects such as the Hunter Street cycleway and Maud Street crossing make tortuously slow progress. What will be different? Greater transparency in reporting, clear performance indicators, genuine engagement, adequate budget and staff resources are needed.</li> <li>▪ The draft Cycling Plan could be improved by emphasising shared paths are a last resort, setting more ambitious targets (4% will probably be reached by business-as-usual and will not achieve a reduction in injury or safety concerns) and addressing governance and delivery issues to ensure that it actually delivers.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ Noted and agreed. Governance arrangements need to be sorted and additional resources secured.</li> <li>▪ Feasibility investigations for new routes will assess options for separation of cyclists from motorised traffic and from pedestrians.</li> <li>▪ Noted and agreed. Additional comments included in 'Measuring Progress'. Implementation Plan to be reviewed annually.</li> <li>▪ Journey to work mode share target may be revised following release of 2021 ABS census data. As suggested in other submissions, targets for specific travel zones may be considered. Comments regarding governance, delivery and resourcing noted.</li> </ul>

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57	25/01/2021	OT2021/00676	Individuals	<ul style="list-style-type: none"> <li>▪ Submission notes concern on impacts on trees, parking and traffic of the proposed cycleway on Corlette Street. Cyclists comfortably use the space and there are projects in other areas that present better value for money.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Concept design only has been done for Corlette Street. Public exhibition of the concept plan is to be undertaken prior to progressing design. The concept design was for a bike boulevard treatment (traffic calming measures).</li> </ul>
58	25/01/2021		Individual	<ul style="list-style-type: none"> <li>▪ Blue Gum Rd to underpass connection should go around the car park and not through it.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. This section of the cycle connection has not been designed. A connection from Blue Gum Rd to just east of the transport stop has been designed and is scheduled for construction in 2021. The section east of the transport stop will be subject to further stakeholder input.</li> </ul>
59	25/01/2021	OT2021/00677	Individual	<ul style="list-style-type: none"> <li>▪ Respondent would not support a cycleway on Corlette Street if parking spaces are to be lost.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Concept design only has been done for Corlette Street. Public exhibition of the concept plan is to be undertaken prior to progressing design. The concept design was for a bike boulevard treatment (traffic calming measures).</li> </ul>
60	25/01/2021	OT2021/00678	Cooks Hill Community Group	<ul style="list-style-type: none"> <li>▪ The Cooks Hills Community Group does not support the draft Cycling Plan in its current form, in particular, implied removal of on street parking to make way for cycleways.</li> <li>▪ On street parking in Cooks Hill is in high demand. Though supportive of cycleways in general, residents do not support a strategy that would prioritise cycling over parking.</li> <li>▪ The Cycling Plan is flawed in its assumption that increasing cycle use and reducing car dependence for travel will result in a reduction in the need for car parking.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ Noted and agreed. Increased mode share to active transport and reduced mode share to private vehicles are clear community priorities and key to CN's Community Strategic Plan and Local Strategic Planning Statement. Road space is limited. In some circumstances, it will be appropriate to limit parking, however, such measures will not be undertaken without detailed investigation and consultation.</li> <li>▪ Noted but not agreed.</li> </ul>
61	25/01/2021	OT2021/00666	Individual	<ul style="list-style-type: none"> <li>▪ Respondent considers that there has been some good investment and consideration of cycling but neglect of some black spots. There are still many gaps in the network.</li> <li>▪ The Cycling Plan must continue to address needed culture change by reducing speeds, improving signage and education strategies. The incidence of cycling accidents is too high. Risks to cyclists, human life in general, should not be tolerated. Cycling infrastructure presents the best way to get cars off the roads.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. The need for more investment and action on key gaps and black spots is recognised.</li> <li>▪ Noted and supported.</li> </ul>

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62	25/01/2021	OT2021/00679	Individual	<ul style="list-style-type: none"> <li>▪ Submission notes lack of support for expansion of cycleways if it results in loss of on street parking for residents (e.g. in Corlette Street).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Road space is limited. In some circumstances, it will be appropriate to limit parking, however, such measures will not be undertaken without detailed investigation and consultation.</li> </ul>
63	25/01/2021	OT2021/00680	Neuron Mobility (E-scooter operator)	<ul style="list-style-type: none"> <li>▪ The submission discusses the role of e-scooters in the transport mix of a city. E-scooters belong to a broad category called Personal Mobility Devices (PMDs), which encompass a range of battery powered devices allowing for micromobility transport solutions. E-scooters present a much more environmentally friendly alternative to car journeys. Experience in Canberra suggests that 42% of all e-scooter rides directly replace car journeys. E-scooters make public transport more viable. While some e-scooter rides do replace cycling, e-scooters should be seen as a complement to cycling rather than a threat. As noted in the Cycling Plan, there is a subset of the population that has no interest in cycling. E-scooters may be an option. Data from Brisbane showcases success with support of first-mile and last-mile transportation. PMDs play an important role in providing COVID safe transport options. Neuron Mobility is highly supportive of the initiatives outlined in the Cycling Plan, noting an extended network of paths means better infrastructure for e-scooters. E-scooter ride sharing reduces car traffic and eases pressures on parking. However, NSW legislation needs to be updated to allow for e-scooters (not currently allowed on NSW roads and road related areas). Neuron Mobility is keen to work with CN to develop a proposal for design of an e-scooter ride sharing trial.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The role of e-scooters in the transport mix, and other points are noted, however much of the content of this submission is outside the scope of the Cycling Plan.</li> </ul>
64	25/01/2021	OT2021/00681	Individual	<ul style="list-style-type: none"> <li>▪ Mackie Avenue provides excellent access to the Fernleigh Track and the inner city however its condition is poor and likelihood of an accident high. Unfortunately there are few safe alternatives at present.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. Renewal of Mackie Avenue has been programmed.</li> </ul>
65	25/01/2021	OT2021/00682	Individual	<ul style="list-style-type: none"> <li>▪ Submission congratulates CN on its decision to make Newcastle a more suitable and inviting location to cycle.</li> <li>▪ Submission notes that the draft does not cover all aspects or types of cycling and that its scope is limited to shared paths and cycleways (a term which is used in a confusing and misleading way). Consultation with additional stakeholders, including racing cycling clubs and mountain bike clubs and bike shops, is recommended.</li> <li>▪ Maintenance and cleaning of existing routes is not covered and is an important issue. CN needs to ensure cycle lanes are clear of debris and must fund regular sweeping/cleaning to maintenance schedules to better manage this risk.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ Agreed that there could be broader representation on the CWP, however, the focus of the Cycling Plan is increasing mode share to riding for transport, by encouraging new riders and improving safety.</li> <li>▪ Maintenance is undertaken in accordance with the City Wide Maintenance Procedure and on request. Procedure is due for review.</li> <li>▪ Noted and supported. Additional measures added. Local Government Cycling Participation Survey reports on participation by age group.</li> </ul>

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
				<ul style="list-style-type: none"> <li>▪ Measures need to be added to report more fully on progress with participation/diversity, e.g. to capture older riders, school-aged children and those with specific needs.</li> <li>▪ The plan does not focus much on the different types of cyclists and their needs. Social cyclists, commuters and competitive cyclists have quite different needs.</li> <li>▪ The plan should consider the possibility of bike paths to be installed along rail corridors.</li> <li>▪ Newcastle is lacking in appropriate facilities for competitive cyclists - road racing in particular. Shared paths are not suitable for training at high speeds. The draft Plan does not mention how competitive cyclists' needs will be addressed. The submission queries potential for provision of facilities for competitive cyclists in the Hunter Sports and Entertainment Precinct. Upgrading the track around Townson Oval or another sporting field are suggested options. Members of local cycling clubs need to travel to the Hunter Economic Zone to hold their weekly races as there is no safe venue in Newcastle. The draft Plan does not address development of facilities to host cycling events. The submission questions potential for cycling events to be staged in Newcastle.</li> <li>▪ The submission notes the draft Plan provides limited space data and suggests that design should allow, at minimum, for at cyclists riding two abreast passing pedestrians walking two abreast. The respondent requests that all decision making in relation to cycling infrastructure be subject to risk assessment on a case by case basis.</li> <li>▪ CN needs to commit to resourcing, planning, consulting, maintaining, improving and expanding the cycling network across the city.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted and agreed. Needs of different types of cyclists are covered in other references, such as Austroads. The Plan moves away from this form of categorisation.</li> <li>▪ Feasibility assessments will consider potential for routes in rail corridors. Historic difficulties associated with progressing works in rail corridors mean that shorter term solutions which are achievable within CN jurisdiction need to be pursued. Similar difficulties are noted for potential routes along drainage corridors controlled by Hunter Water.</li> <li>▪ Agreed that shared paths are not suitable for high speeds. Sports cycling is not directly addressed in the Plan. While separated cycle facilities are to be implemented where possible, further investigation is required to determine where dedicated training routes can be provided. CN considers that this subject (and mountain biking) should be addressed on a regional basis, and will liaise with the Hunter Joint Organisation to do so. Suitable venues for training and competing are needed. The Strategic Sports Plan (adopted 8/12/20) acknowledges further investigation required.</li> <li>▪ Noted. Designs to be undertaken with reference to Austroads publications. Risk assessment and mitigation is a standard part of the design process.</li> <li>▪ Noted and agreed. Allocation of more resources and improved governance arrangements are required.</li> </ul>
66	25/01/2021	OT2021/00683	Individual	<ul style="list-style-type: none"> <li>▪ Respondent congratulates all those who contributed to the draft Plan. Its implementation and actual spend of allocated budget are of critical importance, therefore the respondent requests an annual report on spending, construction progress, design adaptations and rationale, for the life of the Plan.</li> <li>▪ When designs are confirmed after exhibition, the respondent requests that those who made submissions be notified and the final treatment plan advertised in the local government notices section of publications accessible by all rate payers.</li> <li>▪ Each treatment requires a cost-benefit analysis that considers the relative gain towards the objectives of the Cycling Plan in relation to costs.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted and agreed. An action has been added to address annual reporting.</li> <li>▪ Exhibition web pages/project pages can be updated to show revised plans and project timelines. Subject to resourcing, notification to those who made submissions could be done.</li> <li>▪ Feasibility assessment will address different treatment options and costs. Multicriteria analysis will be undertaken to determine preferred option(s) and treatments, however full CBA is not likely to be undertaken, with the possible exception of major projects. A 'between the kerbs' approach would likely reduce costs, but may involve other trade-offs.</li> </ul>

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
				<p>The submission notes recent progress by City of Sydney in installation of bike lanes with implementation of a 'between the kerbs' approach (as opposed to costly relocation of services and assets).</p> <ul style="list-style-type: none"> <li>▪ The submission suggests a cycle design review step be added to all capital roadworks projects, in addition to cycleways projects, to ensure contribution to safe cycling.</li> <li>▪ The submission notes strong support of several specific actions, including development of a toolkit and suite of standard drawings, feasibility studies for route alignments and local area traffic management study methodology. The submission notes issues at several specific locations, including the intersection of Glebe Rd and Smith Street, the intersection of Union Street and King Street and Hunter Street at Perkins Street, where designs, operating conditions or signage contribute to risks for cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ Noted. Issues to be investigated.</li> </ul>
67	26/01/2021	OT2021/00668	Individual	<ul style="list-style-type: none"> <li>▪ The submission notes concerns about the proposed connection from Blue Gum Road to the underpass near Moore Street. A previously advertised scheme showed the link through the car park used by patrons of the Regal Cinema and upgrade of the car park, with a significant loss of parking. The scheme resulted in strong community opposition, resulting in it being placed on hold. The respondent acknowledges the importance of this link and requests that Council considers locating the cycleway link in a manner that does not result in loss of parking. The submission includes a diagram indicating how this may be achieved. Several options are presented.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. This section of the cycle connection has not been designed. A connection from Blue Gum Road to just east of the transport stop has been designed and is scheduled for construction in 2021. The section east of the transport stop will be subject to further consultation and design.</li> </ul>
68	26/01/2021	OT2021/00673	Individual	<ul style="list-style-type: none"> <li>▪ The respondent considers that improving cycling is a great step forward but what needs to change most is the attitude of the public to cycling. With more people riding and recognising cycling as a legitimate form of transport, behaviour towards cyclists will improved.</li> <li>▪ The submission provides examples of poor and dangerous behaviour of drivers to riders and suggests that signage and more green lanes may assist. All roundabouts need green lanes. It is particularly bad if a cycle lane ends before an intersection or roundabout.</li> <li>▪ The respondent requests more work by CN and LMCC on both ends of the Fernleigh Track to facilitate access. Pedestrian/cycle lights are needed.</li> <li>▪ The respondent requests that works are supported by a campaign to encourage people to get out of cars and on their bikes.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. CN aims to continue its cycling and education program, to encourage safe, considerate behaviour by all road and path users. Agreed that more people cycling will assist in changing attitudes.</li> <li>▪ Cycling Plan aims to address gaps/discontinuities on nominated routes. Liaison required with TfNSW to address issues on the State road network.</li> <li>▪ Feasibility assessment has been undertaken to examine options for connection of the Park Ave shared path with the Fernleigh Track. Further work is required to confirm preferred option.</li> <li>▪ Noted and agreed. CN aims to continue its cycling education and promotion project. Refer to <a href="https://www.newcastle.nsw.gov.au/on-your-bike/home">https://www.newcastle.nsw.gov.au/on-your-bike/home</a> for campaigns for past campaigns.</li> </ul>

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
69	27/01/2021	TR2021/00296	Individual	<ul style="list-style-type: none"> <li>▪ Submission states that Newcastle has a legacy of extremely wide streets serving a local street function, with two lanes of traffic and parking both sides, which present cost effective options for inclusion of two-way separated cycleways, without loss of functionality.</li> <li>▪ Removal of parking on some other corridors (such as Maitland Rd along Islington Park) for a bike lane would increase safety and connectivity.</li> <li>▪ Respondent suggests a connection from Albert St to outskirts of Hawkins Oval and along the rail corridor, linking to Honeysuckle.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Feasibility studies will investigate potential for separated, cycle-only lanes and likely impacts. Each section needs consideration on a case by case basis, having regard for its movement and place function. An additional route was added along Gordon Ave for investigation.</li> <li>▪ The Mayfield feasibility study has been initiated. Maitland Road (along Islington Park) is in the study area.</li> <li>▪ The Albert St suggestion was considered in conjunction with a Robert St Wickham suggestion. Robert St was indicated in preference due to lower, slower traffic volumes, to achieve broader coverage with regard to nearby routes and potential for a lower cost intervention as a secondary route.</li> </ul>

**ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER**

**CCL 23/02/21 – ADOPTION OF CYCLING PLAN**

**ITEM-8**      **Attachment C:**      Summary of Key Points – Social Pinpoint Map –  
Draft Cycling Plan

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### SUMMARY OF KEY POINT – SOCIAL PINPOINT MAP – DRAFT CYCLING PLAN

- 129 submissions were received via the Social Pinpoint Map from 49 respondents.
- The majority of respondents supported the proposed network and welcomed the provision of safer connections along the primary network.
- City of Newcastle (CN) proposals that, as indicated by comments, were supported in principle include:
  - improving safety and amenity from Fernleigh Track to the City Centre via two routes east and west of the train corridor
  - improving permeability and safety within the CBD (including the proposed east-west routes along Hunter Street and Honeysuckle Drive)
  - improving access to key commuter destinations such as the John Hunter Hospital and the University of Newcastle
  - improving safety along Hubbarb, Chinchin and Clyde streets, Islington as well as Chatham Road, North Hamilton
  - improved connectivity through National Park, Newcastle West
  - improved connections to New Lambton local centre from the south
  - a proposed new path along the northern shore of Throsby Creek (to alleviate congestion along the busy shared path route on the southern side of the creek and improve access to Mayfield).
- Overall, few submissions amounted to objections, but concerns relating to potential loss of parking and/or amenity at specific locations were raised:
  - Hunter Street, City Centre (parking)
  - Corlette Street, Cooks Hill (parking and/or street amenity)
  - Moore Street, Birmingham Gardens (loss of parking). The shared path programmed for construction in 2020/21 will end at the carpark and users will make their own way through the car park to the tunnel entrance. A review of the carpark design and options to complete the path will be undertaken but has not been scheduled to date.
- A significant number of locality-specific safety and amenity issues were raised, the majority of which would be addressed on a project-by-project basis as the network is implemented, including:
  - Parry Street, Newcastle West
  - Multiple intersections within the City Centre
  - Intersections along the City Centre to Merewether route
  - Intersections along the R6 route from the University to Wallsend
  - Difficulties for cyclists using the shared path and contra-flow lanes along Bathers Way
  - Detailed design of the pop-up cycleway along Honeysuckle Drive
  - Crossing busy roads along routes to Fernleigh Track (roundabout at Park Avenue, St James Road, Bruncker Road, Chatham Road)
  - Safety issues along Hubbard and Chinchin Streets, Islington (existing cycle lane) as well as Clyde Street and Chatham Road, Hamilton North
- Some issues relate to the maintenance of existing assets (CN and Transport for NSW), such as:
  - surfacing along Mackie Avenue, Morgan Street and the R6 route between the University and Wallsend, the R5 east-west route along Styx Creek behind Hunter Stadium, Chatham Road and Industrial Drive
  - lighting along the R5 east-west route behind Hunter Stadium along Styx Creek

- A number of issues relate to compliance, such as:
  - poor management of pedestrian and cycle traffic around construction sites through the city
  - bicycle lanes and pathways occupied by parked vehicles

Responsibility for approval and enforcement of these issues lies with CN and highlights the need to elevate safe pedestrian and cycle access in the approval process for traffic management plans associated with road occupancy permits for construction works and other purposes, as well as more focused attention on enforcement.

- New routes have been added to the maps at the following locations:
  - Broadmeadow Station to City Centre via Denison Street (for evaluation with Everton Street route)
  - a continuation of Fern Street Islington to Hubbarb Street
  - improved permeability to Hamilton local centre via Lindsay Street
  - a potential off-road link through Gregson Park, Hamilton
  - a north-south link along Gordon Avenue from Selma Street to Jenner Parade
  - a link from the Carrington to Islington via Roberts Street, Wickham
  - a central east-west link along Robertson Street, Carrington to the foreshore path
  - links from New Lambton local centre north to Lambton via Tauranga Road and east to Broadmeadow via Alma Lane
  - an east-west link from Rowlands Park, Merewether, along Railway Street and north-west to Darling Street, Hamilton South (alternative to Glebe Road)
  - a direct link from the Stockton Bridge western stair to Cormorant Drive to cater for commuters on Kooragang Island.

In preparing the network plan, staff grappled with the dilemma of documenting a network that could be delivered through CN's Cycleways Program in the foreseeable future versus providing a comprehensive, more aspirational planning tool. The final version represents the latter and several points should be noted:

- Corridor preservation identifies and secures land for future transport corridors, before competing development prevents land from being available. It is important when planning for the needs of growing communities who rely on different transport modes and provides certainty for land owners, land use planners and developers.
  - Additional to primary routes, it includes a finer-grained network, particularly in denser, flatter inner suburbs with greater potential for cycling uptake.
  - Whilst separation is emphasised as a key goal, particularly for primary routes, secondary routes may often be suited to quicker, low cost treatments that legitimise the presence of cyclists (such as painted bicycle symbols, painted green lanes through intersections and traffic devices such as Klemmfix barriers). It is important to maintain a flexible toolkit of treatments to suit a complex range of design challenges.
  - Making the map easily available through CN's GIS system and public website will increase opportunities to deliver elements of the network through other government agencies, private development and CN's other delivery programs.
  - All routes will require staged investigation to confirm their viability and business case. In some instances two or more routes are noted to maintain flexibility during the investigation phase (e.g. Denison and Everton Streets, National Park area) or to provide short term connectivity whilst longer term projects are pursued (e.g. Maud Street).
- Some gaps identified in the proposed network occur along major vehicular corridors (arterial, sub-arterial and collector roads) such as:

- Hunter Street /Maitland Road corridor (City Centre to Mayfield)
- Pacific Highway (Newcastle to Charlestown)
- Howe Street (New Lambton to Jesmond cycle way)
- Glebe Road (Merewether to Adamstown)
- Park Avenue (Kotara)
- Gordon Avenue (Newcastle West to Hamilton South)

These routes are generally identified by more experienced, confident commuters with a preference for fast, direct routes.

These roads are typified by high volume, higher speed traffic and heavy vehicle movements and the corridor width may be spatially constrained. This presents significant challenges for retrofitting cycling lanes. Where available, parallel/alternative routes are indicated in the maps. Where significant challenges require comprehensive investigation to identify suitable routes, they have been omitted to avoid pre-empting recommendations from any such study (e.g. Maitland Road – Mayfield Feasibility Study).

It should be noted that the majority of routes shown in the maps require further investigation before alignments and treatments are finalised. It is intended that the maps be regularly updated and published, to incorporate outcomes of investigations and identify completed works.

- A number of comments highlighted opportunities where inter-departmental (CN) and inter-agency liaison can help deliver elements of Newcastle's cycling network, such as:
  - John Hunter Hospital Health and Innovation Precinct (improving cycle access and parking security on the campus)
  - Centre of Excellence upgrade to District Park (coordinating the proposed east-west link along Perth Road, Broadmeadow)
  - Broadmeadow Sports Precinct (cycle sporting facilities such as a velodrome upgrade)
  - National Parks and Wildlife Service (upgrading Glenrock mountain bike trails)
  - Port Authority of NSW's Macquarie Pier upgrade (Newcastle Breakwall)
  - Transport for NSW (upgrades along state roads, speed changes)
  - Adjoining councils (Port Stephens and Lake Macquarie)
  - Other CN programs (such as Local Centres, City Centre Revitalisation, Coastal Revitalisation and Roads Programs).

**ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER**

**CCL 23/02/21 – ADOPTION OF CYCLING PLAN**

**ITEM-8**      **Attachment D:**      Summary of Changes to the Draft Cycling Plan and Maps

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## SUMMARY OF CHANGES TO EXHIBITED DRAFT CYCLING PLAN

Page	Change (Highlighted or strikethrough)
P. 2	<p>Contact details added:</p> <p>For information about the Cycling Plan, contact Transport and Compliance, City of Newcastle.</p> <p>Published by City of Newcastle</p> <p>PO Box 489</p> <p>NEWCASTLE NSW 2300</p> <p>Phone 4974 2000</p> <p>mail@ncc.nsw.gov.au</p> <p>newcastle.nsw.gov.au</p> <p>2021 City of Newcastle</p>
P. 15	<p>Strategy 1.3a Ensure <del>safe</del> <b>safe</b> road networks through effective planning and maintenance</p> <p>Add objective (above Strategy 7.3a)</p> <p>Objective 7.3 Active citizen engagement in local planning and decision-making processes and a shared responsibility for achieving our goals</p>
P. 24	<p>(Following para 1, insert para 2 from p. 27, with changes).</p> <p><b>Unless otherwise signed, Footpaths</b> footpaths throughout the city are able to be used by riders under 16. An adult rider supervising a <del>ride</del> <b>rider</b> under 16 may also ride with the young rider on the footpath, as can young people aged 16 or 17, when accompanied by a child under 16 and a supervising adult. <b>A rider carrying a passenger under 10 on their bike or in a trailer, may also ride on the footpath.</b></p> <p>Action 1.1 Design and implement cycle routes in accordance with the Safe System approach. Cycling facilities will be physically separated from motorised traffic and/or speeds reduced to 30km/h. <b>Where possible, separated dedicated space for pedestrians and cyclists will be provided.</b></p>
P. 27	<p>Para 2 moved to p. 24.</p> <p>(Para 5) Maps at Appendix 1 indicate existing routes, proposed new routes and major upgrades. <b>The majority of routes require feasibility studies to determine final alignments and treatments. Options will be assessed having regard to the network planning principles described previously, and other relevant considerations, such as proximity to pollution sources, impacts, and costs and complexity of implementation. It is intended that the network maps be updated regularly, as studies are completed and works implemented.</b></p>
P. 37	<p>Add after existing text:</p> <p>The works were completed in early 2021 and are currently being evaluated.</p> <p>Insert photo</p>
P. 38	<p>Our targets are that by 2030 we will:</p>

Increase weekly cycling participation to 25%

91

Increase the proportion of residents who ride a bike in a typical week from 16% to 30%

Insert, following existing text:

Open, transparent reporting on progress and scheduled works is needed. Annual reports, covering budget adopted and expended, project status, activities undertaken and issues, will be prepared. Network maps will be made available on the web, with indicative prioritisation, and updated regularly to reflect implemented works.

P. 39

**Measure/indicator**

Participation – mode share

Proportion of short trips (<10km) (<5km) made by riding

Participation – diversity

Measure/Indicator		Data source	Frequency
Proportion of children (0-9 and 10-17) who rode in the last week		National Cycling Participation Survey - Newcastle	Annual
Proportion of young adults aged 18 to 29 who rode in the last week		National Cycling Participation Survey - Newcastle	Annual
Proportion of residents aged 50+ who rode in the last week		National Cycling Participation Survey - Newcastle	Annual

Appendix 1 – Network Maps

Additional routes added:

- Broadmeadow Station to City Centre via Denison Street (for evaluation with Everton Street route)
- a continuation of Fern Street Islington to Hubbarb Street
- improved permeability to Hamilton local centre via Lindsay Street
- a potential off-road link through Gregson Park, Hamilton
- a north-south link along Gordon Avenue from Selma Street to Jenner Parade
- a link from the Carrington to Islington via Roberts Street, Wickham
- a central east-west link along Robertson Street, Carrington to the foreshore path
- links from New Lambton local centre north to Lambton via Tauranga Road and east to Broadmeadow via Alma Lane
- an east-west link from Rowlands Park, Merewether, along Railway Street and north-west to Darling Street, Hamilton South (alternative to Glebe Road)
- a direct link from the Stockton Bridge western stair to Cormorant Drive to cater for commuters on Kooragang Island.

Note: Minor formatting, punctuation and word changes are not listed.

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**CCL 23/02/21 – ADOPTION OF CYCLING PLAN**

**ITEM-8**      **Attachment E:**      Implementation Plan

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# Cycling Implementation Plan



## Acknowledgment

City of Newcastle acknowledges that we operate on the grounds of the traditional country of the Awabakal and Worimi peoples.

We recognise and respect their cultural heritage, beliefs and continuing relationship with the land and waters, and that they are the proud survivors of more than two hundred years of dispossession.

City of Newcastle reiterates its commitment to addressing disadvantages and attaining justice for Aboriginal and Torres Strait Islander peoples of this community.

## Enquiries

For information contact

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**City of Newcastle**

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# Introduction

The Cycling Plan is the key document which will guide our approach to the design and provision of cycling infrastructure and related activities in the Newcastle local government area. The actions identified in the Cycling Plan are aligned with the Community Strategic Plan and supporting strategies. Implementation of actions stated in the Cycling Plan will be monitored through City of Newcastle's Integrated Planning and Reporting (IP&R) Framework, utilising CAMMS Strategy software.<sup>1</sup> To align with the IP&R Framework, actions are identified as commencing within one year (short term), two to four years (medium term), or greater than four years (long term). Once initiated, several actions will be ongoing, and will become 'business as usual'.

Actions undertaken each year that require specific allocation of funds are approved through the annual budget planning process and endorsed by Council in adoption of the Delivery Program and Operation Plan. Other actions, some of which will become 'business as usual' may be undertaken by officers as part of operational funding for the nominated service unit(s).

The Implementation Plan will be reviewed each year and modified as actions are completed, resources modified or external or internal influences necessitate change in priorities.

## Key

### Timeframe



**Short: 1 year**  
(Commence in 2021/22)



**Medium: 2 – 4 years**  
(Commence 2022/23 to 2024/25)



**Long: 4+ years**  
(Commence after June 2025)



**Ongoing**



### Control

Core business  
Statutory requirements  
Direct decision making and action is necessary



### Influence

Areas which council has a partial or shared responsibility or influence  
Advocacy, lobbying, education and communication are possible  
Action may be possible in collaboration

<sup>1</sup> CAMMS Strategy is an integrated planning and corporate performance management software solution designed to bring together organisational, strategic and service planning into a common monitoring and reporting framework.

## Theme 1: Improve safety and comfort

### Cycling Plan Objective 1

**Design and implement new cycle routes that are separated from motorised traffic or achieve a low speed, low traffic volume environment.**

Where possible, we will allow dedicated space for both cyclists and pedestrians.

Delivery Program Objective	Operational Plan Action	Timeframe	Responsibility	CSP Objective	CN Role
Improve safety and comfort of active transport networks, through design and implementation of separated, dedicated facilities for cyclists and pedestrians.	1.1 Design and implement cycle routes in accordance with the Safe System approach.	 	Assets & Projects Transport & Compliance	Linked networks of cycle and pedestrian paths	
	1.2 Provide training for CN staff in the Safe System approach.		Transport & Compliance Assets & Projects	Safe, reliable and efficient road and parking networks	
	1.3 Undertake trials of limited access streets and areas.		Transport & Compliance Assets & Projects	A local government organisation of excellence	
	1.4 Advocate to the NSW Government for lower speed limits.	 	Transport & Compliance	Safe, reliable and efficient road and parking networks	
	1.5 Consistent with actions in the Newcastle Transport Strategy, review the functional road hierarchy, define street types and corresponding user hierarchies, indicative road space allocation and treatments for walking and riding.		Transport & Compliance	Linked networks of cycle and pedestrian paths Safe, reliable and efficient road and parking networks	
	1.6 Consistent with the Newcastle Transport Strategy, develop and implement a program of local area traffic management studies and study methodology, to deter through traffic and ensure needs of vulnerable roads users are addressed and prioritised.		Transport & Compliance	Safe, reliable and efficient road and parking networks	
	1.7 Develop a bicycle toolkit and suite of standard drawings for various treatments (e.g. for continuous path treatments, driveways, marking of logos) in conjunction with Transport for NSW and Lake Macquarie City Council.		Transport & Compliance Assets & Projects	Linked networks of cycle and pedestrian paths	

**Key**  Short: 1 year  Medium: 2-3 years  Long: 4+ years  Ongoing  Control  Influence

## Theme 2: Connect and improve the network

### Cycling Plan Objective 2

**Establish a bike network that provides safe, convenient connections between our centres, key attractors and homes.**

We will implement a principal bike network, designed in accordance with the Safe System approach, supplemented by key connectors, scenic routes and low speed, low volume local traffic areas.

Delivery Program Objective	Operational Plan Action	Timeframe	Responsibility	CSP Objective	CN Role
Connect and improve the network.	2.1 Upgrade, expand and connect cycling facilities (in accordance with the Safe System approach.	 	Assets & Projects Transport & Compliance	Linked networks of cycle and pedestrian paths	
	2.1.1 Complete the investigation, design and construction projects listed in the 2020/21 Cycleways Program.		Assets & Projects Transport & Compliance	Linked networks of cycle and pedestrian paths	
	2.1.2 Undertake the investigation, design and construction projects listed in the 2021/22 Cycleways Program.		Assets & Projects Transport & Compliance	Linked networks of cycle and pedestrian paths	
	2.1.3 Undertake the investigation, design and construction projects listed in the 2022/23 Cycleways Program.		Assets & Projects Transport & Compliance	Linked networks of cycle and pedestrian paths	
	2.1.4 Undertake the investigation, design and construction projects listed in the 2023/24 Cycleways Program.		Assets & Projects Transport & Compliance	Linked networks of cycle and pedestrian paths	
	2.1.5 Undertake the investigation, design and construction projects listed in the 2024/25 Cycleways Program.		Assets & Projects Transport & Compliance	Linked networks of cycle and pedestrian paths	
	2.2 Undertake feasibility studies to determine route alignments for key gaps in the network and sections requiring significant upgrade.	 	Transport & Compliance Assets & Projects	Linked networks of cycle and pedestrian paths	
	2.3 Improve safety and access throughout the local government area by:	 	Assets & Projects Civil Construction & Maintenance	Linked networks of cycle and pedestrian paths	
	<ul style="list-style-type: none"> <li>• upgrading stormwater grates to be bike safe</li> <li>• phasing out bicycle shoulder lanes</li> <li>• removing/replacing end treatments (bollards) with safer designs</li> <li>• installing bicycle ramps</li> <li>• responding to requests to trim vegetation.</li> </ul>				

Key



## Theme 3: Support people to ride

### Cycling Plan Objective 3

#### Understand and address the challenges and enablers of more riding in Newcastle.

We will raise community awareness of the benefits of riding and provide information about cycling in Newcastle and safe routes. Our network of safe routes will be supported by clear wayfinding and convenient parking and facilities.

Delivery Program Objective	Operational Plan Action	Timeframe	Responsibility	CSP Objective	CN Role
Provide cycle wayfinding and convenient bike parking.	3.1 Complete an audit of bike parking in the public domain and proactively provide bike parking at local centres and other attractors.		Transport & Compliance Assets & Projects Information Technology (GIS)	Linked networks of cycle and pedestrian paths	
	3.2 Install coherent and consistent bicycle wayfinding signage and incorporate maintenance of signage in the City Wide Maintenance Procedure.	 	Transport & Compliance Assets & Projects	Linked networks of cycle and pedestrian paths	
	3.3 Include consideration of wayfinding signage, lighting, drinking fountains, rest areas, bike parking and the like in the project scope for local centres and cycleway projects.	 	Assets & Projects Transport & Compliance	Linked networks of cycle and pedestrian paths	
Promote cycling and provide opportunities to build skills.	3.4 Provide opportunities for people to build skills and capabilities, with targeted initiatives for specific, under-represented groups.	 	Transport & Compliance	Active and healthy communities with physical, mental and spiritual well being	
	3.5 Provide information about our cycling infrastructure, through website updates, publication of project information and hardcopy and online publication of cycling maps.	 	Transport & Compliance	Linked networks of cycle and pedestrian paths  A local government organisation of excellence	
Promote active transport.	3.6 Initiate and support events that encourage bike riding, such as National Ride2Work Day, NSW Bike Week, Biketober, local discovery rides.		Transport & Compliance	Active and healthy communities with physical, mental and spiritual well being	
	3.7 Encourage mutual consideration, safe and respectful behaviour by road and path users.	 	Transport & Compliance	Active and healthy communities with physical, mental and spiritual well being	

**Key**  Short: 1 year  Medium: 2-3 years  Long: 4+ years  Ongoing  Control  Influence

## Theme 4: Facilitate active transport in centres

### Cycling Plan Objective 4

**Prioritise space for walking and riding within our City Centre, local and neighbourhood centres so as to encourage mode shift to walking and cycling for short trips.**

Delivery Program Objective	Operational Plan Action	Timeframe	Responsibility	CSP Objective	CN Role
Facilitate active transport in centres.	4.1 Deliver a fine-grained cycling network in the Newcastle City Centre that meets 'Safe System' criteria.	 	Assets & Projects Transport & Compliance	Linked networks of cycle and pedestrian paths	
	4.2 Work to better understand the demands on our centres and how people access them, to inform the prioritisation of space.		Transport & Compliance Assets & Projects	Linked networks of cycle and pedestrian paths	
	4.3 Review our processes and objectives for local centres' projects, to incorporate specific objectives for walking and cycling access.	 	Assets & Projects Transport & Compliance	Linked networks of cycle and pedestrian paths	

## Cycling Plan: Implementation and Measuring Progress

Delivery Program Objective	Operational Plan Action	Timeframe	Responsibility	CSP Objective	CN Role
Provide clear, comprehensive annual reports on implementation of the Cycling Plan.	Prepare annual report covering budget adopted and expended, project status, activities undertaken and issues.	 	Transport & Compliance.	Considered decision-making based on collaborative, transparent and accountable leadership	
				A local government organisation of excellence	

**Key**  Short: 1 year  Medium: 2-3 years  Long: 4+ years  Ongoing  Control  Influence

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